



The Acton Free Press

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G. ARLOF DILLS, Editor

EDITORIAL

Thanksgiving Plus

Canada's National Day for Thanksgiving has been designated as next Monday. Every season in peace or in war one can find much cause for giving thanks...

Yes, looking at war-torn Europe we on this continent have every reason for Thanksgiving. But Canada must continue with every effort in the struggle if these conditions are to prevail in our part of the world...

Bleeding The Town

The following editorial appeared originally in The Amherstburg Echo but the names might be changed and the article made applicable to any community. Business men condemn the farmer who takes everything from his land and gives nothing in return...

Check and Re-Check

Burlington Council feels that the Dominion census figures do not give a true picture of the population of that town and is asking for a re-checking of the figures. Total value of building permits in Burlington for the first eight months of the year were recently published as \$199,735...

ount. But then of course there surely was a re-checking before this figure was settled upon. At any rate there was sufficient time for careful checking and re-checking.

Another Application for Conscript? A timely suggestion is made by the Windsor Star when it says the government should release the patents which oil firms have bought in order to do away with new carburetors which would enable a car to go from 100 to 200 miles on a gallon of gas.

It is pointed out that the Pogue carburetor (invented in Winnipeg) enabled a car to go 200 miles on a gallon of gas, or ten times the distance secured by an ordinary car.

The Windsor paper also declares a man in that district took three different carburetors from standard cars, built a new one, took the car to a garage, drained the tank, put in one gallon of gasoline, sealed it, and started out to see how far he could go on one gallon. He made not quite 140 miles. It is not known what happened to his invention, except that he doesn't have to work any more and seems to have lots of money. The supposition is that the oil companies paid him well for the patent in order to keep it off the market.

Things are different now. If the government can conscript men, money and plants in order to carry on the war effort, why can it not conscript inventions? It is not so much in order to help motorists, but to help win the war. This is a mechanized war. The governments of Britain, Canada and the other Dominions are tremendous users of gasoline for their planes, tanks, carriers, motorcycles, trucks and cars.

If, by forcing the use of new carburetors which have been invented, the government could make one gallon of gasoline serve where it formerly required 10 gallons, why does it not do so? Isn't this supposed to be an all-out war effort?

If there ever was justification for using every means to defeat the enemy, that time is now. How do we know that Hitler, with limited supplies of oil, is not using such carburetors? Why should we pour needless millions of dollars into the war chest when they could be saved by taking advantage of inventions by Canadians?

EDITORIAL NOTES

The fall fair season is coming to a close and it was one of the best in general for years.

Canada's production of newsprint in the first six months of 1941 is estimated at 1,621,134 tons.

All things come in due season and the rain of the week seemed to be pretty general and fairly plentiful.

"We can face any event with confidence—as long as we do not face it with over confidence."—Lord Queensborough.

These are the days when every bit of daylight certainly seems to be squeezed into the hours set aside for working.

"There will be better Christmas dinners this year than last year and at the same time more justification behind those dinners."—Prime Minister Churchill.

With another increase in the price of gasoline it seems more than ever the part of wisdom to use less and put the amount in War Savings to be used when the price will be better.

Cheques cashed at clearing centres in Canada in August, 1941, totalled \$3,150,000,000, as compared with \$2,458,000,000 in August 1940 a gain of more than 28 per cent.

Monday is a day for Thanksgiving and truly we on this continent of North America have reason for giving thanks these days for even the location in which we live.

Prime Minister King has visited Britain. Mr. Hanson and Mr. Drew are seeing for themselves and the man who made the dare stays at home. Premier Hepburn must have very urgent duties here in Ontario.

Now if Ontario really wanted to help in gasoline saving the Department of Highways might make the speed limit at forty miles per hour instead of erecting nice signs telling that the army, navy and airforce need gasoline. But then that would be another law to enforce and there seems to be a lethargy of that now.

The story is told of a farmer who was in Toronto and saw a piece of meat with his tattoo number on it. He found that the butcher had paid the packer \$17.00 per cwt. Then he checked his sales slip and found the packers had paid him \$10.50 per cwt. after deducting dockage of \$2.50. The farmer got \$10.50 for handling the hog for some months; the packers added 60 per cent. to its cost for dealing with the animal 30 days.

WAR 25 Years Ago

German Submarine U-53 Sank Six Allied Merchant Ships Off the Coast of New England

BY H. H. GORDON Canadian Press Staff Writer

No little stir was caused 25 years ago in the First Great War when a German submarine popped up in the waters of Hampton Roads and made its way to Newport News, Va. It was the U-53, commanded by Lt.-Comdr. Hans Rose, and the undersea craft's subsequent brief campaign against Allied shipping off the New England Coast had a good deal to do with Germany's resumption of unrestricted submarine warfare in 1917.

Rose brought the U-boat into Newport News on Oct. 6, 1918. Going ashore, he paid his respects to United States naval authorities, some of whom later inspected the boat, and within three hours put to sea, and disappeared.

Two days later SOB calls—sized around the New England coast. Adhering to the rules prescribed by prize law, Rose sank six Allied merchant ships after stopping the vessels and allowing the crews to take to the boats.

The ruthless sinking of the Lusitania and other vessels in 1915 had resulted in President Woodrow Wilson of the United States making a threat to break off diplomatic relations. On April 25, 1916, the German government issued an order precluding submarine commanders from sinking any merchant ship at sight.

