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EDITORIAL

A Municipal Mistake

It wasn't the custom in most municipalities in Ontario until this to have political parties as a group take an active interest in municipal elections. In Toronto the C. C. F. ran a slate of officials and the electors didn't choose one of them for office. We are told that as a group this party was active in other municipalities and with about the same amount of success.

There never was room in municipal elections for any party to put forth candidates as representatives of that group. It is difficult enough now to get men of experience from all parties to fill all the posts without dividing it three ways or more. Just what could be gained by having a Liberal, Conservative and C. C. F. slate in municipal elections, other than a lot of needless argument and a consequent neglect of local affairs. Every municipal body needs all shades of opinion but the question of whether that opinion conforms with a certain political belief is unimportant in municipal affairs. The important thing is whether the proposal under consideration is good for the community as a whole, and on that basis alone should all decision be made.

The C. C. F. made a bad blunder when they attempted to bring their party into municipal affairs. Lack of experience and lack of knowledge of Ontario's system of government in a broad sense would seem the only excuse for the mistake and since it didn't prove popular with the electorate it will not likely be repeated. There was apparently an over-estimate of the popularity of the C. C. F. initials which may have induced candidates to run under that banner. The answer has been given and a few more answers will be given by the electors when they find that new names and vague promises do not advance them any closer to the millennium that the public as a whole are capable of advancing just a step at a time—or of evolution rather than revolution or turmoil.

More Air Travel

One of the problems that will face every municipality in the post-war period is securing a landing field for air-travel. Gray Coach Lines has already made application to operate a helicopter or similar aircraft service with passenger carrying capacity of machine of not less than seven persons and in all probability a capacity of 12 to 14 persons. Application is made for eleven proposed routes in Ontario and includes this section.

In the days between the World Wars it was a scramble by cities, towns and villages to have a highway serving the community. And they were built in the greatest number in the most thickly travelled sections.

After this war it appears that the town without an adequate landing field is the one that will be practically off the map. Gray Coach Lines propose to operate at least one round-trip schedule per day on each of the eleven routes and serve all intermediate points as rapidly as equipment can be made available.

It may be that the companies operating the air lines will provide the aircraft terminals just as has been done with bus terminals, but it would seem the municipalities would do well to co-operate in securing these fields and have a place on the air travel lines of the future.

Jeopardizing the Future

Christmas season "cashing" of Victory Bonds has emphasized again the lack of foresight of some Canadians who scrimp for months to save for bonds and then convert them to use the cash for gifts. There aren't any figures available as to the number of Victory Bonds that have been cashed, but government

officials say thousands of Canadians have lacked the shrewdness to hold on to them.

They subscribe to bonds from salaries already heavily taxed and yet seem unable to carry through this easiest form of saving to its natural conclusion. They cash them to finance their Christmas spending, for a vacation or to buy clothes. Some regard Victory Bonds as a form of Christmas saving club to which they pay a small sum weekly for the sake of having more money at holiday time.

Apart altogether from patriotic consideration, cashing of Victory Bonds just isn't smart. Many persons are making more money now than ever before. There hasn't been the same opportunity for saving in two or three generations. Those who don't do it are failing themselves. Money spent now does not give the same return it will after the war. Prices are high. There isn't the same selection of goods there will be after the war—at lower prices. And money saved now is insurance against possible loss of work in the switchover from war to peace.

So, if you're tempted to hand that bond across a bank's counter for those crisp, speedily-spent \$10 bills, remember that you probably won't get normal value for your money if you do spend and you'll probably regret the lack of the money later when it can be really useful.

And then there's the possibility, too, that your conscience may develop an image of a mud-covered soldier in Italy smiling ruefully at you.

Paper is Short

The shortage of all grades of paper and its effects were brought to the attention of all newspaper publishers during the first week of this month when they received permits to purchase their newspaper supplies for 1944. It was noted that on the permits issued this year for the two papers we publish, the added words, "This is your maximum. It must not be exceeded."

