



The Acton Free Press
Published Every Thursday at Acton, Ontario

Subscription Rates—One year in advance, United States postage paid, single copies 10¢. Cash and all new subscribers should be given their change of address is requested.

CANCELLATIONS—We find that most of our subscribers prefer not to have their subscriptions renewed in case they should be unable to pay. If you wish to cancel, please write to the publisher at once, so that we may stop the subscription before the next issue.

Advertising Rates—On application and as given in various column headings.

Although every precaution will be taken to avoid error, the publisher assumes no responsibility for any error in any advertisement published hereafter. The publisher will not be held responsible for any error in any advertisement published hereafter. The publisher will not be held responsible for any error in any advertisement published hereafter.

G. ARIOP DILLS, Editor

TELEPHONE—
Editorial and Business Office 274
Residence 275

EDITORIAL
A Lot of Money

A million dollars is to be spent on the new power plant at the lower falls on the Montreal River. With the numerous amounts of even larger sums announced for other projects in the district, a million dollars doesn't bulk as very impressive in the public mind.

Yet how much is a million dollars?
If you started to save \$1 a day out of your wages for 800 years before the Christian era, you would just about have the money the second power plant on the Montreal will cost, or what the new coke ovens at the steel plant will cost.

Or if you had put \$2 in the savings bank every day from a little after the Roman Empire blew up you would have the million.

Or if you were able to put \$5 away every day since about the days of the Crusades you, would be able to build now a lesser Algoma project.

A million dollars is a stupendous amount of money.—Sault Star.

Almost a Million Gain in Tourist Traffic

A gain of almost a million tourists was recorded during the first half of 1937, when 6,374,339 visitors entered Canada from the United States, compared with 5,409,331 for the first six months of 1936, according to figures compiled by the Immigration Branch of the Department of Mines and Resources. The ever-increasing movement of tourists emphasizes the freedom of international travel between the United States and Canada, and the volume of traffic handled reflects the ease with which the international boundary may be crossed.

Canada has over 400,000 miles of highways and a wealth of tourist attractions. There is the scenic beauty of the Maritimes, the old-world charm of Quebec, the world-famed Niagara and the grandeur of the mighty Rockies, to mention only some of the more outstanding white in all the Provinces. Countless lakes, rivers and forests provide unrivalled facilities for fishing, hunting and summer and winter sports. The National Parks of Canada, comprising twenty separate park units with a total area of more than 12,500 square miles, are among the most popular vacation areas frequented by tourists to Canada.

A Better Policy

The plan of making for more permanent improvements of roadways, bridges, etc. in the town is a commendable move by the Council. The Brock Street bridge is to have a permanent cement covering. And this would seem typical of the work undertaken this year.

The village of Rockwood has, during the past few years, been a splendid example of what can be done in the way of good road work. Streets have, all over that village, had a permanent road surface applied and are in excellent condition. The dust nuisance has been abated and money saved here and the place is neat and tidy. The Council in Acton has given some consideration to the construction of more hard-surfaced roadway. The step is in the right direction. There are many types at the present time to choose from. An excellent example of a low cost material is to be seen this year on the seventh line, near Hornby. We don't advocate the construction of all these improved roadways in one year, but rather a pay-as-you-go policy for each year. The more permanent repairs are the more satisfactory and we commend the work already done.

Canadian Wheat Crop Down

The first estimate, issued by the Dominion Bureau of Statistics, places the total Canadian wheat production in 1937 at 188,101,000 bushels, compared with 220,218,000 bushels of spring wheat and 10,102,000 bushels of fall wheat. The grade and quality are indicated to be very high, although slightly below the record of 1936, but the total Canadian wheat crop is the lowest since 1914 when 161 million bushels were harvested from an acreage of only four-tenths the size of the 1937 acreage.

For all Canada the 1937 crop of coarse grains, except flaxseed show an increase over 1936 as a result of improved yields in Ontario, Manitoba and Alberta. Due to dry soil conditions in Saskatchewan, the Canadian flaxseed acreage in 1937 was almost halved, and yields per acre were also reduced, accounting for the very small flaxseed production this year of only 741,000 bushels. The oat crop is estimated at 282,065,000 bushels, or slightly more than ten million bushels higher than in 1936. Barley production is placed at 87,781,000 bushels, almost sixteen million bushels more than a year ago. Fall rye is estimated at 4,598,000 bushels and spring rye at 1,450,000 bushels, making a total of 6,038,000 bushels compared with 4,281,000 bushels last year.

The main hay and clover crop is estimated at 13,047,000 tons, a reduction of three-quarters of a million tons from 1936. Ontario production is more than a million tons higher this year, but Quebec production is down by 1,300,000, and production in the Prairie Provinces has been generally lower.

Bicycles a Hazard

In the new drive being launched by the Provincial Government to cut down the number of traffic fatalities, attention is at last being paid to those who ride bicycles. For years these riders have been an additional hazard to driving on our streets and highways, and with their rapid increase in the last while they constitute an ever-increasing source of danger. It is strictly against the law for bicyclists to ride two abreast, yet every day, on both highway and city street, the motorist is confronted with two or three riding abreast. It is also contrary to regulations for two people to ride on one wheel, but here again few attempts are made to discourage the practice. We hope that the new check-up will prove effective, not only for the sake of bicyclists themselves, but for the benefit of all who use the highways.—St. Marys Journal-Argus.

