



### The Acton Free Press

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G. ARLOE DILLS, Editor

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## EDITORIAL

### A Help to Safer Driving

It was rather gratifying to learn, as a result of the Safety Lane in Acton, that the majority of motorists do desire to have their cars in good working condition. While first tests revealed the fact that only a small percentage of cars were in good condition, records also show that of the total cars tested, 61 per cent. received the final O.K. for safe driving. No doubt many of the others will have the trouble rectified and know that their car is in safe driving condition.

As a result of the operation of the Safety Lane in the Province, driving ought to be much more comfortable. The most of the trouble seemed to be in the adjustment of headlights and in nearly every instance here this was immediately rectified. Of course the yellow sticker is only a mark of safe driving condition for the machine. Too often the O.K. could not be attached to the driver.

### Cigarette Consumption Steadily Increases

From the Department of National Revenue comes word that the consumption of cigarettes in Canada reached the amazing total of 6.8 billions in the fiscal year ended MARCH 31st, an increase of one billion over the preceding year. The tremendous expansion in the tobacco industry dates from the period of the Great War. In the year before hostilities commenced fewer than one billion cigarettes were smoked in Canada. By 1930, consumption exceeded five billions annually, only to slump to 3.7 billions in 1933, when the depression was at its worst.

The marked increase in the use of cigarettes is attributed by the trade to the superior sex. More women are smoking than ever before and they all favor cigarettes. Moreover this is an age of hurry and bustle. The cigarette is a short, convenient smoke, and while the more leisurely pre still is popular readers may not be surprised to learn that the consumption of pipe tobacco about 22,000,000 pounds a year did not fluctuate during the war or the depression. It is significant too that there has been a decided drop in the use of cigars since before the war. In 1913 Canadians smoked 294,000,000 cigars. When times were hard in 1933 the consumption fell to 115,000,000 and last year the total was 166,000,000—a gain of 51,000,000 over the previous year.

### When is One a Pioneer?

What prompted that query was the advertisement of the Canadian National Exhibition asking for information regarding descendants of those who took part or attended the Exhibition during its early years. The early years are given as 1879 to 1907. There should be no difficulty in getting plenty of folks in this class. We can readily recall attending a year or so prior to 1907 and we have always considered ourselves fairly young.

Why, 1907 is just thirty-one years ago and these folks from 1879 until 1907 are to be considered as founders. We can readily recall a visit to the Ex before 1907. Strange as it may seem, the most vivid part of the recollection is that it was the first time we had ever seen "hot dogs." Perhaps that may be explained by the fact that we saw them twice. At any rate, they were served just at the entrance to the old grandstand, a wooden structure, painted rather a tan shade.

Oh, yes, we have other recollections of other years as it seems that one attendance at the Ex just sort of made the visits a habit. But really, we think

the dates hardly qualify one for the designation of a pioneer. It's altogether too early an age to be placed in that class, even if one's hair has become gray. We know of many others who will say likewise. But it will be interesting to see how many will apply for the Founders' Day invitation and it's a nice gesture on behalf of the Exhibition officials in recognizing those who have stood by the fair for many years.

### Noted Author Gives Driving Tip to Son

J. P. McEvoy, noted satirist, novelist and feature writer, recently wrote a book called "Father Meets Son," published by J. B. Lippincott Co., in which a modern father, patterned after the famed Lord Chesterfield, wrote a series of letters to his son, who had just entered the business world after a rather hectic college career. The letter discussed every aspect of the young man's future life—questions of employment, marriage, social responsibilities, and so on.

On one occasion the lad, who was working at the time as a private chauffeur, took his employer's car out one night, without permission, and "wrapped it around a lamp-post."

Father McEvoy, when he heard about the accident, sat down and wrote his son a letter, containing a great deal of food for thought which should be thoroughly digested by everyone who drives a car. Here is what he wrote:

Dear Son:  
You used up a lot of paper explaining how the accident was not your fault, and I can believe you. But you are going to continue to drive cars, and a few words on the subject won't do any harm. In the 25 years that I have been driving automobiles, I have never met anyone who had an accident through his own fault—it was always the car, the road or the Other Fellow. Mostly, the Other Fellow.

