



The Week at OTTAWA.

By JACK WILLIAMS
Canadian Press Staff Writer

OTTAWA (CP) — The first large-scale removal of wartime restrictions has resulted in the lifting of a number of controls over the manufacture of consumer goods, elimination of rationing of inner tubes, an easing in tire rationing and provision for extended pleasure travel in the United States.

Just how soon it will be before the removal of restrictions on manufacturing will result in goods reappearing on store shelves remains to be seen, but the officials who took the controls off were careful to warn the public that it did not mean they would be able to go out and buy a vacuum cleaner, for instance, in the next week or so.

Labor and materials are the factors that will hold back civilian production and war requirements will still have top priority. The main effect of the 12 production orders lifted by the Price Board is to open the way for manufacturers to resume civilian output when war needs taper off.

The Price Board is putting emphasis on the necessity of maintaining a immediate post-war period and to help keep prices down. Special war taxes on a number of items—cameras, radios and electrical appliances have already been removed. Manufacturers will be expected to put goods back on the market at the same price they sold for in 1941. Goods which differ from those sold at that time will be sold at prices approved by the board.

Removal of rationing of inner tubes which is effective June 1, became possible when tire manufacture could keep up with the inner tube output. There is also the factor that crude rubber, which continues in very short supply, is not required for tubes.

Tire Rationing
Changes in tire rationing are estimated to move about 35,000 motorists up from the category eligible for only used or retreaded tires to the top category covering those who can qualify for new tires. Munitions Minister Howe has also said that the production of civilian tires is to be increased this year in an effort to keep up with the tires which are becoming unusable.

As far as automobiles themselves go the situation is somewhat indefinite but it is considered possible there may be some passenger cars made this year. Automobile plants will convert to civilian production as soon as their plant facilities are no longer required for war purposes, but there will be an increase in truck production before cars start rolling off the assembly lines.

There is an acute shortage of trucks and converting a plant from the manufacture of war vehicles to trucks is not nearly as difficult a job as switching over to passenger cars a task that it is estimated will take from three to six months.

As a result of amendments in the foreign exchange control board regulations Canadians will find it easier to visit the United States. Previously they have been allowed \$150 a year, which might be divided into \$75 for each of two trips six months apart. Now up to \$50 may be obtained at any time for pleasure trips. It has always been possible to obtain United States currency for business purposes.

Explorers Chart Amazon Regions

WASHINGTON, D.C. (CP) — A new attempt is being made this spring to penetrate and develop one of the largest un-explored regions on earth—the great central plateau of Brazil. The objectives are to build ground bases for a short aerial highway between Rio de Janeiro and Manaus, the great inland port of the Amazon valley, to collect information as to the region's economic resources, hitherto wrapped in mystery and to establish small colonies along the air route as a basis for possible mass immigration.

The projected air route of 1,800 miles would halve the present water trip from Rio up the east coast around the bulge of Brazil and up the Amazon. It would also save about six hours for international planes between Rio and Miami which now use the circuitous routes touching Trinidad and Belem instead of cutting across the plateau jungles.

The expedition, sponsored by the Central Brazil Foundation, will explore the Repedor mountains and the region drained by the Xingu river.

The expedition has a base headquarters camp at the junction of the Araguaia river and Rio das Cachas, 800 miles northwest of Rio, and an advance base on the River of Death, 150 miles north of the headquarters. Ahead of them lie hundreds of miles of scrub vegetation through which they must hack their way, hostile Chayantes Indians, the chance of finding diamonds. The office of coordinator of Inter-American Affairs says: "The future of this great undeveloped plateau may depend on the discoveries of the Roncador-Xingu expedition."

The Acton Free Press

Published Every Thursday at
Acton, Ontario

G. ARLOF DILLES
Editor and Proprietor

Office Phone

174

Residence Phone

131

Attractive Hats Return To Paris

Becoming Headgear Replaces Exaggerated Wartime Styles

PARIS (CP) — French women's heads have for some time been an apple of discord between milliners and hairdressers. The latter have pretended that elaborate coiffures could replace hats, and they were about to win the case as hats became more and more exaggerated and began to look ridiculous.

But this spring has brought a completed change. Milliners have started creating such attractive and becoming hats that women feel tempted to wear them.

Small exquisite wonders made of flowers, tulle and feathers are flying out like fairy birds from the milliner's ateliers, like messengers of sunshine and summer, straw hats in the shapes of flitting "boaters," berets and picture hats accompany flower bouquets and felt berets, while amusing bonnets, cabriolets and hats bold form a group apart, specially intended for young girls.

Elegance and distinction mark the women's hats this spring. They are all worn on top of the head, sometimes slightly tilted, always throwing a mild and flattering shadow over the face. Girls' hats are dainty and smart; they are worn on the back of the head and have flowers or bows behind the crown, often with ribbons hanging down the neck.

Not So Popular

Turbans, which have been epidemic during several seasons, are now getting out-of-date. They have become especially popular during the months when the hairdressers could not use their electric drying machines. Women of Paris kept having their hair washed and permed, and just left the coiffeur with their wet hair all done up in curlers hidden under an improvised turban.

Now, to come to the coiffures, there will still be elaborate high hairstyles but these will only be for evening or indoor wear. And the snoods of tulle and lace which were the rage last summer will no longer be considered elegant for street wear.

Parisian hairdressers make simple, neat hair styles: long floating curls for girls, and for women chignons, braids or upbrushed coiffures.

When the head is well groomed, the feet ought to follow, but while hats are free for sale, it is very complicated to get a pair of decent shoes. If you want first-rate footwear, you must give a "bond" (ration ticket), which is very difficult to obtain. And even with that a pair of hand-made leather shoes costs about \$100 to \$120. Ready-made shoes are cheaper, but their heavy platform soles are of wood.