EDITORIAL NOTES

True cause for thankfulness can be felt by all in this district for the immunity from infantile paralysis that has thus far been enjoyed.

The new auto markers are already making their appearance and are quite attractive in design. The lower price is also quite an attraction.

The highway construction on the Middle Road and the second line is providing employment for quite a number of unemployed men from this district.

The output of central electric station in Canada during July amounted to 2,188,055,000 kilowatt hours compared with 2,021,147,000 kilowatt hours in July a year ago.

Creamery butter production in Canada during the first eight months of 1937 totalled 170,705,417 pounds compared with 173,493,489 pounds in the corresponding period of 1936.

The Middle Road has already claimed a level crossing accident. The new safety features cannot be all built in the road. Drivers must use care to avoid highway accidents.

Many a transformation can be made to improve the home during these months. The Home Improvement Plan offers the solution in securing funds to bring about the desired transformation.

Editor E. A. Harris last week completed thirty-eight years in charge of the Burlington Gazette. But the years do not dim the vigor which he continues to use in publishing a paper representative of Burlington and its interests.

The necessity of writing the editorial columns on Monday of each week makes comment on the Fair impossible until next week. At this time we can only hope for good weather and the hearty support of the community and district to make for success.

Ontario highway toll is still far too high. Every one can contribute a share toward making it lower. A slogan used at the C. N. E. in a safety exhibit, that was arresting, read: "It's not how fast your car can travel, but how fast it can stop that should be your chief concern."

Mr. R. J. Kerr, the First Vice-President of the Ontario Fairs Association, is much in demand these days to preside over the opening ceremonies of the Fairs. He was at Georgetown on Friday, and will be at Erin on October 11th. Acton has realized his capabilities for many years and he has opened and closed and worked the year round for Acton Fair ever since his residence here.

Chronicles of Ginger Farm
Written Specially for The Acton Free Press
GWENDOLINE P. CLARKE

And on Monday the young people go back to school, and—bless their hearts—they will leave us very quiet, but very peaceful. Even the children themselves have not altogether appreciated the extra holiday, because they never knew from one week to another how long it would last.

As for me, there are so many things I have put off doing, telling myself I would see to them after the children went back to school, jobs like writing letters, writing stories or hunting up material for stories yet unborn—to say nothing of the sewing and mending that accumulates unbelievably if one just gives it a chance. Every week I think the rush of work has passed and that we can settle down to normal. And every week something else turns up.

Take last Monday for instance. We were just thinking of going to bed when the 'phone rang. Partner answered and this is what I heard: "Hello... oh yes, I thought it was you... When—to-morrow, did you say? Oh, yes, it's still there—can't possibly get it in about ten days, I should say... All right, we'll look for you to-morrow... O. K... Good-bye."

Oh, oh—another thrashing! No need for Partner to tell me. Don't I know very well that ten loads of lucerne stands waiting in the field and until now it has been impossible to get it in and impossible to get it threshed. Of course I wanted to see it threshed and of course I would do my part to make it possible. But ah, isn't last thing at night an awful time to have such news spring upon you?

Instead of going to bed and getting much-needed rest, all I could do was lie in bed and figure out how I was going to get to town for provisions and get my making done too, and what I should give the men for supper. Before I finally dropped off to sleep, I had it all planned.

Right after breakfast I would straighten the house, and then go to town while Daughter prepared dinner. And for supper—cold meat, scalloped potatoes, sliced tomatoes, apple sauce... and pie—yes, two kinds of pie... fruit, of course, and cookies. I could buy the cookies. And cheese—I mustn't forget the cheese, the men were fond of it. Good thing I washed that big tablecloth yesterday... just one meal—nothing to worry about at all. What kind of a woman am I, anyway, if you can't cook a meal for ten men without getting excited about it? Supposing it should rain!

At about that stage I dropped off to sleep.

The next morning everyone was up betimes. Breakfast was nicely over when a school-mate of Son's asked to borrow one of his songs, as she wanted it for a solo and would come out for it. Of course I told her she could have it, and we would hunt it up. "Hunt" was the right word. Son was out in the field, so I looked for the song myself. I turned the music over and over, and then, waded through all Son's treasures upstairs. But not a sign of that song could I find. After a while our young hopeful came along, helped in the hunt for a few minutes, and then suddenly remembered he had left the song at school!

Just then the little girl came along, and we went all through the music again to see if there was any other song she could use instead. There was, and she took it.

Ten minutes later, a car appeared in the lane. In it were two men, one of them had business outside with Partner, the other came in the house and visited with Daughter and me. This gentleman had travelled considerably and is a most interesting conversationalist. Believe it or not, I was quite ready to listen to all he had to tell us. It was not until after he had gone that I began to get in a panic. Eleven o'clock, and not a thing done! I could not go to town now—the thrashing machine might come along and the men want an early dinner.