This Other Fellow is worth some study. There seems to be no escaping him. To look at him, you would think he was harmless, but last year he killed a great many people, and injured many, many more. I have seen the Other Fellow, and certainly he doesn't look like a killer. Sometimes he is a young, nice-looking kid like you. Sometimes he is a mild-looking, middle-aged fellow like me. Sometimes he is a gentle sweet little woman, like your mother, but that only goes to show you can't judge by appearances. He's a killer, and no mistake, and something is going to be done about it—or is it?

Some time ago, the champion safety driver of one of the largest bus companies in the world was given a banquet and a medal. He had completed half a million miles without an accident. When they called on him for a speech, he rose and said: "I ain't much of a hand at making speeches. I suppose you want to know how I got away so long without an accident? I just got one rule. I drive like the other fellow was crazy."

So that seems to explain it. The Other Fellow is crazy. If you cut out of line on a two-lane road, don't expect him to let you push him into the ditch, so you can cut in again. If you pass a car on a blind curve, don't expect the fellow coming the other way to be sensible about it and go off the road and get into the field to let you by. He's just crazy enough to run right into you because you are on his side of the road. If you speed through a main intersection, you will meet a lot of people who are crazy enough to think they have the right of way just because they are on a through street and you are coming in off a side street. If you like to pass on a hill, don't be surprised if a car comes over the crest and the driver doesn't leap over you or run under you. That would be the sane thing to do of course—but you see, he's crazy.

Yes, he's crazy, but you are sane—and that's what makes him crazy. It doesn't matter so much if you are walking down the street and you are rude enough to push someone aside, but if you are rude enough to push him aside with a three-ton automobile going 60 miles an hour, you'll kill him. You can elbow your way through a crowd, if you are that impolite, and do no damage at all. But when you elbow your way through traffic with your bad manners stepped up to a hundred horsepower, you're bound to do a lot of damage to a lot of innocent people.

For every accident caused by high speeding there are a thousand caused by low breeding. Is it coincidence that the continent which leads in fatalities lags in formalities? We may not be the most unkind people on two feet, but we certainly are the prize winners on four wheels. My boy, you may think it is easy to be polite, but a kiss on a warm cheek is worth two on a cold brow.

Today we put a premium on agility rather than civility. Each year our manners become cruder as our gasoline becomes more refined. While roads won't prevent accidents so long as they continue to fill up with narrow people. Good brakes on cars are no protection against bad breaks in behavior. The growing problem of automobile fatalities will not be solved around the drafting board. It can only be solved around the drafting board of the hood, because there will be a gentleman at the wheel.

Affectionately, DAD

### EDITORIAL NOTES

The garden party as a summer outing seems to be getting a thing of the past. Crowds are not large enough to pay for expensive programs or leave any considerable balance with the organization sponsoring the event.

There seems to be a difference of opinion on the location of Acton's southerly boundary. The oil applied by the Province and the calcium chloride applied by the Municipality to alleviate the dust nuisance, failed to meet by over a hundred feet.

The traffic guide at the Mill and Main Street corners, was found quite necessary. Painted lines on the pavement failed to keep motorists on their proper side of the street, and several accidents were narrowly averted.

Douglas Corrigan, who flew the Atlantic without mishap or injury in a rather worn aeroplane, suffered a chest injury when a New York crowd stormed his car, to give him a welcome home, which recalls also the recent fatality in Toronto, when two war veterans escaped the many dangers of war, only to have their lives snuffed out in celebrating a re-union twenty years after the close of the war.

### FOR A LONG LIFE

According to new statistics published by Dr. W. H. Cline, the best way to insure yourself a long life is to be born a girl in the United States. By the 1935 figures, which are the latest available, a white girl born in America has a life expectancy of 64.72 years. This is the world's record, formerly held in New Zealand and then in Australia. But something or other has happened to put the United States in first place.

