

WINNER  
M. A. JAMES  
Trophy  
FOR BEST FRONT  
PAGE

# The Acton Free Press.

WINNER  
Award of Merit  
THIRD PLACE FOR  
BEST EDITORIAL  
PAGE

Sixty-Seventh Year - No. 46.

## No Blame Attached in Cyclist's Death Here

Death Was Due to Compound Fracture of the Skull and Ray Harding Died 10 Minutes After Collision—Light Was Attached On Bicycle and Wheel Was Undamaged — Corp. Moesker Unable to Testify Without Interpreter.

After hearing evidence of six witnesses and that of the father of Ray Harding a coroner's jury last Thursday night inquiring into the death of Ray Harding returned the following verdict:

"We the jury find that Ray Harding's death on April 27th, 1941, was purely accidental with no blame attached to anyone, and would recommend that stricter enforcement of the law pertaining to lights on bicycles be stricted."

(Signed)  
W. R. NORTON,  
W. H. CLAYTON,  
E. JENNINGS,  
H. F. HOLMES,  
J. K. GARDNER.

Evidence in the case showed that Ray Harding, 19-year-old lad was returning home on his bicycle on April 27th on the highway east of Acton. Corporal J. J. Moesker of the Netherland Regiment at Stratford passed a car driven by Albert Loutett, Acton, which was travelling about 35 miles per hour. The two bicyclists were approaching in the opposite direction. The one-ridden by Russell Johnston without a light, was passed by Moesker. Ray Harding, following with a two-cell light on his bicycle was in collision with the car driven by Moesker and died a few minutes after the impact from a compound fracture of the skull.

Albert Loutett, the first witness called, testified that he saw a light but did not see the bicycle. He had heard the crash when a car was passing his car on the highway. There were three other passengers in his car at the time, Mr. and Mrs. Herbert Price and Miss Margaret Toogood. Loutett when questioned, stated that the bicycle light he had seen was steady but could not say how far away he had first seen it.

Herbert Price, second witness, had noted the lights of the car coming from behind and told of returning to the accident and finding Ray Harding on the roadway. He surmised the accident occurred when the cars were passing.

Russell Johnston, companion of Ray Harding, told of going home on his bicycle with Ray Harding. He had no light but Harding had a flashlight. He said Harding was travelling a short distance behind him at the time of the accident.

Dr. E. J. Nelson told of his examination of the injuries sustained by Ray Harding. He had suffered a number of facial cuts and a compound fracture of the skull. There was a direct injury to the brain. He considered it remarkable that death was not instantaneous.

Pte. John Hoare of Georgetown was a passenger in Corp. Moesker's car. He recalled turning out to pass another car and had noticed two bicycles. He estimated there was two or three feet from the edge of the pavement to the left side of the car in passing. He said the bicycles were travelling about four feet apart.

Chief E. Harrop told of finding the body in the south ditch on the highway. There was no evidence of liquor on Moesker at the time. He produced the bicycle and flashlight which were not damaged in the collision. The flashlight was operating satisfactorily.

He had examined the car and found it in good mechanical condition. The windows on the left side were broken and the left mudguard dented. It appeared the car had gone about 200 feet from the point of collision.

Mrs. Herbert Price also testified and John Harding, father of the victim of the accident, told that he had last seen the boy that day at dinner time. Ray Harding would have been 20 years old in July.

Counselor J. A. McNevin conducted the inquiry and Crown Attorneys W. L. Dick questioned the witnesses. Corp. Moesker, driver of the car was not questioned. An officer accompanying him explained he did not understand English and could answer only through an interpreter.

### LONDON'S DRAINAGE

NEW YORK, (CP) Reports to the National Technological "Civil Protection Committee here indicate that despite the vulnerability of London's drainage system there is no appreciable menace to health from flooding of streets in bombing damage.

### ACTON-DELEGATES ATTENDING W.M.S. PROVINCIAL CONVENTION

The 27th annual meeting of the Ontario Provincial Society W.M.S. of the Presbyterian Church in Canada is meeting this week, May 13-14 and 15 in First Church, Brockville.