To cut a long story short, Daughter and I did what we could before and after dinner, then, at three-twenty, we went to town for meat and other necessities, leaving scalloped potatoes in a cool oven. At four o'clock we returned, just as Son came to the house to tell us the men would be in at five! They were—and, glory be—supper was ready—with an extra pot of boiled potatoes in case the scalloped might not be done.

After supper, we were clearing the table. "Mumpsie," said Daughter, wistfully, "do you think we shall be able to go to 'Lloyd's of London' to-night?" "Oh, my dear child, I am too tired, to go anywhere," I answered.

Just then I went out to see if any help was needed at the barn, as a fence had been let down and the cows had to be kept away from the stack. When I came back the dishes were all stacked up, and the kitchen and dining-room tidy. I sat down and washed the dishes while Daughter dried and put them away.

Presently, I felt strangely rested—"All right," I said, suddenly, "we will go to 'Lloyd's!'"

And we did.

Late that night I climbed wearily into bed, thankful, especially when I heard

rain beating on the window, that another thrashing was over; thankful the men finally got fed; and thankful that Daughter and I did not miss the best show I've seen in years—"Lloyd's of London."

CANADA'S FISHERIES GAIN IN 1936

Experiencing the best year since 1926, Canada's fisheries production in 1936 reached a total value of \$39,164,616, an increase over 1935 of \$4,736,764, or 14 per cent, and an increase over 1932, the low year of the depression period, of \$13,207,509, or 51 per cent. These totals represent the value of the fish as marketed, whether sold for consumption fresh, or as canned, smoked, dried, etc. The sea fisheries contributed \$32,951,007, or 84 per cent of the 1936 total, while the inland fisheries accounted for \$6,213,609, or 16 per cent.

The salmon, lobster and cod fisheries are of chief importance, their combined value representing 85 per cent of the total fisheries production of the Dominion. The marketed value of the salmon was \$12,867,613, of which 96 1/2 per cent is credited to British Columbia, and the remaining 3 1/2 per cent, distributed among the four Atlantic coast provinces. The lobster fishery of the Atlantic coast had a production value of \$4,383,428, and the cod fishery a value of \$3,331,760. Practically all of the cod is taken on the Atlantic coast, the largest share being credited to Nova Scotia, with Quebec second. Other leading fisheries, with production values of over a million dollars each, are those of herring, sardine, whitefish, halibut, haddock and pickerel. The salmon and herring include both sea and inland, while the whitefish and pickerel are taken in the inland waters only. The other kinds mentioned are of the sea fisheries.

British Columbia, by reason of the wealth of its salmon fishery, is much in advance of any other province with respect to value of fisheries production, while Nova Scotia, with its lobster, cod and haddock fisheries, is second, and New Brunswick, with the sardine and lobster fisheries, third. Compared with the preceding year, increases in value of production are recorded for all of the provinces, with British Columbia, the leading province, showing an increase of 14 per cent, and Nova Scotia, second in importance, an increase of 13 per cent.

The total quantity of fish of all kinds, including shellfish, taken by Canadian fishermen during 1936 was 11,088,279 cwt., with a value at the point of landing of \$22,083,742 compared with a catch of 9,532,016 cwt., and a value of \$20,755,787 in 1935.

Tea for every Taste

"SALADA" TEA



"SO CLEAN AND LASTS SO LONG"

... YES dear, HAMCO certainly banishes the dust bogy... so clean and lasts so long! From now on it's only HAMCO Cokes for us!

You too will find HAMCO the ideal fuel—dustless, smokeless, longer-lasting. And easy to regulate—HAMCO delivers just the measure of warmth you want, regardless of the weather. Besides, it's a pleasure to use—go light, so clean and leaves far less ash. Order from your local HAMCO dealer—he deserves your fuel business.

HAMCO
Dustless
COKE

HAMILTON BY PRODUCT COKE OVEN, LIMITED
HAMILTON, CANADA

SOLD BY
J. B. MACKENZIE & SON **RITCHIE & AGAR**

INSIST ON HAMCO CANADA'S FINEST COKE

HYDRO IS YOURS... USE IT!



Guardians OF YOUR SAFETY

Whether you are at home, or on the street, on trains, street cars or motor, in church or theatre—Hydro plays an essential part in your safety and the protection of your property.

Police and Fire Department signal systems render immediate service in emergency. Traffic lights permit control and safety on our streets. Wig-wag systems flash and signal the danger of approaching trains. Better lighted streets make crime difficult.

In addition to these many guardians of your safety, Hydro goes still farther. Every electrical appliance or device must be approved by the H. E. P. C. Testing and Inspection Department before it goes into your home—every piece of electrical equipment is made as free of hazard as scientific knowledge and highly-trained technicians can make them.

In addition to being an important factor in your safety, and the protection of your property, Hydro is making every effort to extend the benefits of low cost power throughout the Province of Ontario. These efforts are made in your best interests, and their success will affect your prosperity. You should, therefore, be vitally interested in Hydro and what it is doing for you.

The HYDRO ELECTRIC POWER COMMISSION of Ontario

375A

If You Expect to Sell, You Must Advertise