



**The Acton Free Press**  
Published Every Thursday at Acton, Ontario

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C. ARLOP DILLS, Editor.

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**EDITORIAL**

**Advancement in Education?**

In a recent issue, the Financial Post secured opinions of men in various walks of life in many places across the province with the query of "Whether schools should have a standard text book of Canadian history." It comes as somewhat of a shock to many of us who left school several years ago to learn that such a standard history book of the Dominion is not available for use in our schools.

Going back in memory, Canadian history was quite an important subject on the course of studies and if we recall correctly, it was a red covered book that had to be much studied. It comes indeed as a shock to learn now that scholars of the present must come to the conclusion that Canada has no history.

How are young Canadians going to learn about the Dominion if a standard text book is not placed in the schools? How can those who come from other lands learn to become good Canadians without access to a history text book of Canada? Surely our educational authorities can agree on such a book and have it published.

Canadians as a whole need to learn more about Canada and Canadians. The past years have been rich in history just as good and in many respects better than that of other countries. It's worth recording for the pupils of to-day and to-morrow. The Ontario Statutes are revised and printed every ten years and they are referred to by fewer than a school history.

Now that we know there is no Canadian history book for school pupils, it behooves all Canadians to urge that one be put into our schools at as early a time as possible.

**Chickens Every Sunday**

The timid Canadian barnyard hen can fluff her feathers and cackle lustily with justification for her war record is one of the bright spots in Canada's role as a wartime food supplier. Canadian hens and the eggs they laid—and are still laying by the millions to-day—helped feed the nation, our Allies and the troops overseas, during these last five hectic years of war. And they did something else—they made Canadians more poultry conscious than ever before.

Egg production on Canadian farms reached an all-time high of 315,000,000 dozen in 1943, compared with 280,000,000 the previous year. Many factors contributed to the increase. The war called for more and more food. More people went into poultry production either as part of general farming or as a specialized undertaking. Shipping space at first restricted shipment of eggs to Britain but with the advent of plants for making egg powder, these exports increased greatly.

And Canadians began eating more eggs. With meat rationing they turned to eggs and fowl and found them not only delicious but nutritious. Canadians consumed 279,372,127 dozen eggs in 1943 compared with 231,727,641 in 1940. Domestic consumption of poultry of all types was 267,997,686 pounds last year against 234,256,637 pounds in 1940.

It is estimated that in 1944 we may have a surplus of 30,000,000 pounds of poultry and poultrymen are hoping Canadians will retain their war-born taste for chickens, turkeys and other fowl as well as for eggs.

Homer I. Huntingdon of Chicago, manager of the United States Egg Board made a good suggestion to the recent Ontario Poultry Conference at Toronto. He advised that every man, woman and child in the land be educated to eat at least an egg a day and a chicken at least once a week as a means of absorbing the present record output.

To clinch the case for poultry, the National Research Council has placed fowl and eggs on the list of essential foods needed to help maintain a balanced diet. So with our little barnyard friends producing eggs as they have never produced before, the byword for the future should be: chicken every Sunday—or at least an egg a day.

**Eight Days Ahead?**

No one can predict exactly when the war will end and everyone realizes fully that the end will be hastened by all sticking to their task until peace comes again. But everyone who follows the war news realizes fully, too, that the end is coming rapidly.

The constant bombing of Germany's industry and communications and the retreats on all fronts is bound to have a disheartening effect on all her population. No wonder that signs of internal disruption come from within Germany these days. Many will recall the days when France fell, because of lack of co-ordinated leadership and all will realize that the signs of this chaotic and frenzied leadership of Germany will bring about her collapse in the same way. But with armies pressing in on three sides it may be more hurried than is anticipated.

Germany has faced five winters at war, but always with its armies going forward. This year the armies are backing up, the bombing raids are on the increase and between now and the time winter comes the people of Germany will have time for some hard thinking and getting ready for the peace terms. The Allied leaders may well bear in mind that these peace terms have been declared as "unconditional surrender." The German people are guilty of the war crimes and more than deposing the leaders is required.

**Post - War Parking**

At the start of the war when motor traffic was at its peak, 1,200,000 passenger cars and nearly 250,000 trucks and buses plied Canada's streets and highways. After the war, when tire and gasoline rationing has gone by the board, it is safe to assume there will be a tremendous increase in the number of motor vehicles in the Dominion.

All of which means that the parking problem will have to be tackled afresh. In cities and towns across the country this question has proved a headache for municipal councils and town planning experts alike.

While it is true that big cities will be faced with the greatest problem in this regard, smaller urban and semi-urban municipalities should give heed to the future. Main Street, in most cases, grew up in horse and buggy days and even in the years immediately preceding the war found it difficult to accommodate week-end traffic.

Main Street's business men undoubtedly oppose—and with good reason—any highway diversion plans that would keep money-spending tourists away from the commercial area. But they would welcome plans to limit parking and so give travellers a chance, at least, to see what Main Street stores have to offer.

