

Deaths of Misses, Mrs. and Mrs. ...

ROCKY - At Toronto General Hospital...

MACKIE - To Mr. and Mrs. Stanley C. Mackie...

KRANTZ - At St. Joseph's Hospital, Toronto...

IN MEMORIAM

McLAUGHLIN - In loving memory of Nelson McLaughlin...

Sunday's dewy night came creeping in God's silence...

TYLER - In loving memory of Edward Tyler...

Though dad's smile has gone forever And his hands we cannot touch...

CAMPBELL - In loving memory of James E. Campbell...

Always remembered by THE FAMILY.

LOVING WIFE and FAMILY.

CARD OF THANKS

Mr. and Mrs. Fred Krantz and family wish to thank the many friends...

—Election day in Ontario is less than three weeks away.

—The electrical storms caused several brief power interruptions.

—Sweet cherries at \$2.50 a small basket are not going to be popular with housewives for preserving.

—Wherever the flies went in the winter time, they're back and just as crawly as they were last fall.

—Most folks found that with strawberries at 30c a quart the sugar allowed for canning was quite sufficient.

—Canada alone is turning out 80 planes every week and launching six or more vessels, cargo, escort or patrol.

—While the rains of the week have been helpful to the gardens, they have interrupted the haying operations.

—The lawns and flower beds at the Wool Combing Plant and the Beardmore Co. plant are indeed beautiful just now.

—The annual convention of the Volunteer Firemen's Association is being held in Acton on July 31st and August 1st.

—Monday was the glorious twelfth of July. But the war made intrusions on the usual demonstrations and Orange walks.

—There is little excuse for the borrowing of the neighbor's paper. The Fax Pass is on sale every week at five news stands in Acton.

—To-morrow is the last day in Acton for filling appeals for names to be added to the Voters' lists for the Provincial elections next month.

—If some of these summer temperatures could only be carried over to supplement the threatened fuel shortage of next winter it would indeed be helpful.

—The employees of the Wool Combing Corporation and the Canadian Wool Company will enjoy holidays next week and the plant will be shut down.

—Apparently former Premier Hepburn has had some lonesome moments. At any rate he's not yet leaving the provincial field. And his entry gives The Globe and Mail one candidate at least.

—Among the list of successful students at Guelph Collegiate published this week, was Margaret Somerville of Acton. Miss Somerville secured first class honors in Special Commercial and a special certificate in typing. Congratulations.

More Than The Old Gray Mare. Ain't What She Used To Be.

As I stood down at the de Havilland field the other day and saw those Mosquito bombers roar past at 350 miles an hour I couldn't help but recall the development of speedy travel I have seen in a comparatively few years.

Then I recall the first automobile that I saw in Acton. Of course we had the steam wagons and threshing machines on the roads before that in Acton but they were never noted for speed.

That first automobile I recall came from Guelph to Acton and was operated by some dyeing and cleaning plant. The first intimation I had was when a boyhood chum Harry Bell came back home from a trip up town.

The automobile was in fairly common use in the summer months about the time the first World War ended. It was during that war that the airplane was occasionally seen and frequently heard about.

Last week we watched Mosquito bombers attain a speed of 350 miles an hour—how much faster they can go is still a military secret. It is a far cry from the single engine craft of the last war to the two 1,250 horsepower motors that power the Mosquito bomber and fighter of this war.

Travel has undergone some radical changes in the past years and speeds have moved up and up. Those Mosquito bombers will fly to Europe almost as quickly as that first automobile came from its home garage in Guelph to Acton and return.

True there are accidents at these speeds of three to four hundred miles an hour. There were accidents when speeds were considered reckless at twenty miles an hour. We who have been privileged to grow up in these years have witnessed many changes

Commando Labor From Toronto In Milton District

Haying has been in full swing in practically all sections of the county during the past two weeks. The hay crop, generally is heavy and where labor is available, good progress has been made.

This situation is definitely not the fault of the Canadian farmer who, with few exceptions, have done an outstanding job with the tools and labor which have been left at their disposal.

We understand from Agricultural Representative J. E. Whitelock that 16 Commando workers from the City of Toronto, were placed in the Milton district on Saturday last.

Farmers in this district who are in need of emergency labor should, if they already haven't done so, make known their needs to F. L. Wright, Cooper Bldg., Acton, Phone 103, Residence Phone 95.

Urban dwellers who are prepared to go out, should also leave their names with the same official, indicating their phone number, when available, etc. Fellow citizens, the need is great, will you help?

BURLINGTON

Vital statistics for the town for the first six months were: 7 births, 17 marriages and 20 deaths.

A beautiful plant, known as the cerise plant, which blooms only one night during the year, was viewed by several people on Tuesday night at the home of Mr. and Mrs. Wm. Ward, St. Paul Street.

Despite the strong disapproval expressed against the proposal of the trustees of School Area No. 1, Nelson township, to fix up a classroom in the basement of Strathcona school, the trustees decided it was the only solution at the present time.