The success of the U-53 and German submarines operating in Mediterranean and other waters brought about a demand for the revival of the "sink on sight" policy. German Chancellor Bethmann-Hollweg had stood against the naval staff on this issue for a year.

During the autumn of 1916 Admiral Reinhold Scheer and the naval staff found powerful allies in the German generals Hindenburg and Ludendorff. The die was cast on January 1917. The Reichstag listened in silence while the Chancellor announced that orders had been given to resume unrestricted warfare on Feb. 1. Two days later United States Ambassador James W. Gerard left Berlin and the United States entered the war in April.

Bethmann-Hollweg in the meantime divested himself of personal responsibility for unrestricted submarine warfare. It is said he declared to the Kaiser early in 1917: "I can give your Majesty neither my assent to the unrestricted U-boat warfare nor my refusal. I submit to your Majesty's decision."

Coach Farm Youth Of Saskatchewan

REGINA, (CP)—Farmers between the ages of 16 and 30 years will be coached in up-to-date information on all phases of farm operation and efficient use of farm power and machinery under a program announced by Hon. Hubert Staines, Saskatchewan Minister of Education.

The educational program will operate under the Youth Training Program and will be directed jointly by the Saskatchewan Department of Education and the Federal Labor Department.

The courses will be available either locally or at the university of Saskatchewan and will include special subjects such as physical training and citizenship. Four projects have been arranged under the program.

Now It's Corn Gives Anxiety In Wheat Belt

Prairies Want It Dry and Warm to Ripen Crops for Fodder and Starch Factory

BY CHARLES GUNNING Canadian Press Staff Writer

WINNIPEG, (CP)—Farmers in the southern sections of Western Canada's grain belt are watching forecasts for dry spells which will help ripen a promising corn crop.

Cool, damp weather has been the order over many sections of the prairie corn belt since the final days of August and the death of sunshine has had a retarding effect on the crop in its final stages of growth. Early estimates placed the total western corn acreage at about 233,500 acres this year, with Manitoba farm-lands far in the lead.

Dr. P. J. Olson, plant science expert at the University of Manitoba in Winnipeg, estimated last spring Manitoba farmers planted "not less than 75 per cent" more land to corn than last season when 125,000 acres were sown. Saskatchewan's corn acreage was estimated at 11,000 and Alberta's at 3,000.

Last fall about 27,500 tons of corn were taken from 11,000 acres in Saskatchewan. The crop had a feed value of around \$137,000. Alberta's 1940 corn production was 11,000 tons from 2,400 acres and the harvest was valued at \$53,000.

Manitoba producers harvested about 1,500,000 bushels of husked corn last autumn and 187,500 tons of fodder-sown. No estimate on the value of last year's Manitoba crop was available.

Prices Expected—Grain men predicted a price of around 75 cents a bushel will be quoted on new crop Manitoba husked corn when it is ready for market. It was expected, also, that corn not used to feed livestock on the farm on which it is grown would bring about the same price as in Saskatchewan and Alberta—about \$5 a ton.

Corn is used chiefly for livestock fodder in Alberta, Saskatchewan and Manitoba although a fair proportion of the crop goes into the manufacture of corn starch in the latter province. Dr. Olson described the quality of Manitoba's new crops as "excellent."

H. E. Wood of the Manitoba Department of Agriculture said farmers are learning that corn is a "profitable crop" due to the higher prices recently paid for livestock, and to the Dominion government acreage bonus plan which provides a premium of \$2 an acre for former wheatlands sown to corn.

In addition, said Wood, homegrown corn is beginning to replace quantities of grain which formerly came from the United States and the Argentine.

Scottish Troops Rescued Climbers

"Good Rope Work" by the Troop Save Civilians in Difficulties

LONDON, (SP)—On two occasions troops of the Scottish Command have scaled crags near Glencoe to rescue amateur mountain climbers who got into difficulty.

A report by Lt.-Gen. A. F. Thorne says that the rescues first of a man and then of a girl student within 24 hours required "some really good rope work by the troops."

One group of rescuers climbed 95 per cent of invincible Gully's 2,500 feet in pitch darkness and two soldiers almost lost their lives. Military authorities have asked climbers not to attempt dangerous ascents which might result in the risking of soldiers' lives.

WHO'S WHO Business Directory and Buyer's Guide for Acton and District

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

DRS. FREED and STEVENSON CAMPBELLVILLE Phone—Milton 235-3—After 10 p.m. Milton 2W Office Hours: 8-9 a.m., 1-3 p.m., 7-8 p.m. Sundays by Appointment only

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VETERINARY B. D. YOUNG, V.S., B.V.Sc. Veterinary Surgeon Office: Brookville, Ontario Phone—Milton 14674

F. G. OAKES, V.S., B.V.Sc. Veterinary Surgeon Office and Residence—Knox Avenue Acton—Phone 130

AUCTIONEERS FRANK PETCH Auctioneer and Representative Commercial Life Assurance Co. Phone 391 Charles Street Georgetown

TIME TABLES CANADIAN NATIONAL RAILWAYS AT ACTON STANDARD TIME

Table with columns for train direction (Going East, Going West), train name, and departure times.

On Sunday October 12th, the 8:19 p.m. eastbound and the 11:43 p.m. westbound are cancelled.

GRAY COACH LINES COACHES LEAVE ACTON Standard Time

Table with columns for direction (Eastbound, Westbound), destination (Toronto, London), and departure times.

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