This hypothetical young lady's brother however, can only look forward in the United States to 60.72 years. Men don't last as long, for a variety of reasons. This is the case in all countries, excepting India, where boys can count on living longer (on the average) than girls. India also had the lowest record in general. An infant born there has an expectancy of only 27 years.

For boys who want to live a long time, Denmark is the best place to be born and live. The expectancy of boys there is 63.8 years. More significant is the fact that children born in the United States nowadays (1935) can expect two more years of life than they could if born in 1909. Depression has an odd way of prolonging life, it appears, for the same increase in longevity is evident in virtually all countries since the lush years of the 20's.

Nowhere in the world does an infant have any right to expect the biblical three score and ten years of life, according to the statistics. But back in 1931 New Zealand came close to making this traditional limit the average. In that year the expectancy of boys was 65 years and of girls 68 years. With the prolongation of life continuing as it has for quite some years past the magical figure of 70 may become the average lifetime in this country, as well as in Scandinavia and some British dominions, which are consistently at the top of the scale.—Cincinnati Enquirer.

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## MAKING CANADA

### A Better Place in Which to Live and Work

A Series of Letters from Distinguished Canadians on Vital Problems Affecting the Future Welfare of Canada

Specialty Written for Canadian Weekly Newspapers Association

Dear Mr. Editor:

With reference to your enquiry asking what endeavor I would recommend to the six hundred editors of rural weekly newspapers spread across Canada with their six million readers to make Canada a better place in which to live and work, I believe that a campaign to inculcate a spirit of self-reliance would be most of beneficial character.

Discovery and invention have brought about new economic conditions and even new moral concepts. More and more responsibility has been placed upon Government relief. But relief, like vice, has come to be embraced. I will remember the time, and perhaps you do also, when people were ashamed to appeal to the Government for personal assistance. Now it is becoming a Government duty

There is no doubt that there are certain measures of helpful individual character which can only be carried out by Government, such, for example, as Old Age Pensions. A measure of this kind should not be looked upon as a matter of charity but as a matter of benefit for the State as a whole.

On the other hand, there is no doubt that many able bodied people have come to rely upon Government for subsistence as well as assistance in a great variety of ways. I believe that well directed and continuous campaign upon the subject of self reliance would be beneficial both to the individual and to the State.

Wishing the weekly press every success, I beg to remain,

Very faithfully yours,  
J. D. PATTULLO,  
Premier of British Columbia.

### SCOTT'S SCRAP BOOK By R. J. SCOTT

LIORAL OF HARVEY HARVARD THE ONLY MEMBER OF THE FAMILY OF HARVARD TO ATTEND HARVARD UNIVERSITY

IT IS BELIEVED THAT THE MILE DINOSAURS LIZARDS OF THE REPTILE AGE MANY MILLIONS OF YEARS AGO LIVED AS LONG AS 500 YEARS - SOME OF THEIR DESCENDANTS, THE ALLIGATORS, ARE ALSO LONG-LIVED

DO YOU ADMIRE RED IN A GLOWING-TUBE LIGHT IN A BATTERY OR IN A MOTOR OBTAINED FROM LIQUID AIR - WITH HIGH-VOLTAGE ELECTRIC CURRENT IT GLOWS WITH AN ORANGE COLOR IN CLEAR GLASS, AND DEEP RED IN RUBY GLASS

IF IT IS ESTIMATED THAT MORE THAN HALF OF THE WORLD'S SHAMPS ARE OVERPRINTED, THEREBY SERVING NEW POSTAL DUTIES

GRADUATED IN 1918 - KILLED IN 1918 - WOULD HAVE BEEN 1918

**RED**

### SCOTT'S SCRAP BOOK By R. J. SCOTT

WHERE IS HALLEY'S COMET? HALLEY'S COMET WHICH CAME FINELY INTO VIEW DURING THE ORBIT OF THE PLANET NEPTUNE, BUT IT WILL BE BACK INTO OUR SKIES BY 1985 - THIS COMET WILL REMAIN VISIBLE TO EVEN LARGE TELESCOPES FOR FORTY YEARS