Alas! the more time is full the faster it flies; it is only when time is unoccupied that it hangs long and heavily on one's hands.—Gounod.

Weekly War Commentary

Specially Written for The Acton Free Press BY H. H. GORDON Canadian Press Staff Writer

Canadian soldiers, fighting with veterans of the British 8th and 1st Argylls and American troops, are battling northwards over Sicily's mountainous terrain after successfully invading Italy's island outpost in the Mediterranean in spectacular landings along 100 miles of coastline.

The Canadian and British forces are driving up the east coast of the island from bridgeheads established early Saturday morning. On the left flank, Americans captured key points some miles to the west from which they are moving into the interior.

Rapidly overcoming all opposition at the southeastern extremity of the island, the British and Canadian troops swept up the coast to capture historic Syracuse, and the port of Augusta 19 miles to the north, was reported taken Tuesday. Driving inland they stormed and captured Ragusa, 25 miles northwest of Pachino, where the first landings were made.

The invasion of Sicily started in good weather under a bright moon. Warships escorting the Allied troops made their way through the mine fields and defied strongly-placed enemy shore guns.

At the week-end Axis sources said fighting was underway on the southern and eastern coasts of Sicily. A British war correspondent reported that the first line of Allied troops made its way over mines and barbed wire obstructions to attack pill boxes and machine-gun nests.

The action that opened a new and vital phase of the war was announced Saturday at Allied Headquarters in North Africa in the following special communique: "Anglo-American-Canadian forces, under command of General Eisenhower, began landing operations in Sicily early this morning. Landings were preceded by air attack. Naval forces escorted the assault forces and bombarded the coast defences during the assault."

The action followed a week of aerial attacks on the island when coastal defences, airfields and communications were pounded without let up. It came eight months after Allied forces first landed in North Africa and two months after Axis forces had been ground into submission in Tunisia.

There is little doubt that the invasion of Sicily will be followed shortly by other moves on the Mediterranean front. A British spokesman said Saturday that the action should not be regarded as the only landing or even the principal landing planned by the Allies.

General Eisenhower's personal statement, broadcast to Europe in English, French, German and Italian called the Sicilian attack the first stage in the liberation of the continent. Conquest of Sicily will be no easy task for it is believed that at least four German and Italian divisions with tanks are garrisoned there. Peace-time population of the island was 4,000,000 persons, but the inhabitants are said to be anti-Fascist and this fact may work in favor of the Allies.

Russian forces have checked the German offensive in the Orel-Kursk-Belgorod sector on the Eastern Front. At the week-end the Russians admitted that fierce battles were raging in the area, but stated that the attackers had been unable to expand the wedge made near Belgorod.

British Royal West Kents Rout Italians

The British Queen's Own Royal West Kent Regiment arrived at Siliana and moved forward through Hobas to relieve a French Unit in the line, in Tunisia. They started to advance and continued to do so throughout the following day.

It was a lengthy, tedious process. While thousands of Canadians cheered in Britain, proud they were the "living shield" that in 1940 kept back the Nazi hordes but aching for more direct action, a program that began in Canada and was put in practice by Lt.-Gen. G. L. McNaughton and his staff in England slowly shaped the army into a deadly machine.

Now, honed to an amazing keenness, they are out to prove Defence Minister Ralston's contention they are "probably the most highly mechanized and mobile army in the world."

Attack in Moonlight The invasion of Sicily started in good weather under a bright moon. Warships escorting the Allied troops made their way through the mine fields and defied strongly-placed enemy shore guns.

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Picture shows: A smashed hangar and bullet-ridden Italian fighter aircraft on the edge of Castel Benito airfield, Tripoli, with Allied planes flying overhead. Thousands of shattered and abandoned Axis aircraft have fallen into the hands of the Allies in North Africa. They will be put to good use. Part of the metal from them may go into new British aircraft, some may be patched up and used by the R.A.F. for experimental purposes. Similarly new types of aircraft are thoroughly examined by allied experts to determine their performance, etc. A considerable amount of scrap iron, brass and is returned to be made use of in various Allied factories.



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Home and Farm Owners Share these 70 Millions. Between April 1, 1935, and March 31, 1943, direct financial benefits to municipal taxpayers from the Ontario Liberal Government totalled \$70,543,033.05.

Table listing savings for taxpayers of Halton County: Municipal Subsidy \$148,483.47, King's Highways 764,826.38, Township and County Roads 45,058.00, Mothers' Allowances 51,789.00, Old Age Pensions and Pensions for Blind 57,104.00, Indigents in Sanatoria 19,980.00. Total: \$1,087,040.85.

Every Elector in this riding has a direct and vital interest in maintaining the Nixon Administration's policy of ever-increasing relief for municipalities from tax-burdens.



Keep Nixon at the Wheel for Progress and Unity. VOTE LIBERAL AUG. 4th. ISSUED BY THE ONTARIO LIBERAL ASSOCIATION.

ELECT BLAKELOCK for HALTON

North Africa--Abandoned Axis Aircraft



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