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Deaths — Mrs. M. J. ...
BORN — ...
MARRIED — ...

MARIELES — At St. Joseph's Hospital on Thursday, July 29th, 1943, Alex. J. Marieles, son of Mr. and Mrs. Owen Marieles, a son of Terrance Robert.

SAULT-HARRISON — At Knox College Chapel, Toronto, on Saturday, July 31st, 1943, by Rev. Dr. C. A. Williams, Dr. Elizabeth Emily Harrison, daughter of Mr. and Mrs. C. H. Harrison, to Mr. John Henry Sault, son of Mr. and Mrs. Henry Sault, all of Toronto.

JOE — At his late residence, Lot 18, Concession 2, Equeusing Township, on Tuesday, August 3rd, 1943, Alex. Joe, beloved husband of Phoebe Hyatt, in his 81st year.

SMITH — At her late residence, Acton, on Monday, August 2nd, 1943, Jenn Cameron, widow of the late John A. Smith and mother of Ann (Mrs. Don Black), Isabel, Murray and Margaret, at home; Jack of Fort Erie.

IN MEMORIAM

SAGASKIE — In loving memory of my dear mother who passed away August 6th, 1937. Six years have passed and gone. Since one we loved so well was taken from her home on earth with Jesus Christ to dwell. The flowers we place upon her grave may wither and decay. But the love for her who sleeps beneath shall never fade away. Lovingly remembered by Daughter-in-Law, MARY and FRANK.

SAGASKIE — In loving memory of my dear mother Annie Sagaskie who passed away August 6th, 1937. Her sufferings ended with the day. Yet lived she at its close. And breathed the long, long night away. In statue-like repose. But when the sun in all its state illumined the eastern skies. She passed through Glory's morning gate and walked into Paradise. Sadly missed by her daughter and son-in-law, MARY and BILL.

This and that

- Six weeks from to-morrow will be Acton Fair opening day.
- The air was much clearer this morning in more ways than one.
- The election is over. Now get back to the bigger subject of winning the war.
- Friends have received word that P.-O. Jimmie Jones has arrived safely overseas.
- The rain was a real help to the root and vegetable crops even if harvesting was interrupted.
- The voters have thrown the job back on the politicians. It's their turn to unravel Wednesday's mess.
- In the last provincial election 995 votes were polled in Acton. Yesterday 836 votes were registered.
- Mrs. Herbert Price has received word that her husband, Pto. H. C. Price has arrived safely overseas.
- The "Thumbs Up Club," made a contribution of \$500 recently to the funds of the Acton branch of the Navy League.
- Ontario wasn't sure whether it wanted the twenty-two point program or the fifteen point offer. It turned down the pointless offer.
- The price on potatoes given in the Carroll grocery advertisement this week should read 35c for ten pounds instead of the price of 35c appearing on page two.
- The next clinic for Blood Donors will be held in Acton on Tuesday, August 31st. All who can donate are asked to register early with the committee. More than ever donors are needed as Canadians get into the thick of the fight.
- The price of newspaper has advanced another \$4 per ton—the second advance this year. Subscription notices to those in arrears have been mailed. Prompt renewal will avoid any interruption in delivery of your Free Press.

MRS. BLOOMER WAS AHEAD OF HER TIME

Under the influence of the war worker and the bicycle we have become accustomed to seeing women in slacks, not only for country and sports, but also for everyday wear. However we are still apt to think of trousers for women as a comparatively recent development. According to the Royal Ontario Museum this is not so. Almost a hundred years ago, when crinolines were the accepted style, Mrs. Amelia Bloomer, a very determined lady, started a crusade for dress reform, and advocated the wearing, by women, of long baggy trousers which were known as "bloomers." Although the "bloomer" style met with little success and a great deal of laughter, the name has become part of the English language. The ghost of Mrs. Bloomer, who was so far ahead of her time, is now probably wearing slacks and smiling happily.