Among those who are taking part in the program are Miss Mary E. Anderson, Miss Irene Stringer and Miss Alma Burdick, missionaries from the foreign fields.

Addresses are to be given by Senator Carling Wilson, Her Royal Highness Princess Alice, Countess of Athlone and the Reverend Wm. Barclay, Moderator of the Presbyterian Church.

A large number of delegates from Guelph Presbytery are attending the sessions. Those from Acton are Miss Mary E. Anderson, representing the Provincial Board and Mrs. H. L. Bentley as president of Guelph Presbytery.

### Acton Organizes For Victory Loan 1941 Campaign

Preliminary organization of the committee for Acton and District for the 1941 Victory Loan Campaign was made at a meeting on Monday afternoon. The Acton committee has Mr. A. Mason as chairman and Mr. W. J. Bentley as Vice-Chairman and the following members: Messrs. H. R. Farce, R. R. Arnold, G. W. Mason, E. S. Force, C. F. Leatherland, G. A. Duthie and Dr. B. D. Young.

The campaign for \$600,000,000 will open on June 2nd and Halton County will operate as a unit to do its share to help raise a portion of this large amount. Everyone will be given another opportunity of investing for victory and sharing in the huge task to knock out Hitlerism.

### Eramosa Council Will Co-operate in War Drives

#### Victory Loan Plans — Old Grader and Gun Go for Scrap for War Effort

The council for the township of Eramosa met in the Town Hall, Rockwood, on Monday. Present were Reeve D. Gray in the chair, councillors Wm. Pinkney, Ernest H. Benham, Roy L. Leslie, and Joseph R. Rutherford.

Moved by Messrs. Pinkney and Leslie and carried: That this council co-operate to the fullest extent in the Canada War Loan campaign, as requested by the Provincial Prime Minister, and arrange for a canvass of the township at an early date, and that proclamation be issued requesting the flying of flags etc. to inaugurate the start of the loan drive.

Moved by Messrs. Rutherford and Benham and carried: That the collector be authorized to continue efforts to have the remaining arrears of taxes paid as soon as possible using the office of the Collector where necessary and that this council appreciate the co-operation of the ratepayers who have made payments of arrears during 1941.

Moved by Messrs. Benham and Leslie and carried: That the old township road grader at present in the Everton hall diamond be turned over to the Salvage Committee of the Rockwood Red Cross Society for sale as scrap, the proceeds to be used in the War Efforts of the Red Cross.

Moved by Messrs. Leslie and Pinkney and carried: That the Rockwood Interdenominational Society be authorized to remove the cement bases for the guns, when the guns are scrapped, if the society wished to do so in caring for the grounds.

Moved by Messrs. Pinkney and Benham and carried: That the council having inspected the Sutherland complaint about a ditch, recommend action taken and that correspondence in connection with ditch on fourth line be placed on file.

Correspondence from the Department of Highways approved the road contract for 1941.

Moved by Messrs. Pinkney and Benham and carried: That accounts amounting to \$549.40 be passed for payment and Council adjourn to meet Monday, June 2nd, at 1.30 p.m. S. T. as a Court of Revision and for Council business.

### Improvement At Main Entrance Beardmore Plant

Extensive changes and improvements are underway these days at the entrance to the Beardmore Co. plant here. Since moving the general offices to Acton a few years ago the office quarters of this staff and officials here have been very crowded. In a general revision of the office arrangements this condition is being rectified. The Free Press had an opportunity yesterday to see the general lay-out.

New general offices, better lighted and heated, more conveniently arranged and of a size to date for the staff are under construction. Private offices for executives are also part of the plan we understand. While the staff is at present working in cramped quarters, the new arrangements will make a great improvement at this largest of Acton's industries.

Another improvement is the grading of the vacant lot just outside the entrance gates and providing a place for the parking of employees' cars. This of course is also under construction at the present time but will add much to the plant's arrangements.

### J. M. McDONALD CHOSEN OFFICER SAFETY ASSOCIATION

Mr. J. M. McDonald, Beardmore & Company Limited, Acton, was elected vice-president of the Leather, Rubber and Tanners Safety Association at their quarterly meeting at the Royal York Hotel, Toronto, on Tuesday.

