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G. ARLD BILLS, Editor

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**EDITORIAL**

**Still Giving Leadership**  
 First attendance figures released indicate that the 1947 Canadian National Exhibition is likely to shatter all records. In spite of the heat and high humidity, a new one day record was established on Saturday when over 272,000 attended and in addition a parade of veterans from Canada and the United States marched before the reviewing stand and enjoyed the big fair.

For part of the day on Saturday, it was our privilege to be one of the big throngs—a typical exhibition crowd and in spite of everything a typical exhibition. The war uses of the grounds and the fire which destroyed the grandstand have left their marks but they are being obliterated with a speed that is very creditable. A quick glance here and there, such as a few hours on a hot day will afford, gave a reason for the popularity of this national event. No more is it Toronto Exhibition—it's national and international in every sense of the word. Leading the parade on Saturday were representatives of many Legions from the United States. Exhibits are world-wide in their scope and programs provide for all tastes. It's a great spot to see educational exhibits, it's a great spot to see a cross-section of humanity for seemingly everyone goes to the Ex. and its 350 acres seem to have an enormous welcome for all.

Back of it all is perhaps the most wonderful organization in the world. For fourteen days the millions view its wonders, little realizing the effort that goes into the production. Each year the lessons learned have made for improvement. The Ex. of to-day has little resemblance to the Toronto Fair we first attended as a lad. Buildings that used to house exhibits are now only storage and office spaces. The horse palace bears no resemblance to the wooden sheds where the horses were quartered thirty years or more ago. Yes, the exhibition has kept more than abreast of the times—it has led the times and the 1947 event is measuring up to its predecessors. We hope to visit it again to-morrow which is known as press day. Many days would be required to take in all its broad program.

**Traffic Safety Warning for Labor Day Week-end**  
 Death worked overtime on Labor Day Holiday last year. Highways Minister Hon. George H. Doucett points out in a safety appeal to holiday motorists and pedestrians to "take it easy" over the coming week-end.

There were fifteen traffic accident deaths in the province during the Labor Day week-end last year. Mr. Doucett states, "That fact alone should be enough to remind all motorists and pedestrians to take extra care. Throughout the year there was an average of one motor accident death every 13 hours; but in that 3-day holiday period at this time last year the average was a death about every 5 hours."

The Labor Day week-end, coming at the end of the summer traffic peak is almost always a bad period for traffic accidents in Ontario. Thousands of people are out making use of the last of the summer holidays. Very large numbers of our American visitors are driving back to their homes and finally, more than half a million of the province's children are having their last carefree fling before school starts again.

Ontario's record of only one fatal accident over the August Civic Holiday week-end, despite the very large volume of traffic at that time, was the gratifying result of care and caution by motorists and pedestrians alike. Labor Day accidents can also be reduced by a united effort."

**Dominions are Free**  
 Few Americans, even those who visit us, eat with us and sometimes sleep pretty close to us, seem to realize that we are completely independent. In some vague way they still think that we are tied to John Bull's apron; that Whitehall and not Ottawa is where the real orders originate.

Even Columnist Dorothy Thompson, whose syndicated column appears in a number of Canadian newspapers, doesn't seem to have grasped the full implications of Dominion status. In discussing the historical change in India last week, Miss Thompson said this:

"Though the two states are called 'dominions' the transference of power from Great Britain is total. No British rights are reserved. Both Indian states may withdraw from the Commonwealth or one may stay and the other withdraw."

So far as the new Indian Dominions are concerned Miss Thompson is correct. But her interpretation also applies to all other Dominions and has done so for years.

Canada, Australia and the other Dominions are also "totally" independent. They make their own laws, levy their own taxes, control their own military forces, negotiate their own treaties, even make their own declaration of war or stay neutral, as they please. Any of these Dominions could, if they desired, walk out of the commonwealth tomorrow. They could appoint their own governors-general, abolish all appeals to the Privy Council of the United Kingdom. Indeed some of them have done so but they still remain in the loose federation.

An in the extension of that commonwealth of free nations to other races as well as British, lies a real hope of permanent world peace and prosperity. The Financial Post.

**Driving Autos in Cities**  
 Automobiles for city use have about nullified themselves as time savers. There are just too many of them to do anything but creep around each other. Fort Collins, Col., whose expansion has probably been typical, had an average of 500 vehicles a day on its main street when it paved that street 30 years ago. To-day it has 8,500. An advertisement of the Portland Cement Association which states these figures fails to state what the extra 8,000 cars are doing, but of course any American knows what they're doing. They are cruising slowly around the block, waiting for the original 500 to vacate a parking space.