Additional Land For the House Of Refuge Approved
 (Continued from Page One)

now operated by the House of Refuge amounted to \$436 per annum. Mr. Robertson: "Is there any chance of buying the property that we now have rented?" Mr. Blair: "We hadn't considered that possibility but it could be looked into." After due consideration council was agreed that every effort should be made to secure additional farm land for the House of Refuge—if not the adjacent property, then some other 200 acres in question. The following resolution was therefore passed unanimously: Moved by Mr. Robertson, seconded by Mr. Hall, that we give authority to our representatives at the Halton and Peel House of Refuge to act regarding the purchase of some land for the Halton and Peel House of Refuge. Other business transacted by council was a ratification of an agreement by the various municipalities in regard to the equalized assessment of the county in accordance with which a by-law was passed under which the amount paid would be as follows—\$31,913,780.00 for the total assessment of the County of Halton. By reason of an appeal by the township of Nasagaweya that township was allowed a reduction of \$82,122.00 on their assessment, this amount to be absorbed by the other municipalities to avoid the cost of court action to revise the assessment at this time. The extra amount to be met by each municipality was as follows—Acton, \$353.20; Burlington, \$768.84; Milton, \$406.22; Georgetown, \$440.93; Equeusing, \$1,434.64; Nelson, \$1,435.22; Trafalgar, \$2,330.69. Accounts passed for payment were as follows: Finance \$ 986.72 County Buildings 63.34 Printing 119.29 Agriculture 284.20 Hospitals 950.51 Total \$2,404.06 A motion was also passed to send a mounted group picture to each of the school children who visited the County Council at their regular meeting recently. Moved by Mr. Robertson, seconded by Mr. Smith, that leave be granted to introduce a by-law authorizing the Warden to commit certain persons to the Counties of Peel and Halton House of Refuge pursuant to the House of Refuge Act. Mr. Robertson explained that this by-law was necessary so that persons who were not in a position to act for themselves might be admitted to the House of Refuge by authority of the Warden. The by-law was passed. Resolutions endorsed from other counties were as follows: From Wellington: An appeal to the Department of Highways to authorize the payment by the Provincial Treasurer of subsidy on road expenditure to be quarterly. From Peel: An appeal to the Oil Controller of Canada to instruct regional control officials to give due consideration to members of Municipal and County Councils when applying for extra gasoline. From Northumberland and Durham: An appeal to the Minister of Education to increase the government grant to High, Continuation and Vocational Schools, since these costs are being met entirely by direct taxation at the present time. Council adjourned.

100 PROSECUTED FOR VIOLATIONS

One hundred persons were prosecuted and 89 convicted of offences under wartime price and supply regulations during last week. Eleven cases were dismissed. Nine retailers in Quebec and Ontario were fined for selling potatoes above the ceiling. For a second offence of selling fuelwood at unlawfully high prices, a New Brunswick concern was fined \$500. A Montreal wholesaler was fined \$400 for selling candy at prices above the ceiling. Charged with selling small arms ammunition without receiving permits to do so, a large wholesale company at Edmonton was fined \$1,200.

More Small Towns For Old Britain

Post-War Planners Again Urging It as Flank Attack on Inflated Land Prices
 LONDON, (CP) — F. J. Osborn, president of the Town and Country Planning Association, is calling for 50 new, small towns in Britain providing living space for two million people. This, he held, would make a substantial "flank attack" on the problem of inflated site values which represented the greatest difficulty in considering re-planning of existing towns and cities. **COUGH DROP BOMBS**
 LONDON, (CP) — Latest of the "explosive machines" claimed by Rome to have been dropped by the R.A.F. are cough drops. "As soon as a person sucks the cough-drop they explode in the mouth," says Rome Radio.