Attached to the permits were explanatory circulars which read in part: "The holder of the permit to which this notice is attached may be allotted sufficient print paper to provide for increased net circulation . . . provided the newspaper or other periodical for which the permit is issued is sold by subscription paid in advance and has no subscribers in arrears for more than 3 months."

It's not a case of not trusting subscribers as one of our readers put it but one of playing the game according to the rules when we insist that all subscriptions be paid in advance. Every week we are pleased to welcome new subscribers to our lists. We want to serve everyone and by careful supervision and use of our quota we hope to not miss a single issue during 1944 to all those who have their subscription paid in advance.

You can help in another way by saving all your wastepaper and turning it into your local salvage committee or where one is not operating to a collector. Paper is short and it will be some time before the depleted supply of pulpwood can catch up with the present situation. The regulations are designed to meet the shortage, but all must co-operate for their success.

Explaining Reconversion

Donald Gordon's announcement of the resumption of production of electric irons and washing machines is to be commended as a model for other wartime officials.

Reconversion to civilian production while the war is still in progress, even on a limited scale, is a matter open to misconception both at home and abroad. In the past there has been evidence in other departments of a desire to keep such incidents hidden—a policy that can only add to misunderstanding and much ill-will when the facts leak out, as they invariably do.

Donald Gordon, by issuing his prompt and frank statement on this stage of reconversion, has made sure that subsequent discussion will be well informed and that no one can accuse Canada or the industries concerned of trying to put something over on the sly. One of the basic steps in creating goodwill is to disarm bad will. Frank and prompt publicity is the only safe way.—Financial Post.

EDITORIAL NOTES

"Washington is a place where sound travels faster than light."—Eric Johnston, president U. S. Chamber of Commerce.

Whatever the balance of this winter may bring in cold and stormy weather, it was pretty well behaved in the first part at least.

Every effort is to be made to avoid formal control or rationing of new civilian goods that may soon become available. And it can be avoided if the public will not become impatient.

While the sleighing has been good this winter the wheeling has often given to motor vehicles the same sensation as a sleigh ride on the icy pavements, and often with more disastrous effects.

"We owe something better to our men who are fighting the National Socialist enemy overseas than to surrender to Socialism behind their backs."—W. T. Burford, secretary-treasurer, Canadian Federation of Labor.

Manitoba Village Has Grand Record

Two Hundred Persons from Stony Mountain Serve in the Armed Forces

STONY MOUNTAIN (CP)—This tiny Manitoba village, northwest of Winnipeg has a second Great War record which will be hard to beat.

The total population of Stony Mountain before the war was 400 and of this number 201 persons have enlisted in the armed forces of their country. Five members of one family serve, four members of each of four families are in uniform, three members of each of 15 families and two members of each of 20 families are in the forces.

Ninety-five Stony Mountain men are now overseas—many of them in Italy. One man from the village was killed and two were taken prisoner at Hong Kong with the Winnipeg Grenadiers. One of three men from the village was wounded in Dieppe. One Canadian died on Spitzbergen.

Of the 75 boys of the village in the R.C.A.F. most are aircrew. One boy P.O. George C. Vandekerchove, won the D.F.C. for his part in a raid on Berlin from which he was reported missing.

SPENT EARLY DAYS AT CZARIST PALACE

DISS, NORFOLK, England (CP)—Mrs. Annie Maria Brill, who spent her childhood at the Royal Palace of the Czars at Petrograd, has died here at the age of 92.

Her father was in charge of the royal stud for Alexander the second and third, emperors of Russia.

Her proudest possession was a large portrait of the Russian Royal family given her by Alexander II.

To Regulate Butter Shipments

Those parts of Canada where butter supplies are low will benefit by an order issued December 22nd by the Dairy Products Board. The order prescribes that shipments of butter from the prairie provinces must be made only to destinations authorized by the Board and states that "no person shall, without authorization from the Dairy Products Board, ship or transport creamy butter in quantities greater than 1,000 pounds from the Province of Alberta, Saskatchewan or Manitoba into any other part of the said provinces or into any other province of Canada". Today's order rescinds an earlier prohibition of butter shipments into Alberta and British Columbia.

