



### The Acton Free Press

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G. ARLOP DILIS, Editor.

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## EDITORIAL

### So Much in Favor

Keen interest in Ontario business opportunities is being shown by British and U. S. industrialists, according to Ontario Planning Minister Dana Porter. Indicated by these enquiries, he says, is that large firms are shifting from earlier policy of settling in larger centres, are now seeking information about smaller towns where workers will be closer to housing and recreational facilities, where stable labor supply is more likely to be found.

And most of the small towns will welcome new industries and certainly can offer better living conditions for workers than are to be found in the larger cities. The trouble in the past has been that heads of new industries coming to Canada scarcely had an opportunity to look over the small communities. The industrialists were escorted almost from the gangplank by the representatives of the large cities and sold without looking over the field. Smaller communities had no funds to compete with City Boards of Trade who could have full time men to meet every boat and selling the idea of establishing in the cities.

If both fields are viewed by incoming industrialists and the pressure selling left out we are sure there will be an industrial boom in many small towns. There is so much in favor of the small town in comparison with the big city in the way of living.

### Speed-up Demobilization!

It is reported that there are approximately 85,000 jobs registered with the Employment and Selective Service offices across the country and a bank of 25,000 applicants for jobs.

This does not mean that the 25,000 people who have registered as wanting jobs can be put to work to fill a corresponding number of the jobs available. Just as square pegs cannot be put in round holes so a very large number of the applicants are no doubt unsuitable for the particular openings listed.

Rather it can be taken for granted that there are actually a great many more than 85,000 jobs available as many employers do not bother listing their requirements as they know from past experience that there is no help available to fill the positions they have open and they may as well make the best of it and get along with the help they have.

It seems to us that the situation could be relieved greatly if demobilization was speeded up. Thousands of men who have been in this country now for months are still in uniform doing practically nothing and adding to the expense of the taxpayers. If an employer tries to get certain of these men released to return to their peacetime jobs he has to proceed through an involved process and even then has no assurance of success. Why should not the Department of National Defence and the Department of Labour get together and jointly solve what is their common problem, that of shifting many thousands of citizens from war to peace? At present this process is working far too slowly and is one of the main causes of the serious shortages of food and housing. —Smith's Falls Record-News.

### Railways and War

Twenty-six Pullman or hospital-car trains, which if lined up, would extend a distance of nine miles, were required to move homeward more than 10,000 veterans who arrived in Halifax recently aboard the troopship Ile de France and the hospital ship Letitia.

This particular instance of coping with a huge transportation problem, well-publicized with the relaxation of wartime news restrictions regarding troop movements, is a striking example of the tremendous wartime tasks executed by Canadian railways.

Working against time, congestion, drastically increased loads of freight and passengers without corresponding increases in equipment, Canadian

railways moved construction materials, machinery, raw materials, munitions, troops, supplies to the Atlantic and Pacific coasts and to army camps and air training depots in the Dominion with increasing efficiency.

Highly intricate problems arose in transporting equipment. Among other things, the movement of landing barges required railway tracks to be depressed to permit loads to pass under bridges; giant boilers constituting loads too wide for clearance had to be loaded on two flat cars and routed over single track branch lines.

The greatest share of war railway work was carried by the two major railways, the Canadian National and the Canadian Pacific. Since these two companies make up the largest single industry in Canada, the largest employer of labor and the largest user of materials, their post-war plans are vitally important.

The end of the war in Europe involves virtually no easing of the burden carried by the great transportation systems. Huge food shipments must be transported to the Atlantic seaboard for Europe's starving millions to say nothing of machinery for industrial rehabilitation.

Throughout the war the railways have suffered by loss of personnel to the armed forces and their backlog of deferred maintenance grows daily. Some idea of the task ahead is shown by the fact that up to July 1944 the railways had accumulated more than \$50,000,000 for deferred maintenance work, representing between 25,000 and 30,000 man-years of work in addition to ordinary maintenance work.

### Law Versus Officialdom

The Financial Post under the above heading makes the following comment on a point that would easily eliminate much of the adverse publicity Ontario is getting in its handling of the stock market racketeers:

"We readily admit having much more confidence in the rule of law than the rule of any official. We know that our liberties and rights are much safer when meticulously defined by statutes than when they are nebulously defined by statute and interpreted by officialdom.

But in the immensely complex nature of the stock promotion and stock selling business, it is hopelessly impracticable folly to suppose that law can provide for all the multitudinous relationships between stock buyer and seller.

Noteworthy in this connection is the fact that already, so we are told, stock racketeers are boasting that they have found ways to get around provisions of the forthcoming Ontario Securities Act wherein an attempt was made to replace administrative power with legal definition.