Weekly War Commentary
 Specially Written for The Acton Free Press BY FRANK LOWE Canadian Press Staff Writer

Using bombs and planes as ingredients, the city of Hamburg was the scene of a new experiment that may well mark the future of winged warfare. Up until last week when the R.A.F., R.C.A.F., and U.S.A.A.F. put Hamburg through the grinder seven times without a pause, the bombing policy of the Allies had been to damage enemy centres. Now they appear to be aiming at complete annihilation of whole areas. If they can succeed in eliminating, solely by bombing, a city about the size of Montreal, then Allied air power has taken a big step forward. It will appear as a distinct weapon, rather than an auxiliary or supporting force to ground and sea units. Just how well smashed Hamburg is has not been told yet, but the destruction must be terrific. Into the tortured heart of that great port R.A.F., R.C.A.F., and American planes in seven days dropped 5,000 tons of explosives. And no time was given the city to recover. No sooner did one raid end, than other air armadas approach with fresh loads of destruction, beckoned on by the smoke and flame that for a week rose from that bleeding port. If that can be done to a strongly defended U-boat base and important coastal port, then it can be done to Berlin, or any other enemy centre. Methodically their cities can be reduced to rubble, without an Allied soldier coming near them. **Knock-Out From Air** With their cities gone, their communications nothing but tangled rails and smashed roads, their factories only smoke-blackened walls, defeat would be the enemy's only alternative. A modern war can't be fought from a farm yard. So it seems that the Allies are now, with Hamburg as the example, attempting to find out just what can be done with air power. Over that port they are learning how long it takes, how much effort has to be expended and just what price must be paid to put a major enemy centre out of commission. If the findings are favorable, and to date they would appear to be, the lessons learned may be applied to further operations—the reducing of the entire western Germany industrial area to complete impotence. Various unconfirmed reports stated that near riots had occurred in the German port with workers demanding that the war should be ended. Heinrich Himmler, Nazi Gestapo head was said to have gone to Hamburg to take charge of the situation. **Cabinet Stands by** Grave developments in Italy kept British cabinet ministers and those of the fighting services at their posts over the week-end. While silence was maintained at No. 10 Downing Street, reports from various neutral capitals indicated that Marshal Badoglio was striving to maintain order in Italy and at the same time trying to pull the country out of the war. President Roosevelt last week again made it clear that the United Nations would accept nothing less than unconditional surrender and the Russian government backed up his warning to neutral nations not to give asylum to the ousted Mussolini or any other war criminal. Rome radio reported Saturday that Count Galeazzo Ciano, Mussolini's son-in-law had resigned as ambassador to the Vatican. Italian newspapers reaching Switzerland said that he and the former Fascist premier had been arrested and were being held prisoner at the foreign office in Rome. A variety of rumors indicated that Italian-German distrust was growing. Italian soldiers were reported to be attempting to stop the movement of further German troops into northern Italy by way of Brenner Pass. At the same time the Nazis were said to be building up strong defences around the Adriatic Sea city of Trieste, sometimes called the gateway to the Balkans. **Campaign in Sicily** Bottled up in the northeastern corner of Sicily, Axis forces were fighting at the week-end to maintain their hold on Catania, Messina and the narrow strait separating the island from the Italian mainland. On the east, the British 8th Army continued to drive northward toward Catania, and Canadian and American troops, further to the west, converged on the flanks of the defending forces. In taking Agrig, west of Mount Etna, Canadian forces won their most important victory of the campaign. The mountain town fell after four days' fighting along the road and the hills between the town of Nisoria to the west. Axis prisoners said they were unable to stand against the terrific pounding of Canadian artillery. Nine Canadian regiments, including three permanent force units in the 1st Division, were officially identified by Allied headquarters July 30. A further step in the unification of French forces has been taken. Gen. Henri Giraud has been named commander-in-chief of all the French forces and Gen. Charles de Gaulle becomes president of the French council of