CANADIAN FARMERS PROVISION SHIPS

Every ship that leaves a Canadian port, whether troop transport or liner cargo boat or deep-sea fishing vessel, is supplied with enough food for both the outward and the return voyage to Canada. Contrary to a general opinion that ships can store any quantity of food they like, and that therefore some shortages develop on the home market, the food supplies are provided on a strict man per day basis, and a careful accounting of all surplus stores is required if a ship returns to Canada before the expiry of the date of her last storing period. A review of the statement covering ships' supplies for 1944 shows that, in a total value of about \$16,000,000 by far the greater amount was for food.

So stringent is the accounting that the administrator of ships' stores knows that no goods sold for ships' stores are finding their way into the black market in other countries, and farmers of Canada should know that their contribution of food is probably the most indispensable to those who man the merchant ships and the convoy escorts on the high seas—the men on whom falls the responsibility of getting the sinews of war and the troops to the battle fronts.

DIVE-BOMBS WOLVES

ALGONQUIN PARK, Ont. (CP)—Former C.O. of an R.A.F. Transport Command unit in Brazil, George Phillips, 51, now is superintendent of this game reserve 200 miles north of Toronto. He finds excitement dive-bombing wolves in a plane, firing a rifle through the cockpit window.

Erin Go Bragh

Pat and Mike stories don't often get into these columns but this latest version of their interminable dialogue which comes from Owen McIlleod, raconteur of the Toronto Globe and Mail, seems worth passing on.

The scene is a muddy shell-hole in Holland, where the immortal twins now wearing the British uniform, after cursing Adolf Hitler, their sergeant and sergeant-major to the discussion of home politics. Says Pat:

"We missed the last election, Mike. Dye think we'll be home for the next?"

Sure, Pat, and why not? Photo nothing like an election to make things interesting."

"An election's a grand thing," agreed Pat. "Lots of type fighting, free argument, free liquor, and free tobacco."

"And who would you be voting for at the next election?" asked Mike, as

he wiped a gob of mud from his chin. "Why, for De Valera, of course," replied Pat.

"But why vote again for De Valera?" asked Mike.

"Well, after all, didn't he keep us out of this darned uncomfortable war?"

WATER WITH A KICK

GALT, Ont. (CP) — Drinkers at the fountain on one of the main streets here found that the innocent looking water had a real "kick." Hydro linesmen discovered that electric current was filtering back from a short circuit in the cable under a nearby bridge.

QUEBEC (CP) — Quebec farmers foresee an acute shortage of maple syrup and sugar this year. Although 100,000 of the province's 2,000,000 trees have been tapped, little sugar had been made toward the end of the season.

KENYA EXPERIMENTS IN COFFEE GROWING

NAIROBI, Kenya Colony (CP) — In the Rift highlands 175 acres of coffee are being grown by members of an African co-operative society, consisting of 280 native growers under the chairmanship of the local agricultural officer.

In its beginning the society was financed by the local native council which paid for the erection of pillars and necessary buildings, the fees of coffee inspectors and so on. The society took over all equipment on a small token payment and is now firmly established with some \$4,430 in hand in cash.

SHRUBROOK, Que. (CP) — Bill Bone Hurdle says if his legs were still in good shape, he'd like to get back in uniform. He has spent 18 of his 101 years in uniform starting from the time he took part in the Fenian raids when he was 16.

Business Directory

MEDICAL

DR. W. G. C. KENNEY

Physician and Surgeon

Successor to Dr. J. A. McNiven
Office in Symon Block, Mill Street,
Acton

Office Phone 38—Residence Church
St., Phone 180

DR. WM. G. CULLEN, L.M.C.G.

Physician and Surgeon

Office Hours 2:45 and 7:30 p.m.
Except Wednesday and Sunday
Mill Street, near Frederick Street

PHONE 188

DENTAL

DR. HUGH S. AUSTIN

Dental Surgeon

Mill Street, corner Frederick, Acton

Office Hours 9 a.m. to 5:30 p.m.

Evenings by Appointment

Telephone 19

JEWELRY

C. E. LEATHBRIDGE, B.A.

Barber and Notary Public

Issuer of Marriage Licenses

Registrar of Births, Marriages, Deaths

ACTON

Office 22 Phones Residence 188

KENNETH M. LANGDON

Barber, Notary Public

Office: Georgetown, Gregory Theatre Building

Appointments in Acton on Request

VETERINARY

B. D. YOUNG, V.S., B.V.Sc.

Veterinary Surgeon

Office: Brookville, Ontario

Phone: Milton 14644

E. G. OAKES, V.S., B.V.Sc.

Veterinary Surgeon

Office and Residence: Knox Avenue

Acton Phone 130

REAL ESTATE

WILLOUGHBY FARM AGENCY

Largest and Oldest Agency in Canada

Head Office, Kent Bldg., Toronto

Georgetown Representative

Tom Hewson—Phone Georgetown 222

Real Estate Broker

General Insurance

WM. R. BRACKEN

Phone: 26 ACTON, ONT.

TIME TABLES

CANADIAN NATIONAL RAILWAYS

Going West

Daily, except Sunday 9:01 a.m.

Saturday only 2:38

Daily, except Sunday 7:48 p.m.

Monday only 12:08 a.m.

Daily, except Sunday 1:24 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 6:40 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

6:46 a.m., 9:16 a.m.; 2:06 p.m.; 6:26

p.m., 9:16 p.m., 10:51 p.m.

Westbound

10:53 a.m., 1:23 p.m.; 4:08 p.m.

7:31 p.m., 10:38 p.m.; 11:28 p.m.

To London

To Guelph, daily, to Kitchener,

Sunday and Holidays