ALUMINUM SHOES

NO, THEY ARE NOT ON HUMANS YET, BUT DURING THE PAST FIVE YEARS MORE THAN 300 RACE TRACK RECORDS HAVE BEEN BROKEN BY THE FLYING HOOPS OF HORSES SHOD WITH LIGHT-WEIGHT SHOES MADE OF ALUMINUM

MASK AND HEART CANCELLATIONS USED ON EARLY UNITED STATES MAIL

IS IT THE CLASSIC METHOD OF FINISHING THE SCOT WAS TO PUT HIM IN STOCKS WHILE FORM OF A BARREL

### \$1,500,000 Fire Sweeps Vancouver's Waterfront



Vancouver's waterfront was turned into a raging inferno by a fire which wiped out one pier, injured five firemen and did \$1,500,000 damage. All available fire-fighting equipment was pressed into service before the fire was brought under control. The fire tug Nanooce is shown here vainly attempting to stem the flames with its fireline.

## Business Directory

### MEDICAL

DR. J. A. McNIVEN  
Physician and Surgeon  
Office and Residence—Corner Howe Avenue and Elgin Street.

DR. E. J. NELSON  
Physician and Surgeon  
Electro Therapy Phone 88

DR. WM. G. CULLEN, L. M. C. C.  
Physician and Surgeon  
Office Hours—1-4 and 7-9 p.m.  
Sundays by Appointment  
Wilbur Street—Just North of Mill Street  
Telephone 128

### LEGAL

C. F. LEATHERLAND, B. A.  
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Successor to H. N. Farmer

KENNETH M. LANGDON  
Barrister, Solicitor, Notary Public

Office: Acton Georgetown  
Over T. Berruck's Cafe Main Street E.  
For Appointments Phone Acton 65—  
Georgetown 88

Office Hours — Acton, Thursday and  
Thursday, 1.15 p. m. to 4.30 p. m. Even-  
ings on request.

### DENTAL

A. J. BUCHANAN, D. D. S.  
Dental Surgeon

Office: In Leishman Block  
Hours: 9 a. m. until 6 p. m. Evenings  
by Appointment

Gas for Extractions X-Ray  
Closed Wednesday Afternoon Phone 148

P. W. PEAREN, D. D. S., L. D. S.  
Dental Surgeon

Office in the Byrnes Block  
Phone 29 Mill Street, Acton  
Hockwood Office open Every Thursday  
Afternoon and Evening

### VETERINARY

B. D. YOUNG, V.S., B.V.S.C.  
Veterinary Surgeon

Office: Brookville, Ontario  
Phone—Million 1664

F. G. OAKES, V.S., B.V.S.C.  
Veterinary Surgeon

Office and Residence — Knox Avenue  
Acton — Phone 130

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Insurance

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### F. L. Wright

Office — Cooper Block  
Office 95 — Phone — Home, 1021

## TIME TABLES

### CANADIAN NATIONAL RAILWAYS

AT ACTON  
Going East  
Daily except Sunday 6:04 a.m.  
Daily except Sunday 9:54 a.m.  
Daily except Sunday 6:26 p.m.  
Sunday only 8:19 p.m.  
Flyer for east flag stop in Georgetown at 9:49 p.m.

Going West  
Daily except Sunday 8:48 a.m.  
Daily except Sunday 3:49 p.m.  
Daily except Sunday 7:07 p.m.  
Sunday only (flag) 11:32 p.m.  
STANDARD TIME

### GRAY COACH LINES

COACHES LEAVE ACTON  
Standard Time  
EASTBOUND  
(To Toronto)  
x 5:51 a.m. 3:52 p.m.  
9:41 a.m. 5:57 p.m.  
11:26 a.m. 8:52 p.m.  
2:01 p.m.

—except Sundays  
WESTBOUND  
(To Kitchener)  
x 9:53 a.m. 6:18 p.m.  
12:23 p.m. x 8:08 p.m.  
x 2:08 p.m. 10:53 p.m.  
10:23 p.m. 11:53 p.m.

x—Through to London  
a—daily except Sun. and Hol.; b—  
through to Stratford; c—daily, except  
Sat., Sun. and Hol.; e—Sat., Sun. and  
Hol.