defence. Previously the leaders had been co-presidents of the French committee and each was chief of his own force. **Fredlets Italian Collapse** Canada's war effort on the home and fighting fronts was reviewed by Prime Minister Mackenzie King in a broadcast Monday night. After nearly four years of war the Dominion's men had reached a total of 750,000 men, exceedingly well-trained and magnificently equipped, he said. The Prime Minister declared it was possible Italy would suffer a complete political and social collapse. The complete military conquest and occupation of Sicily was only a matter of a comparatively short time, he added. Prime Minister Winston Churchill had more to say on the Sicilian campaigns in addressing the House of Commons Tuesday. Heavy reinforcements had been sent in for British, Canadian and American forces, he said. Axis defenders backed into the northeastern corner of the island, are now meeting the full force of the Allies' final drive from land, sea and air. Early this week the Canadians captured Nisoria, Assoro and Regalbuto in the centre. To the north and on the left flank of the Dominion fighters, American troops took San Stefano, Mistretta and Troina. Marshal Badoglio and his new Italian government backed into the north this week as the Allies prepared further plans to force Italy out of the War. In the meantime Nazi forces were believed to be building defences to hold the northern part of the country regardless of the Rome government's decision. Gen. D. D. Eisenhower's threat to resume the bombing of objectives on the Italian mainland unless the Badoglio government capitulated was put into effect with two attacks on Naples in as many days. Allied planes also raided other points in southern Italy and in Sardinia. From Madrid came reports of an impending peace march on Rome by Italian leftists but these were not confirmed. **On Eastern Front** Russian forces pushed German defenders from several villages ringing Orel this week and the fall of the city appears to be imminent. The Germans were said to be building new fortifications west of Orel. Istanbul reports Tuesday stated that Rumanian and German fighting services were battling a huge sea attack by the American attack on the Ploesti oilfields Sunday. An eye-witness who has arrived in the Turkish city estimated that the Ploesti region's efficiency as an oil producing and refining centre probably had been cut 50 per cent. at least. Chief activity by land forces in the Pacific is confined to New Georgia Island where United States troops are edging toward the big Japanese air base at Munda. Fighting through thick jungle, the Americans have reached the eastern edge of the big air strip. The attacking forces are believed to be facing the enemy's main defence line and advices Wednesday stated they had taken the northeastern slope of an important hill. Salamaua, Japanese-held port in New Guinea, is being bombed from the air and raids are being made on other bases on the island. It is believed that in the past two weeks Allied planes have wrecked nearly 200 Japanese barges in the New Guinea-New Britain area. Many of these carried ammunition. **ATLANTIC ROUND TRIP MADE IN TIME** The increasing speed of air service is indicated by the fast time made on the round trip of a big plane operated by Trans-Canada Air Lines crews in the newly established Canadian Government wartime trans-Atlantic service. The plane which took off from Montreal Airport on Thursday afternoon, reached the British Isles in the record time of 12 hours, 26 minutes, landing early Friday morning. With just over twenty-four hours on land, the same plane started off for Canada on Saturday afternoon and arrived in Montreal Airport early Sunday 15 hours and six minutes after take off, having faced rainstorms throughout the entire crossing. Thus less than 72 hours, or three days as Canadians usually mark time, were required to traverse approximately 6,000 miles, with a bit of a breather in between. The eastbound trip from Montreal was a record, clipping off 25 minutes from the previous best non-stop flight from Montreal to Britain. On both trips large consignments of army mail were carried. On the first-bound, eastbound trip, the plane was in charge of Captain Ronald F. George, operations manager of Trans-Canada Air Lines, while on the return journey the plane was in charge of Captain M. B. "Jock" Barclay, also of the T.C.A. services. **WEEK-END GOOD TURN** A week-end Good Turn carried out by the Boy Scouts of Birmingham, England is to meet every train coming into the city each Saturday and to deliver the kitbags of servicemen and servicewomen arriving in the city. Teams of six are always on duty, four for delivering bags, one to act as guide and the other to remain at the station as liaison officer.