The object of the order is to prevent accumulation of butter where supplies are plentiful and to route it to deficiency areas.

EMERGENCY LIGHTING

LONDON (CP)—So that earlier distribution of vegetables may be made on winter mornings, one of London's largest markets is installing a special lighting system controlled by a master switch, which will be operated by police without warning in event of an air raid. The lights will be 10 times stronger than the "star" lights now permitted.

NO RACIAL BAR

ENTEBBE, Uganda (CP)—A new cinematograph exhibition ordinance introduced by the governor of Uganda provides that no member of the public may be excluded from a public cinema show on the grounds of race.

Gave Holiday Dollar For First Train Ride

Holiday crowds were surging through the huge concourse of the Canadian National Railways Central Station and appropriate music was coming from the public speaker outlets when into the stream of travellers heading for the information desk came Robert F. Patterson, aged fourteen, with a mission in hand. "I want my kid brother to have a railway ride for a present, how far can he go and return from this station for a dollar?" Stephen McKinnon, "the information pleaser", of the moment, looked into the tariff book and suggested "What about a trip to St. Bruno and back? The fare is under a dollar, and the change will buy a couple of chocolate bars?" That was all right with Robert and kid brother got a ride to St. Bruno and back. For his holiday gift ride the lad got full value. He rode out and in again from Canada's newest and most complete railway station, across Victoria Bridge, historic and useful monument to the original builders of Canadian railways, through busy marshalling yards where a lot of Canada's wartime freight is assembled, past the St. Hubert Airport, now crowded with war activities, and to St. Bruno where are grown many of the flowers that decorate Montreal homes. Had the lad gone up the hill at St. Bruno he would have entered Mount Bruno, one of the swaggar gold courses of Canada. Quite an educational tour.

The Week at OTTAWA

By DOUGLAS GREEN
Canadian Press Staff Writer

OTTAWA (CP)—Despite the rising volume of agricultural output achieved despite loss of manpower to the forces and industry—Canada faces even greater demands after the liberation of Europe from the Axis powers, since the Dominion is looked upon as one of the principal contributors to the work of the United Nations Relief and Rehabilitation Administration in post-war years.

The fact that Canada's agricultural production in 1943 is expected to exceed that for the bumper crop year of 1942, is looked upon as an outstanding tribute to the work of the farmers generally. It is considered probable that 1943's output will be worth about \$1,600,000,000 against a net value of \$1,570,000,000 in 1942 and \$828,000,000 in 1939.

The United Kingdom, which depends upon Canada for much of its supply of bacon, cheese, eggs and other products, has itself raised agricultural production despite the taking over for military purposes of almost 600,000 acres of arable land.

Lord de Warr, chairman of the United Kingdom Agricultural Research Council, said in Ottawa that it is possible Britain will be able to feed herself to the extent of about 75 per cent. of her total requirements by the end of 1944.

Before the war, the United Kingdom produced about 45 per cent. of its food needs, but soon after the conflict started a program of increased land utilization was embarked upon when food supplies were threatened by shipping losses.

New Acres

About 6,000,000 new acres have been plowed since the war started and much other acreage reclaimed. After the war, said Lord de Warr, agriculture in the United Kingdom generally may be better conditioned than it was in pre-war years.

Though shortages of manpower in high priority industries still are serious, the likelihood is that these will be relieved to some extent with the conversion to civilian production of war plants. However, the change-over is unlikely to be widespread, depending as it does upon the progress of the Allies and alterations in their strategic needs.

A start has been made upon such conversions, notably in chemical and explosives plants. Tank production has been curtailed, and ship repairs, reflecting Allied successes against enemy submarines, now have a higher labor priority than shipbuilding.

