



The Acton Free Press

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G. ARLOF DILLS, Editor

TELEPHONES—Editorial and Business Office 234 Residence 125

EDITORIAL

Don't Cross Your Legs

Don't cross your legs if you are riding with a reckless driver, advises Dr. Robert Funsten, Professor of Surgery at the University of Virginia.

Dislocations of the hip are frequent results of automobile collisions and present a serious surgical problem. The passenger in the front seat can avoid it by planting both feet on the floor boards and leaning well back in the seat.

If he crosses his legs, he is apt to dislocate his hip as well as injure his knee. That means confinement in a hospital for eight or ten weeks. — United Press.

Fine, But More of It Needed

Christmas light effects about town have been very effective and the Utilities Commission has done considerable to promote this very fine feature. The lighted Christmas tree and the colored lights on the street have added a great deal to the lighting of the main streets. The plan of business places joining in the scheme has, however, not made a great deal of progress. Possibly one of the reasons is that there are too many making collections of Christmas colored lights. With a cessation of some of the vandalism there would be an incentive for an extension of this splendid Christmas lighting effect. Perhaps a few more homes would enter the scheme, too, if some assurance was to be had that equipment could be used year after year.

Water Power Aids Mining

Canada's great mining industries are a striking illustration of the importance of water-power resources. The close proximity of adequate water-powers which provide low cost hydro-electric energy has made possible the marked development in Canadian mining since the beginning of the present century.

Almost without exception, ample resources of hydro-power are economically adjacent to mineral deposits and centres of mining activity throughout the Dominion. Water-power provides the electric energy for gold mining in the Yukon; for the vast mining, smelting, and fertilizer industries centred at Trail, British Columbia; for copper mining on the Manitoba-Saskatchewan boundary; for gold, silver, and nickel-copper mining operations in northern Ontario; for gold, gold-copper and asbestos mining operations in Quebec; for gold mining in Nova Scotia; for electro-chemical and metallurgical operations at Shawinigan Falls, Arvida and Niagara and for the iron and steel mills at Sault Ste. Marie, Hamilton and Port Colborne.

During 1936 approximately three billion kilowatt hours of electrical energy were consumed for mining and metallurgical purposes, nearly 95 per cent. of which was purchased from central electric stations. Altogether the energy requirements of the mineral industries in Canada are in excess of one million horse-power, of which over 85 per cent. is derived from hydro-electric developments.

A feature of hydro-power which is not so generally recognized has to do with the utilization of low-grade ores. In these deposits the margin of profit is narrow and the price of power is often the determining factor in making successful operation possible. Canada's abundance of low-cost hydro power has made possible the development of many of the lower grade ore deposits, thus adding immeasurably to the national wealth.

Longevity of Newspapers

Robert P. Holliday New York newspaper advertising representatives, has every confidence in the future of the newspaper. "In this country to-day there are 280 newspapers more than 100 years old, and 102 of these are dailies," he says. "I defy you to find 280 drug stores, grocery stores, department stores or hotels that are more than 100 years old; and I doubt very seriously, in spite of all the care and conservation that goes into their perpetuation, if you will find 280 banks in America more than 100 years old."—Marketing, Toronto.

1937—1938

To-morrow closes 1937, and a New Year is ushered in on Saturday. We would indeed be lax if we allowed the old year to close without expressing our appreciation of the kindly things and pleasant associations that the year closing has afforded. Those little unpleasanties that may have ruffled the pathway of the year were we hope, only impediments that had to be surmounted to make the way easier going again.

As editor of Acton's paper, we have appreciated these many things that mark the closing year as a pleasant one. To enumerate them would be impossible. To say that we can at the moment recall every one of them would be stretching the truth. But as 1937 closes, we say thank you.

Saturday we open a new book. A year of opportunity for all of us. Working together it can be another year of progress. Each of us have our own little part to perform in this community of Acton. And as our communities are made better, so is the County, the Province, the Dominion and the world improve. Not all of each one's individual ambitions will be realized in 1938. But may it bring in some measure to all of you better conditions in every phase that affects the life. Yes, more than even Happiness, Health and Prosperity.