"Wrens" on a Vital War Job



Britain's Wrens Women's Royal Naval Service received a well earned tribute from members of Parliament in the House of Commons (10.3.43). Forty thousand of these women form a "living integral part of the Royal Navy." Their officers do two-thirds of the non-administrative work in Britain's Senior Service. Much of this vital. Picture shows Wrens packing parachutes for the British Fleet Air Arm—a skilled job which needs unwavering competence.

At A Fighter Station In Britain



Shortly before he landed with the Canadian assault troops on the beaches of Sicily, CBC war correspondent Peter Stursberg interviewed a famous Canadian ace in Britain. It was a Vancouver reunion. Squadron Leader Edward Francis John (Jack) Charles, D.F.C. (left) is the son of Mrs. Anne Charles, of Vancouver. Charles, August, 1911, was given by one of her crew, William Pictou, repatriated from Italy. He said she was rammed by an Italian destroyer in the Gulf of Sirate.

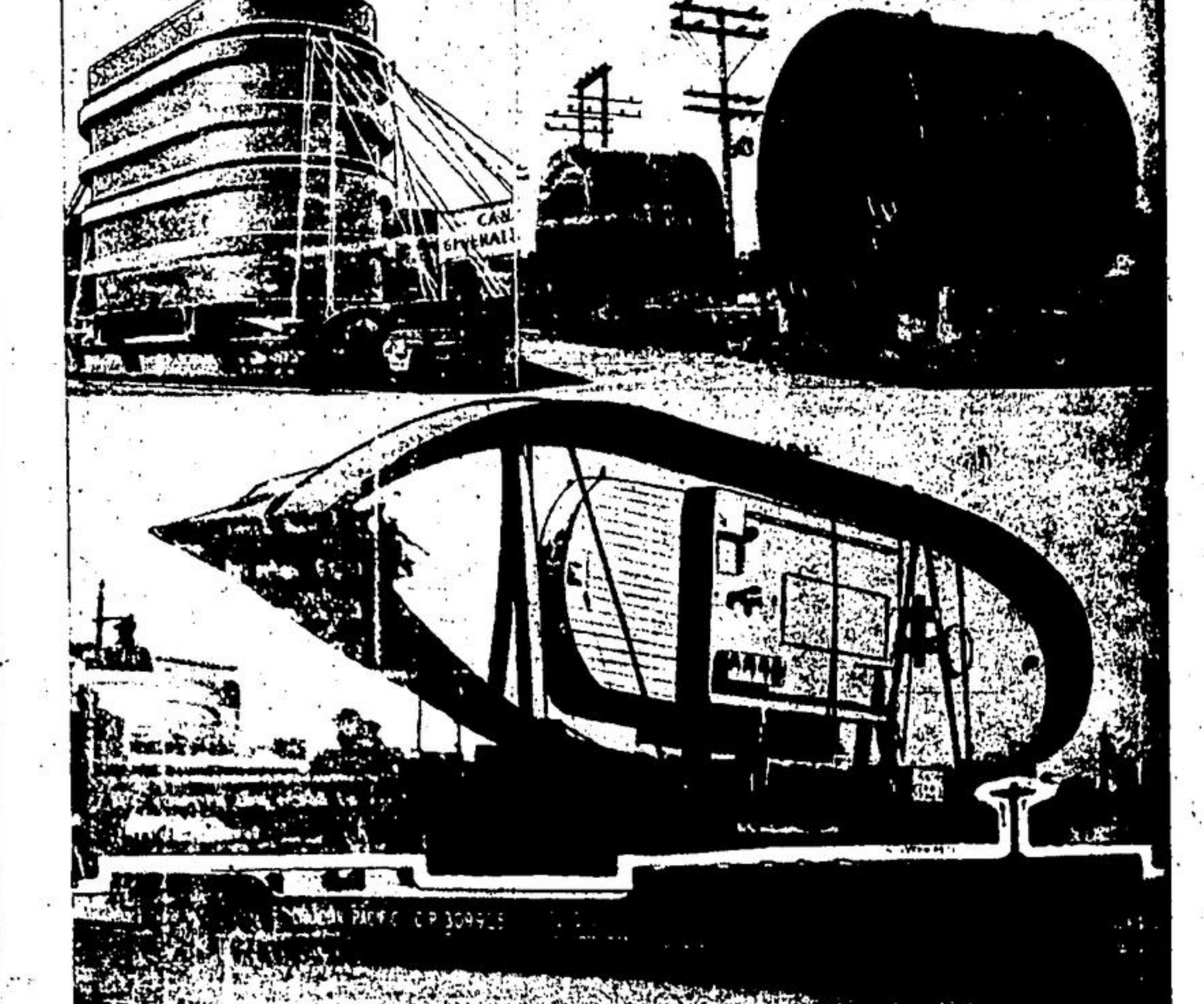
24th LETTER BOX

Mr. A. Dill, Editor and Publisher, The Acton Free Press. Dear Sir: I have been in some very dreary parts, but none any more so than the one I am in at present, we have been here about ten days, and will not be leaving for a while yet. This is one port I cannot bring home—a nice souvenir of this land. On my trip, which was uneventful, as far as enemy craft went, we passed through all the weather of the four seasons, hot weather, cold weather, rain and fog, thunderstorms and gales, and I sighted and passed through hundreds of icebergs, some small and some much larger than our largest building at home (Acton), it's just too bad for the ship that meets one of them at night. We are about 2 miles from the nearest settlement, which consists of about half a dozen houses, log cabins or half log frame, and some frame and fur paper. Incidentally I met two men up here, of the service, who have an Acton boy with them, who I believe now lives in Georgetown. I do not know him, but his name is Russ Hunter. The only people in this part of the world are natives, except for service men and contractors' labor brought in. Wages are good here, 70 cents an hour and up, with board and lodging thrown in. Of course there are restaurants and commissaries and recreation buildings and theatres, all free, but the men here really work seven days a week and an average of fourteen hours a day. We gunners on this ship manage to get a few days' work-in at 70 cents per hour, which looked pretty good on top of naval pay. But you could never spend much money up here. There are no railroads here, in fact I believe most of this land is covered by dog sled on trails only, outside of this particular area. Of course there is a daily plane service. And I guess this is about all for now. I enclose a small flower, which is known as ———— tea, and at certain times tea can be brewed from it. The country here is hills and scrub forests, mostly of balsam. Yours sincerely, H. V. DRON, Leading Seaman Gunner.