Workers laid off create a problem for National Selective Service authorities; but because of the overall shortage of labor in "A," "B" and "C" priority groups, relatively little difficulty is being encountered in placing them elsewhere.

Rees Reversal

D. W. Foster, associate director of National Selective Service, forecast before a meeting of the Canadian Restaurant Association in Ottawa that the situation will be reversed in future, with 100,000 men after jobs instead of jobs available for 100,000 men.

His suggestion that a post-war employment service modeled on present day selective service be set up after the war raises the question of the extent to which Canadians will be willing to accept governmental control measures in peacetime.

There is little doubt, however, that wartime controls, even if modified, will be carried into the period of post-war reconstruction.

Meeting of the full cabinet, three of which were held in Ottawa in the past week, are seen as an indication that seasonal preparations are being made involving the preparation of legislation for parliament at the forthcoming session.

New Chief Justice

Mr. Justice Thibault, 64, has been named Chief Justice of Canada, succeeding Sir Lyman P. Duff who retired at the age of 79.

Senior member of the Supreme Court of Canada after Sir Lyman's retirement, the new chief justice is a native of Montreal and was appointed to the court first in 1924.

In announcing the change, Prime Minister Mackenzie King referred to Sir Lyman's nearly 40 years of service in the High Court—he was appointed 37 years ago—and said that in many of the judgments he delivered Sir Lyman "interposed the spirit rather than merely the letter of the law."

CHESTER (CP)—Edward Rogers of Chester won first plowing prize 53 years ago. Now 73, he won the Cheshire championship recently.

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TIME TABLES

CANADIAN NATIONAL RAILWAYS

Going West

Daily, except Sunday	9:01 a.m.
Saturday only	2:29 p.m.
Daily, except Sunday	7:48 p.m.
Monday, only	12:08 a.m.
Daily, except Sunday	1:14 a.m.
Flyer, at Georgetown and Sun.	6:35 p.m.
Flyer, at Guelph and Sun.	7:12 p.m.

Going East

Daily, except Sunday	6:49 a.m.
Daily, except Sunday	9:56 a.m.
Daily, except Sunday	6:50 p.m.
Sunday, only	8:19 p.m.
Flyer, daily, Georgetown	9:25 p.m.
Flyer, daily, at Guelph	8:59 p.m.

GRAY COACH LINES

COACHES LEAVE ACTON

Eastbound

6:48 a.m.; 9:16 a.m.; 2:06 p.m.; 6:26 p.m.; 9:16 p.m.; 9:51 p.m.

Westbound

9:03 a.m.; 9:28 p.m.; 9:58 p.m.; 2:33 p.m.; 6:38 p.m.; 8:11:24 p.m. a—To London.
b—Sundays and Holidays only.
x—To Guelph daily, to Kitchener, Sunday and Holidays.
y—To Kitchener.
z—To Stratford.

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SUPER SUDS Concentrated 1-g. pkg. 20c

CARROLL'S CLEANSER tin 5c

K-9 DOG FOODS 2-lb. bag 19c

FRY'S COCOA tin 19c, 31c

BLACK MISSION FIGS lb. 19c

KEEN'S MUSTARD 10c, 27c

MACKEREL Sea Loct 1 1/4-c. 29c

MACKERONI or SPAGHETTI lb. 5c

SHREDDED WHEAT 2 pkg. 23c

We reserve the right to limit quantities of all merchandise.

MARMALADE
Aylmer Extra Bitter Seville Orange 32-oz. jar 33c

Carroll's Dandelion TEA 1/2-lb. pkg. 32c

6-oz. Jar 10c

Mustard

Brasso or SILVO each 13c, 22c

Beef Cubes STEREO 2 tin 25c

Kellogg's Bran FLAKES 1-g. pkg. 16c

Chicken HADDIE 15-oz. tin 33c

Van Camp's Tomato SOUP 2 tin 15c

Fourman's or Swift's LARD 1-lb. pkg. 17c

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JUICY LEMONS 44c
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