How Much More?

If Ontario has a Liquor Control Board, it certainly belies its middle name. There isn't a doubt about it that liquor in this Province is badly out of control. The horror of last Christmas was belittled by what occurred this year. Toronto, Hamilton and other large centres have a record that is not any cause for pride. And the government that sanctioned sale for liquor so promiscuously has the major share in the disgrace.

Thank goodness we in rural Ontario were not obliged to mingle in city traffic with its drivers, in all sorts of conditions. But we saw plenty of the effects of the present policy of selling liquor. There was a splendid crop of young drinkers brought on during the holiday. They were a sorry sight and parents who have to raise young people among such conditions are to be pitied. We don't profess to know where they procured the intoxicants, but evidence was not lacking that they had been procured. Perhaps if they had seen themselves they would not be so anxious to appear again in such a state.

If Ontario has to stagger about in this state to balance the budget, it is time that the welfare of its citizens is put ahead of financial gain. The present liquor sale policy hasn't done one of the good things claimed for it, and has lived up to all the dire predictions made by prohibitionists. Surely we have had sufficient experimentation. Surely sufficient young folks have already been enmeshed. Surely each Christmas cannot continue to be more black than its predecessor.

EDITORIAL NOTES

Happy New Year!

May 1938 bring forth all that you hope for in Happiness, Health and Wealth.

Reports of employment in Canada at October 1st, 1937, show 10,463 firms with payrolls aggregating 1,194,137 workers.

Municipal election campaigns in some towns and the adjourning townships will enliven an otherwise rather in-between holiday week.

Jewellery and scrap receipts at the Royal Canadian Mint during the first nine months of the current year contained 17,925 ounces of gold.

Weather conditions will now be watched closely and what pleases the hockey fans does not usually meet with the approval of the man whose duty it is to keep the coal bin filled.

Every motor trip now usually provides a reminder that extra care is required if the journey is to be completed as originally intended. Ditched cars are not in the news any more.

Annual meetings and year-end business summaries are now the usual thing. The matter of the use of red or black ink is also quite an item, entirely apart from any color scheme.

After next Monday the business of selecting a Warden for Halton can really take on a serious aspect. Then the whole slate will be known and also who will have the deciding of the matter.

Announcing  
TWO NEW FORD V-8 CARS FOR 1938

THE DE LUXE THE STANDARD

Ford offers two new cars for 1938 — the Standard Ford V-8 and the De Luxe Ford V-8. They are different in appearance — but built to the same standard of mechanical excellence — on the same 112-inch wheelbase.

Because people liked our 1937 car so well, they bought more than of any other make. They liked its looks, its smooth performance, and the way it handled. We have improved on that car in the newly styled Standard Ford V-8.

But some folks wanted still more size and style, with the same fundamental Ford advantages. For them, we have designed a new De Luxe line.

The De Luxe Ford V-8 Sedans are longer with more room, larger luggage space, and finer appointments. De Luxe cars are equipped with the 85-horsepower Ford V-8 engine. They provide more

motoring satisfaction at low Ford prices. The Standard is even lower priced than the De Luxe. It is a brilliant, modern car. It has graceful new lines and well-tailored interiors. It gives you the same basic advantages of the 85-horsepower Ford V-8 engine.

Before Ford made V-type 8-cylinder engines available to every one, they were used only in expensive cars. Since then, four million Ford owners have learned the genuine enjoyment of driving an 8-cylinder car with all-round economy. The low prices of the De Luxe and Standard cars make it easy for you to step into the V-8 class.

**FIT YOUR CAR TO YOUR NEEDS**

With two distinct designs, two body sizes and two price ranges, you'll find a 1938 Ford car to fit your personal needs exactly. Whatever one you choose, you get time-

proved Ford V-8 performance. Whatever price you pay, you get a car built soundly to serve you well. . . . That's the Ford way.

**FOR LOW DELIVERED PRICES SEE YOUR LOCAL FORD DEALER**

De Luxe Ford V-8 models are Coupe, Tudor Sedan, Fordor Sedan, Convertible Coupe, Club Coupe, Convertible Club Coupe, Phaeton and Convertible Sedan.