The clutter of parked cars is responsible for more congestion than running motor traffic. It is conservatively estimated that on busy days standing cars take up 40 of 50 per cent. of space originally intended for moving traffic. Between the rows of stationary vehicles, moving cars wind their way at a snail's pace.

A primary aim should be to keep main thoroughfares open at all times by limiting parking time. Side-street car distribution may be objectionable in Street congestion and will obviate, at least for some time to come, expensive street reconstruction. In some respects, but it is infinitely better than Main many cases creation of good-sized parking areas near business districts is possible at a comparatively small outlay.

The question of helicopter parking can be taken up at a later date.

**EDITORIAL NOTES**

This is the last week of July and the days of the annual fall fairs season are just around the corner.

It is not to be wondered at that men are very particular with their cars these days. As an exchange points out, it's the first one they ever had that wasn't mortgaged.

Now that parents have had a month of constant attention to the family it might seem that teachers are not overpaid when they looked after 40 for several hours per day and five days a week.

One of our exchanges telling of a slip of the tongue made by a speaker at a nearby gathering makes the comment that "the audience roared." It seems that more than tongues can slip and the r and the d are close on a Linotype keyboard.

No matter where one may reside regularly it's at this time of year that the yearning for a holiday in the old home town takes many a wanderer back to the scenes of boyhood or girlhood. We imagine the men and women overseas have many a yearning for a trip home these days too, and when this war is over every community will see many a happy old boys' re-union celebration arranged.

Andrew Hebb, editor of the Newmarket Era and Express, has been secured by the Federation of Agriculture to edit a publication for its organization. Mr. Hebb is one of the most capable and best known editors of weekly newspapers in Ontario. He comes from the Maritimes, is a college graduate and is past president of the Ontario-Quebec division of the C. W. N. A. We understand he is retaining his interest in the Newmarket paper.



**MORE LIVE STOCK MARKETED IN 1944**

In the first six months of 1944 the live stock marketings showed a sharp increase over the corresponding period in 1943. The total number of hogs graded in inspected plants was 5,165,721, an increase of 60 per cent. over the number graded in the first six months of 1943. Cattle slaughterings in inspected plants for the 26 weeks under review were 590,975, an increase of 28 per cent. calves at 351,174 were up eight per cent.; sheep and lambs at 318,255 recorded an advance of 27 per cent.

Exports of dairy cattle to the United States in the period January 1, to June 30, 1944, totalled 18,769, compared with 22,301 in the first six months of 1943, a decline of 16 per cent.

**A TOUCH-UP FOR YOUR INSECT SCREENS**

Do your screens make dark streaks on your window sills? Give them a good scrubbing with moistened scouring powder and a stiff brush. Rinse well and allow to dry. Wipe with benzine, being careful of fire. It is best to do this part of the job outdoors on a cloudy day. Then apply a coat of two parts top quality spar varnish and one part each of linseed oil and turpentine. Or you could use a very thin kind of varnish that can be wiped on with a clean rag. Use a dry brush to clear "blobs" of varnish out of the mesh. If you wish color, use screen enamel instead of varnish. These are just a few of the many things any home owner can do to keep his house in repair for the duration, to protect his investment in his home.

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BISCUITS 1/2 doz. 23c TEA 1/2 lb. 44c

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Vaseline Soap MIXES 1/2 doz. 10c, 7c  
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**SUPER SUDS** 1/2 doz. 20c

We reserve the right to limit quantities of all merchandise.

JUICE ORANGES—Size 288 Dozen 34c  
NEW POTATOES 10 lbs. 31c  
GREEN CABBAGE Each 6c  
FRESH LEMONS—Size 300 Dozen 48c

Fruit and vegetable prices subject to market fluctuations.

**Coupons to use July 27th**  
SUGAR 7c to 10c — 14 to 17c PRESERVES — 1 to 24  
TEA or Coffee 14 to 17, 21 — 4 BUTTER — 60 and 71

**Business Directory**

**MEDICAL**

**DR. W. G. C. KENNEY**  
Physician and Surgeon  
(Successor to Dr. J. A. McNiven)  
Office in Byrton Block, Mill Street, Acton  
Office Phone 75—Residence Church St., Phone 150

**DR. WM. G. CULLEN, L.M.C.C.**  
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Office Hours—2-4 and 7-9 p.m.  
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PHONE 118

**DENTAL**

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Telephone 10

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For Appointments Phone Acton 65—  
or Georgetown 88  
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**VETERINARY**

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Office: Brookville, Ontario  
Phone—Milton 146r4

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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, daily except Sat. and Sun. .... 6:35 p.m.  
Flyer, at Guelph, daily except Sat. 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 ..... 6:59 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  
6:46 a.m.; 9:16 a.m.; 2:06 p.m.; 6:26 p.m.; 9:16 p.m.; 9:51 p.m.

Westbound  
9:10 a.m.; 9:23 p.m.; 9:58 p.m.; 2:33 p.m.; 8:38 p.m.; 11:28 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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