

The Acton Free Press
 Published Every Thursday at Acton, Ontario
 Authorized by second class mail, Post Office Department, Ottawa

SUBSCRIPTION RATES—\$2.00 per year in advance. United States get additional. Single copies 10c. Both old and new addresses should be given when change of address is requested.

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G. ARLOP DILLS, Editor.

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EDITORIAL

Garbage Inspectors

We think any person who would stoop so low as to put out poison for dogs or other pet animals deserves all that the law provides and maybe more. It's not a humane way to deal with one's likes and dislikes of anything that is loved and prized by someone else.

We also believe that those who love their pets should get all the law calls for if they allow their pets to run at large during the period when they are supposed to be tied up. There seems to be a tendency to let these beloved dogs have their exercise at night—sometimes between sunset and sunrise. Dogs being just dogs often occupy this liberation period in garbage inspection. And quite often the dogs are very thorough in their self-imposed task of garbage inspection. If the lid is difficult to remove the can may be tipped over until it rolls off and then a very minute inspection can be made of every particle of wrapped garbage. Not having found what they desire, the dog—no matter how intelligent—rarely re-wraps the garbage or turns the can back on end.

We were awakened the other night by one of these prowlers who sent the garbage can over with a thump that shook the house. Nicely back to sleep again we were awakened as the neighbors garbage can came in for inspection. The next morning the visits of the inspectors had to be restored for proper collection. As we said at the start, it's a low down despicable way to get even by setting out poison. There are extremes on both sides. Most folks will agree that these dog inspectors should be severely reprimanded by their owners. Failing the owners negligence, we hope the reprimand will be administered by the law on the owners.

We have to admit, however, that on a dark night, it's very hard to catch the license number of a fleeing canine, especially when the suspect's number is small and it's attached to the front end of the object. We haven't a solution yet, but perhaps owners of beloved pets can give the solution.

For a Permanent Car-Plate

What good reason there is for a new license plate for a motor car every year has never been revealed. Being detachable it rattles, falls off and catches clothes and luggage. Renewing it each spring is a nuisance. But those are minor faults compared with one mentioned in the special crime article. These removable plates, a (let us hope), reformed thief points out, make car stealing easy.

A permanent number, welded to, or part of the car body, would stop this quick and easy changing, besides being much neater and much more convenient for the car owner. There would be no more wasted time in plate distribution. When a new car was sold the number and owner would be reported to the authorities and that owner would be responsible for all taxes until he registered a transfer of the vehicle to someone else.—Financial Post.

Drunken Drivers

We have had all our attention forcibly called to the great danger involved in mixing beverage alcohol with motoring. It is a matter of such universal opinion that even the distillers have smugly advertised that they do not recommend the drinking-driving combination.

But recommendation has not been enough. Something must be done to get those drinking drivers off the road. Accidents in which drink is a factor are increasing sharply and the trend shows no sign of reversing.

The first reason for this alarming increase is of course the tremendous and growing volume of alcohol consumption, the result of an era of irresponsibility and big spending. Perhaps of equal significance is the reluctance of lawmakers, police and courts to handle drunken driving offences with adequate ser-

iousness. Efforts to treat the alcoholic motorists effectively as a social menace have been disappointing.

Admittedly enforcement agencies must often buck severe pressure, will often find it expedient to soft pedal the alcoholic factor in accidents generally and to look the other way in specific cases. Citizens don't want alcohol mentioned when they are involved and can often squeeze through by paying aburdedly inadequate penalties.

What to do? Should fines be heavier and jail sentences mandatory? At least, licenses to drinking drivers should be revoked permanently or for long periods. We need to rid ourselves of the idea that every adolescent and adult has an inherent right to drive an automobile. Consistent use should be made of scientific tests to establish in each case the fact of excessive absorption of alcohol and consequent nervous and muscular impairment. This is a necessary prelude, to more realistic and effective action. Only the determined effort of those interested in good government can bring highway safety about.—From a Life and Accident Insurance Company Magazine.

Cost of War 25 Billions to the Canadian People

Just for the record which we may ponder now and fifty years hence, here are the figures covering the cost of the late war. A return tabled in the House of Commons May 14 disclosed the total war bill to be for Canada alone, \$20,255,805,000, aside from the incalculable cost in lives and casualties of soldiers.

Expenditures from war appropriations rose from \$118,291,022 in 1939-40 to \$4,587,023,094 in 1943-44, which was the high point. Dropping a hundred million in 1944-45, the cost was carried on with demobilization, 1945-46 \$4,002,049,197, and for 1946-47 at \$1,313,188,000.

Other items included the gift of a billion to Britain, Russia and seven other countries mounted to a total of \$2,211,072,000. Loans to Britain 700 million, plus 22 million to Russia, Netherlands, Belgium, during war were followed by peacetime loans to Britain of a billion and a quarter and millions to half a dozen other countries.