So within the general provisions of any security fraud prevention law, realism, common sense and understanding of the business involved, demonstrate clearly that the useful and conscientious administrator must have the authority and machinery to do these things:

To know the terms of stock deals and promotions which are being offered to the public.

To secure revision of those deals where the proposed setup is patently loaded against the public.

To see that promotion and stock selling firms are dealing honestly with the public; are executing orders properly; are delivering stock promptly; are not speculating on their own account with client money; are giving their clients correct facts.

To see that a reasonable proportion of the funds collected by selling stock to the public actually goes into the project sponsored. In all provinces other than Ontario, law or security administration practice has set down a well-defined sliding scale of maximum profits permissible for the promoter and stock seller. Such a code exists in many states of the American union. In Ontario the fact seems to be that the promoter can pocket about what he likes, spend as little as he likes on the project. Regulation of markups may yet be necessary here.

To see that sales literature and advertising keep within the truth and are not misleading.

But all these jobs of the securities commission rest, in the last analysis, on how conscientiously and well the commission does the fundamental job of selecting those to whom it grants licenses to be in the stock-selling business.

No one holds that banks, insurance companies, theatre and restaurant treasuries are practicing improper discrimination when they do not hire people of all reputations as cashiers.

Yet, in the name of what purpose, to be tears have gashed over giving a securities administration powers to look at a man's business and character record and say, "No, not this business for you. You must make your living some other way."

### EDITORIAL NOTES

Civic Holiday will be the next public holiday, and it's just a week from Monday.

Sure the weather's warm, but we still prefer it to the kind that prevailed for three solid months last winter. Must be getting older.

The convention of the Canadian Weekly Newspapers Association scheduled for September in Quebec City has been cancelled. But no one is complaining when it means getting the boys home faster from overseas.

### HAS BIG PLANS FOR BRITISH TRACTORS

NEW YORK (CP)—Harry Ferguson, Irish inventor of the Ferguson system of tractor-plant unit, wants to make England a world British-built tractor to every farmer centre for mass production and sell in the eastern hemisphere.

If he doesn't build tractors in England, he plans to build them in France, India, Canada or Australia.

Ferguson, a slight, intense man with an ascetic face, believes his tractor can revolutionize farming. His goal is mass production on the scale of the assembly lines of Detroit and other American centres.

Ferguson spent several years in the United States, working with Henry Ford. Ford's factories have turned out some 200,000 of the Ferguson-style tractors and will continue to supply the western hemisphere.

The Irish inventor plans two models, one capable of hauling a three-ton load 25 miles an hour, the other powerful enough to haul five tons at that pace.

### NAIL POLISH FOR PICKING TOMATOES

"New Agriculture" published in the United States tells a story of how a farmers wife solved a tomato picking problem that arose on her husband's truck farm. The women tomato pickers hired by the farmer were certainly energetic enough but their poor judgement was ruining half the crop because the tomatoes they picked were either too ripe or too green. The farmer was at his wit's end. He did not know what to do, but his wife did.

She called in an acquaintance of hers, a professor of the Faculty of Indiana. After several hours' observation, the professor decided that the cause of the trouble was the women's inability to remember the exact shade of red for picking. As he watched, an idea struck him. Why not mix a shade of nail polish the colour of ripe tomatoes so that the women could have a standard guide at their finger tips all the time? It worked, and sure enough whenever a woman reached for the tomatoes, she picked only ripe ones.

### All About Meat Rationing

Biggest Wartime Prices and Trade Board story for months has been the announcement of the return to meat rationing. There are three important phases to the meat rationing news so far. These are the announcement itself, slaughter control coming into effect, and the details about meatless Tuesdays and Fridays in public eating places - the first of which days was Friday July 13.

Donald Gordon, chairman of the Wartime Prices and Trade Board, stated that the individual consumer meat ration will be two pounds per week on a carcass weight basis - the same ration as set formerly. This works out to about one pound and one third per person per week of actual meat.

The ration machinery will be more complicated this time than last, Mr. Gordon said. Ration tokens for small purchases will be used. Practically all meat will be included in the new ration plan. This means that livers, hearts, kidneys and other fatty meats will be on the list whereas they were omitted from the previous rationing of coupons for the use of consumers will take at least two months, Mr. Gordon said.

While it is almost impossible to get an exact basis for comparison, the yearly ration of meat in the United Kingdom allows approximately 107 pounds of meat per person, while in the United States it is about 125 pounds. The proposed ration in Canada will allow about 130 pounds per capita.

"I am very confident," Mr. Gordon said, "that with the added objective of providing food for the unfortunate people of war-ravaged Europe, we will continue to receive widespread support for the rationing regulations."

TORONTO (CP) Beginning in mid-October, 1,000,000 residents of city and York County will be offered free X-ray examinations in a campaign to stamp out tuberculosis, Dr. Gordon Jackson, medical health officer, told the Board of Control.