Standard Ford V-8 is available in three models: Coupe, Fordor Sedan and Fordor Sedan.

Ford sells a fully equipped car at the lowest possible price. The prices on De Luxe models include twin tail lights, two windshield wipers, two sun visors, twin electric horns, cigar lighter, de Luxe steering wheel, glove compartment clock and lock, chrome wheel bands, in addition to front and rear bumpers and guards, spare wheel and tire and tube, tire lock, and headlight beam indicator.

Prices on Standard models include front and rear bumpers and guards, spare wheel and tire and tube, tire lock, one tail light, one windshield wiper, one sun visor, cigar lighter, headlight beam indicator, and two horns.

NORTON MOTORS Phone 69 Acton Ont. FORD SALES and SERVICE

**CANADIAN BUSINESS REVIEW**

Business conditions in Canada during the first nine months of 1937 showed marked improvement over the corresponding period of a year ago. The index of the physical volume of business, based on 46 factors relating to the trend in mineral production, manufacturing, construction, electrical power, and distribution, averaged 121.8 compared with 109.9, a gain of more than ten per cent., which indicates the extent of the acceleration in business and productive operations.

Reflecting increased demand in external markets, the index of mineral production was 188.6 compared with 162.8 per cent in the first nine months of 1936, a gain of 16 per cent. Exports of copper in various stages of manufacture were 306 million pounds compared with 288 million pounds, while nickel exports amounted to 169 million pounds, increased by 31 per cent. Zinc exports were down 32 per cent. but the output of lead in eight months was ten per cent greater. Gold shipments at three billion ounces recorded a gain of 12.2 per cent., while silver shipments at 15 million ounces increased by 15 per cent. Coal production gained three per cent. The index of manufacturing production averaged 11 per cent. higher, indicating the trend in the meatpacking industry, cattle slaughtering showed a gain of 10 per cent., while hog slaughtering were up 16 per cent. Tobacco releases were in much greater volume, the release of cigarettes at five billion showing a gain of 23.5 per cent. Imports of raw cotton at 192 million pounds showed a gain of 11.3 per cent., indicating preparations by the textile industry for increased operations. The manufacture of newspaper at 2,700,000

tons showed a gain of 184 per cent., while the lumber industry experienced expansion in the export trade amounting to 18.3 per cent.

A considerable gain over the low level on the first nine months of 1936 has shown in the primary iron and steel industry. The output of steel ingots at 1,077,000 tons gained 32.4 per cent., and the pigiron output at 658,000 tons was up nearly 41 per cent. Automobile production was 162,000 units compared with 126,000 as a result of the gain in demand in both domestic and external markets. Imports of crude petroleum totalled 979 million gallons, compared with 879 million, indicating the trend of operations in the oil industry.

Now construction contracts awarded during the first nine months of 1937 totalled \$178 million compared with \$128 million, a gain of 40 per cent. The production of electric power reached a new high point at 20.3 billion kilowatt hours compared with 18.5 billion, a gain of nearly ten per cent.

**THE SAME NICKEL?**

Sandy seated himself at the dairy lunch counter and drew a nickel from his pocket. "Say," he asked, "what can I get for a nickel?"

"A glass of buttermilk," replied the counterwoman.

Sandy looked disappointed. He picked up the coin. "I think I can do better than that," he declared.

"Go ahead," snapped the counterwoman.

Sandy left. And it was just two days later to the day that he again entered the same place. He spotted the same counterwoman.

"Okay," he cried. "But put plenty of butter in it!"

Transport Minister Speaks in Boston



Canadian transportation problems and methods was the subject of an address made by Hon. C. D. Howe, Minister of Transport, to the Canadian Club of Boston, when he officiated as guest speaker at the Club's 50th annual banquet in the Massachusetts city. Mr. Howe is pictured at the banquet (right) along with Leslie I. Williamson (left), President of the Canadian Club of Boston, and H. E. Carson (centre), Central Vermont Railway executive.