Add the whole thing up and it will total close to 25 billions that the Canadian people have dug up through their own efforts since Hitler forced us to this stupendous effort. As the heading states this is the cost to the Canadian people many of them not yet born.—Bowmanville Statesman.

Where the Money Goes

There came to our desk the other day a report from the MacLean Hunter Publishing Company which proved very interesting, not only because we are in the publishing business too, or because our business had any comparison in volume or other features. The thing that was interesting was to see how much out of every dollar went for dividends, etc.

Here is the breakdown of every \$100 in the \$7-373,037 business. Out of every \$100 there was \$61.38 spent for wages, salaries, etc.; \$21.47 went for paper, materials, etc.; \$1.48 for depreciation; \$3.00 for postage; \$4.88 for taxes and \$1.45 for pensions and group insurance. This left \$5.74 for dividends, bond interest and surplus. Not a very big return for the risk involved in conducting such a huge business and taking all the headaches that go with it and out of which to provide for expansion and improvements. It's quite probable that if other business institutions showed a break down of the \$100 earned on big business, the rate of profit would be similar. Almost as much went for taxes as was allowed for profits. It's certain that willingly or not, business has taken on governments as a partner, or should we say governments have assumed partnership with business.

EDITORIAL NOTES

Smith's Falls is starting a big campaign to raise \$50,000 by public subscription to build a modern arena and community centre. The arena in that town was destroyed by fire last year.

In case we might neglect it later, Father's Day this year is on June 15th.

This is June 2nd and it's still raining—but there were a couple of clear Saturdays in May.

Travel by air has had more than its share of fatalities during the past week but even at that, the automobile has kept pace with the toll taken.

If the editor isn't available during the week-end, it might be that he has gone fishing—although up to the present the weather hasn't been very attractive for anything out-of-doors.

Dances which start at 8 p.m. would be good for everybody in the community, says Hon. Russell, T. Kelley, Ontario minister of health. But how many young women are able to start dressing for a dance at 3 in the afternoon?—Windsor Star.

After 100 days of idleness the Maritime coal miners are going back to work. They have lost \$4 millions in wages; the country a million tons of badly needed coal. And the whole thing was unnecessary. The dollar-a-day increase in wages, plus the promise of 40 cents more if production is stepped up, were offered by the operators before the strike began. Without losing a single hour's pay or production the miners could have had in the first place what they are now taking.

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Business Directory

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 Office in Symon Block, Mill Street, Acton
 Office Phone 78—Residence Church St., Phone 180

DR. D. A. GARRETT
 Physician and Surgeon
 Frederick Street, Acton
 Formerly Dr. Nelson's office
 Office Phone 238—Residence 243

DENTAL

DR. A. J. BUCHANAN
 Dental Surgeon
 Office—Lalshman Block, Mill Street
 Office Hours—9 a.m. to 8 p.m.
 X-RAY — GAS
 TELEPHONE 148

DR. GEORGE A. SIRKS
 Dental Surgeon
 Mill Street, corner Frederick, Acton
 Office Hours: 9:00 a.m. to 5:30 p.m.
 TELEPHONE 10

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 Phone—Milton 146 r 4

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TIME TABLES

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 DAYLIGHT SAVING TIME
 Eastbound
 x6.31 a.m.; 6.46 a.m.; 0.16 a.m.;
 11.51 a.m.; 2.06 p.m.; 4.45 p.m.; 6.34 p.m.; 9.06 p.m.; 11.11 p.m.

Westbound
 a10.38 a.m.; y11.43 a.m.; 2.50 p.m.;
 2.51 p.m.; 7.33 p.m.; 8.38 p.m.;
 xy9.23 p.m.; y11.28 p.m.

z—To Stratford.
 a—To London.
 b—Sundays and Holidays only.
 x—Daily except Sundays and Holidays.
 y—To Kitchener.

CANADIAN NATIONAL RAILWAYS

STANDARD TIME

Eastbound
 Daily except Sunday: 5:55 a.m.,
 9:48 a.m., 6:45 p.m.; Sunday only:
 8:19 p.m.; Daily except Sunday, Flyer
 at Georgetown, 6:22 p.m.; Daily Flyer
 at Georgetown, 10:11 p.m.

Westbound
 Daily except Monday: 1:17 a.m.;
 Monday only: 12:09 a.m.; daily except
 Sunday: 8:44 a.m., 6:45 p.m., 7:30 p.m.;
 Saturday only: 1:36 p.m.; Sunday only:
 8:43 a.m., flagstop; Flyer at Guelph
 except Saturday and Sunday, 6:15 p.m.

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