### 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 75—Residence Church  
St., Phone 152

#### DENTAL

**DR. HUGH S. AUSTIN**  
Dental Surgeon  
Mill Street, Corner Frederick, Acton  
Office Hours: 9:30 a.m. to 5:30 p.m.  
Evenings by Appointment  
Telephone 19

#### LEGAL

**C. F. LEATHERLAND, B.A.**  
Barrister and Solicitor, Notary Public  
Issuer of Marriage Licenses  
Registrar of Births, Marriages, Deaths  
ACTON  
Office 22 Phone Residence 121

#### BARBERS & AYLSWORTH

Barbers, Hairdressers, Etc.  
Office  
Acton Cooper Building, Phone 215  
E. MacIntyre, Aylsworth, B.A.  
in charge of Acton Office  
Georgetown—Gregory Theatre Bldg  
Phone 88W

#### VETERINARY

**B. D. YOUNG, V.S., B.V.Sc.**  
Veterinary Surgeon  
Office: Brookville, Ontario  
Phone Milton 146 5 4

#### F. G. OAKES, V.S., B.V.Sc.

Veterinary Surgeon  
Office and Residence—Knox Avenue  
Acton—Phone 130

#### REAL ESTATE

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Georgetown Representative  
Tom Hewson—Phone Georgetown 211

Real Estate Broker  
General Insurance  
**W.M. R. BRACKEN**  
PHONE 726 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	6:49 a.m.
Daily, except Sunday	9:56 a.m.
Daily, except Sunday	6:57 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.	6:51 p.m.
Westbound	
5:53 a.m.	5:28 p.m.
2:33 p.m.	8:38 p.m.
11:28 p.m.	—
a. To London.	
b. Sundays and Holidays only.	
c. To Guelph daily, to Kitchener, Sundays and Holidays.	
d. To Kitchener.	
e. To Stratford.	

#### W. T. PATTERSON R.O.

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## CARROLL'S

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MORE FLAVOUR!

**New Pack**  
AYLMER CHOICE  
**PEAS**  
20 oz. tin **13c**

McCormack's Vacuum Pack Coffee 1-lb. Jar <b>49c</b>	Tiger Tomato CATSUP 26-oz. tin <b>19c</b>
Our Golden Tip TEA 1/2-lb. tin <b>44c</b>	Flaxseed FLUFFS 1/2-lb. tin <b>25c, 39c</b>
Fresh Ground Roast COFFEE 1/2-lb. tin <b>19c, 35c</b>	Corn Brand Corn SYRUP 1/2-lb. tin <b>23c, 53c</b>
Pott's Bran FLAKES 1/2-lb. tin <b>10c, 15c</b>	Quaker MUFFETS 2 pkgs. <b>17c</b>

SPECIAL — ALLEN'S

## Apple Juice

AYLMER CHILL SAUCE, 1/2-lb. tin **25c**

Concentrated Bleach <b>JAVEX</b> 1/2-lb. tin <b>14c</b>	For Growing Children — <b>OVALTINE</b> per 50c, 90c
Shill <b>TOX</b> 8-oz. tin <b>24c</b>	With Tumbler — Quick Quaker
Fly <b>DED</b> 16-oz. tin <b>27c</b>	<b>OATS</b> 1/2-lb. tin <b>25c</b>
Roast-Millet Dog <b>BISCUITS</b> 2 lbs. <b>25c</b>	Heinz Salad <b>VINEGAR</b> 2 1/2-lb. tin <b>25c</b>
Carroll's <b>CLEANSER</b> 1/2-lb. tin <b>5c</b>	Liquid <b>CERTO</b> 1/2-lb. tin <b>25c</b>
Libby's Homogenized Baby <b>FOODS</b> 1/2-lb. tin <b>7c</b>	Savory Fruit <b>PECTIN</b> 1/2-lb. tin <b>10c</b>
	Apricot Tomato <b>JUICE</b> 1/2-lb. tin <b>9c</b>

## WIN This Beautiful PLYMOUTH!

Just for writing in 25 words "Why I think  
**QUAKER CORN FLAKES**  
are most delicious of all" 3 pkgs.  
Special **22c**

We reserve the right to limit quantities of all merchandise.

<b>COOKING ONIONS</b>	<b>6c</b>
Per lb.	
<b>SPECIAL—WATERMELON</b>	<b>99c</b>
28 lbs. or over—Each	
<b>FRESH CELERY HEARTS</b>	<b>20c</b>
Large Bundle—Each	
Also Fresh Beets, Carrots, Cauliflower, Tomatoes	
Special Week-end Prices	

Fruit and vegetable prices subject to market fluctuations.

Coupons to use July 26th  
CUGAR—4c to 4 1/2c — PRESERVES—11 to 12¢ — BUTTER—10 to 11¢