FATE OF CACHÉLOT

LONDON, (CP) — British definite news of the fate of the First submarine, Cachélot, presumed lost in August, 1941, was given by one of her crew, William Pictou, repatriated from Italy. He said she was rammed by an Italian destroyer in the Gulf of Sirate.

C.P.R. Beats Obstacles to Move Wartime Shipments



PARTICULARLY adapted for handling outside and odd-shaped war shipments, Canadian Pacific Railway flat cars shown above—equipped with loads of rollers for corvettes, a huge transformer and a welded-steel boat—have been of great aid to the war effort of Canada and the United States. Recently the company's largest depressed-centre flat cars, one of which is pictured at the bottom of this layout, were the only ones which could handle a 150-ton tank—135 feet long and 12 1/2 feet in diameter—from Lachine, Que. to a synthetic rubber plant in southwestern Ontario. Two of these huge cars now are on loan in the United States hauling marine engines for the Kaiser shipyards, a type of shipment in which the Canadian Pacific pioneered, as illustrated upper right, where two smaller depressed-centre flat cars are shown, each loaded with a corvette boiler. These important shipments towered 21 feet, five inches above top of rail when blocked up to get them by certain half-deck girder spans on many bridges and at some bridges this blocking had to be removed, while the boilers were held up by jacks, and the shipment lowered to clear the bridge. The company's engineering department laid down the special moves necessary to get the corvette boilers from Toronto to Quebec, listing all permanent installations which had to be repaired temporarily. The technique initiated by the Canadian Pacific for this movement has since been copied by other roads to the great profit of the war effort. In the matter of the transformer (upper left) the main consideration was to get equipment heavy enough to carry it from Toronto to Milton, Ont., with its weight of 134 tons being only one ton less than the maximum load capacity of the biggest depressed-centre flat car the company has in its freight rolling stock of 77,710 pieces, all in war service. The boat (centre) was an awkward load with a maximum width of 12 feet, 10 inches. It was 61 feet, six inches long and was transported from Owen Sound, Ont., to Saint John, N.S., on two temporary flat cars.