The Boston fire department has found that its motorized equipment can't get to fires as fast as its horse drawn equipment did 50 years ago. If you are injured in Chicago's Loop, you could be taken to the nearest hospital in a wheelchair faster than in an ambulance. And city merchants are discovering to their dismay that the carriage trade is becoming more and more reluctant to come beyond the suburbs.

Parking is as much of operating an automobile as shifting gears. The time, money and emotional energy expended in parking have to be deducted from the "economy" and "convenience" of using a car; and in the minds of some there isn't much economy or convenience left.

You are lucky, in any American city, if you find a parking spot in less than 10 minutes cruising and luckier still if it happens to be within five minutes' walk of where you want to go. There usually are municipal parking lots, but they are farther out. There are garages and parking lots right in the shopping centres but they are normally so congested that if you get in at all you are fortunate to have your car taken off your hands in five minutes and more fortunate if you have to wait only 10 to get it back. However you arrange it, parking will take the best part of half an hour.—Orangeville Banner.

**Alberta Gets Results**  
 Licenses of 60 Alberta motorists have been suspended under the new car liability legislation since it came into effect April 1, according to provincial government officials.

Of the 60 suspended, about 20 licenses were returned to the owners after they posted either a bond or cash to cover estimates of the damage they caused. The remaining 40 still are under suspension and will remain so until they make good on the damage caused. Damages involved range from \$25 up to hundreds of dollars.

In about two months we ought to be getting a report on what Ontario's new legislation is doing to make the highways in this province safer. The new law went into effect on July 1st in this province and we hope it is not just something to clutter up the law books but an effective means to put irresponsible drivers off the road and keep them off.

**EDITORIAL NOTES**  
 Schools re-open next Tuesday and it can almost be considered that with that event and September that summer has gone.

Monday is Labor Day and September's contribution to the public holidays that seem to feature most months of the year.

Another evidence of the national aspect of the C.N.E. is the welcome given Prime Minister King when he opened the big fair on Friday. It isn't Toronto Fair any more.

The fellows who make a practise of living off the other fellow's garden are a mighty poor type of citizen and certainly not good neighbors. Night garden pilfering is just as much theft as bank robbery.

Don't know whether the 1947 summer heat wave established any record but it did seem to be quite the longest spell we can recall—but then our memory doesn't go back as far as some others who are older.

If it wasn't for the retention of sugar rationing, housewives could forget ration books entirely. Just how long Canada will continue after the United States has abandoned sugar rationing is anyone's guess but in this season and land of fruit it does seem extremely foolish.

**GEORGETOWN**

The present population of Georgetown, as determined by a survey just completed by the Lions Club, is 3115.

Georgetown Dairy has a new horse and wagon after the recent accident involving the former equipment. Work is underway on Project No. 2, under which 25 additional wartime surplus cars will be built on the former Park property at the foot of George Street.

Eighty-eight veterans and their families are now living in the wartime houses on Normandy Blvd.

Richard Larry Graham, little son of Mr. and Mrs. Gerald Graham, R. R. 2, Georgetown, passed away Friday, August 15th, following an operation which he underwent at the Royal Victoria Hospital, Montreal.—Herald.

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TIGER TOMATO CATSUP 34oz 21c  
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 VELVET OAK FLOUR 30c

UNSWEETENED GRAPEFRUIT JUICE 2 LITERS 13c  
 LEMON JUICE 2 LITERS 13c

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 The Weekly Washer TRENDS 27c  
 To Dissolve Grease CHAMP 10c  
 WETDOORHOUSE LIGHT BULBS EACH 12c  
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 JAVEX 27c 14c

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 PUFFED WHEAT WITH OLIVE TABLE WARE NEWPORT FLUFFS 25c, 39c  
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 GORMAN'S PURE MUSTARD 1/2 GAL 19c  
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 LONDON DRESSY ICE CREAM MIX 14c  
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 PASTE OR POWDER PEPPERCORN 20c 45c  
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**DR. D. A. GARRETT**  
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Eastbound  
 8:31 a.m.; 9:46 a.m.; 9:16 a.m.;  
 11:51 a.m.; 2:06 p.m.; 4:46 p.m.; 6:28 p.m.; 9:06 p.m.; 11:11 p.m.

Westbound  
 4:10:38 a.m.; 12:35 p.m.; 2:50 p.m.;  
 2:53 p.m.; 7:33 p.m.; 8:35 p.m.;  
 8:52:23 p.m.; 11:28 p.m.

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

**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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