Several very expensive accidents were discussed and the meeting asked that pressure be brought to bear on those industries that had too many accidents, because experience showed that it was possible to control accident frequency.

A safety survey of the tanneries in

Ontario was approved by the association and will be carried out under the direction of the Industrial Accident Prevention Association, beginning at once.

### Various Branches Of Halton W.M.S. Present Report

The spring meeting of the executive of the W.M.S. of Halton Presbytery was held on Tuesday, May 6th, in the United Church parsonage, Lowville.

The morning devotions were conducted by the president, Mrs. Earl Wilson, who also presided at both sessions. The afternoon, devotions were in charge of Mrs. Fox. Miss A. Blanchard was appointed the new member of the finance committee. The names of Mrs. Coulson, Mrs. C. Peet and Mrs. L. Shaver were added to the executive.

Speakers for 1941 were appointed, viz. Mrs. H. Caldwell, Mrs. J. Chapman, Mrs. P. Lamb and Mrs. A. Boswell. Mrs. W. A. Shaw and Mrs. F. McNiven reported on the coming campaign. An announcement was made of the meeting of the Dominion Board meeting in Toronto. Members are asked to attend one of the sessions if possible. The treasurer reported the sum of \$850.91 sent to the branch treasurer for the first quarter of 1941. New organizations were reported by the CGIUT secretary at Acton, Burlington and Waterdown. The Baby Band secretary reported that a special gift from the Georgetown Baby Band would be sent to China with Dr. and Mrs. Gordon Agnew on their return to China.

Several W.M.S. presidents attended the executive and each reported on her auxiliary. A letter of appreciation was directed to be sent to Mrs. Mack for her kindness in attending the books for 1941. Miss Blanchard was appointed auditor for 1941.

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The usual pay-day business of Acton was stimulated beyond usual last week, by the distribution of a bonus of good proportion to all employees of the Beardmore's plant in Acton. When it is remembered that between 300 and 3000 are employed in this industry here, distribution of the bonus made Acton a busy spot with a sizeable turnover of money on the week-end.

A feature of the distribution was

the bonus that will assist in the War

effort and make a splendid invest-

ment for the recipients was that

forty per cent of the amount re-

ceived was in War Savings Certi-

cates. The bonus helped both present

and future.

### Weekly War Commentary

Specially Written for The Acton Free Press by

BV. H. H. GORDON

Canadian Press Staff Writer

The Battle of the Atlantic remains the major battle of the war in this week since hostilities began. London has just disclosed that during April 100 British, Allied and neutral ships were sunk, representing a total of 488,124 tons.

From the start of the war to end of April 1,442 British, Allied and neutral ships aggregating 5,961,044 tons were sunk. Statistics show that 1,008 ships were lost in the 12-month period since the Nazi invasion of the Low Countries. These vessels represented a total of 4,734,067 tons.

The total for the past year includes the loss of the tonnage to end of April to the toll in the Battle of the Atlantic, Britain's losses.

In the Dunkirk evacuation in May and June, 1940, when 343,302 tons were sent to the bottom and March of this year when the total reached 389,229.

The April total, still substantially below the high of April, 1940, which was 880,000 tons, included 187,634 tons sunk in the recent "intensive operations" in the Mediterranean. Subtracting the Mediterranean total it is seen that only 301,070 tons were lost in other ways last month.

With the Greek withdrawal losses omitted, the tonnage sunk was less than in all other months in the one-year period except May, 1940, when losses were 336,650.

The 1941 Record

A survey of losses during 1940 when the Kaiser's U-boats were enjoying their greatest run of success shows that there is no reason for discouragement in the ship losses of 1941.

In that year the total tonnage lost went below 300,000 only during January and November. During eight months it went with painful consistency over the 400,000 mark and in March, April, May and June it was substantially over 500,000 tons.

Yet the following year, the last year of the First Great War, a tightened convoy system and the cooperation of the Royal Navy with the United States Navy cut these losses sharply, only twice in February and March, 1918 did the tonnage loss of the Allies exceed 300,000 tons, though it ran over 200,000 a month.

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