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G. ARLOP DILLER, Editor

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EDITORIAL

This Decision is Yours

Whether Acton will keep in step with other growing municipalities and install sewers and a disposal system will be decided by the rate-payers in the democratic way on September 6th. The thing to do is give the question careful consideration and keep the issue clear and cast your vote as you see fit. As time goes on the question becomes more lively and citizens are making inquiry and suggestions.

One of the objections is that the expenditure does not cover the cost of putting in the laterals to the property from the main. It is a good point and we hope before the contract is let that this work will be included. There is nothing to hinder it being included later as the work proceeds and it would seem wise to have all the street construction work done at one time.

As the voting time comes nearer, there will be many other points raised, some of which have no bearing on the question. The vote on September 6th is asking only for approval to make a \$350,000 expenditure on sewers and disposal plant. It may be done for less, it may include more service than anticipated now but on that vote will be the one that will decide whether a start is to be made on the project.

Your questions and objections and anything else should be dealt with at the Citizen's Meeting on Friday evening.

Let's Be Distinctively Canadian

Tourists don't want to be made to feel at home, points out the Victoria Colonist. If an American wanted to feel at home he could do it a lot cheaper by staying in his own backyard. Signs at the border tell the sightseeing vacationist he is entering a foreign land and he expects the transition to be apparent. He wants to feel that he is somewhere else. The tourist is being flim-flammed when he finds at the end of a long and costly journey a mere replica of the scene back home often a cheap replica at that. However much he may revere his flag, he surely doesn't expect to see it flaunted over other soil. Canadians attempting to thus please the American visitor are going the wrong way about it.

Too Many Fences

Municipal and provincial restrictions against the goods and services of citizens beyond these narrow boundaries are severely condemned by The Financial Post. In a recent editorial it states: "A taxi with a county license only, rushing an expectant mother to the hospital, was stopped at the Toronto boundary recently. Later the driver was hailed into court and fined. One might expect this sort of absurdity in crossing the iron curtain but hardly in a democratic country like ours. The delay might easily have cost two lives."

During the same week Toronto and township authorities trying to combat a regular epidemic of murders were gravely handicapped by the fact that there was no metropolitan police force to operate regardless of municipal boundaries.

Perhaps these two glaring examples will bring to their senses those small-minded Canadians who cling to the belief that this country can be turned into a series of air-tight compartments. This world is suffering tremendous loss today as a result of an excess of national toll-gates which restrict and in some cases prohibit the free movement of peoples and goods.

To delineate that excess, systematic, both municipal and provincial boundaries, is causing stagnation and disaster. Yet we are heading straight in that direction when any municipality attempts to bar the taxis, plumbers, lawyers and goods of another.

"If the truth were known there is little public support for this sort of internal restriction. The whole thing stems from fear of wholesome competition. It is an attempt to protect local inefficiency."

How Much Can It Take

Unions of Ford industries in the state of Michigan have decided by a large majority to use the strike weapon to enforce their demands which include many new angles. Perhaps the Company on which the demands are made may be able to meet these conditions out of some extra funds they may have on hand. We haven't studied or seen the financial statement.

The point is that unless there is a magical reserve fund to meet these conditions there is only one alternative way to raise the funds, by increasing the sale price of the product. Cars like everything else are much higher in price today and more expensive to operate. Repairs come more frequently and are more costly; fuel is taxed a third and doesn't give as many miles as some of the earlier and cheaper models. These facts are true of all cars and it's all true that the wage pattern established by one industry governs the whole industry.

There's been plenty of demand for cars up to the present, and the price has not been too closely questioned, but there is every indication that folks have to be more careful of funds and that war accumulated savings have been pretty well drained off. Cars for many are considered a necessity but for most are a desired luxury. It is in such sales that buyers resistance is likely to be first noticed and it seems probable that for the average man, car prices are at the peak.

The Greatest Annual Fair

In its own 350 acre Exhibition Park stretched along a mile and a half of Toronto's shoreline, with \$35,000,000 worth of permanent buildings, a 22,000-capacity grandstand, and the biggest tent on the continent, the Canadian National Exhibition is preparing for its seventieth and biggest year. The Exhibition runs August 26th to September 10th.

Begun as a fall fair, the C.N.E. is now the world's largest annual exposition. Along the 17 miles of paved boulevards, in Patty Conklin's Mile of Midway Merriment, on 2,250,000 square feet of exhibitor's space, from bleacher seats lining the waterfront swim course, and looking into plane-filled skies above Exhibition Park, 2,612,000 visitors were entertained and edified last year. C.N.E. officials anticipate a larger number this year.

The Olsen and Johnson show will be back, its chorus of Radio City Music Hall dancers and 20 Canadian girls is now rehearsing six hours daily at the exhibition. And it's interesting to note that the advance sale of tickets now is a record for the grandstand show.

Enumerating the many features of the great fair is like trying to see it all in a couple of days. There's bound to be something left out. We've been attending for over forty years and it's still one of the annual events we anticipate with renewed pleasure each year.

EDITORIAL NOTES

Just a week until the Ex. opens and that's usually the first indication that Autumn is here.

Now that High School exam results are out, students can prepare for the next year's course of study.

It's not too early to get ready for our own local Fall Fair at Acton on September 30th and October 1st.

That white line on the Mill and Main Street corner was painted in the new shade of "disappearing white." It hardly lasted a day.

Acton's plans for sewers will be the subject of discussion at a public meeting in the town hall tomorrow night. It's a gathering for the purpose of giving out information.

A famed animal trainer says he can keep a lion at bay with a newspaper. This is another reason why people should subscribe to their home town weekly. And not depend on borrowing one from the neighbor, observes the Chesley Enterprise. One never knows when they might meet up with a lion.

One cannot be blamed for hoping that the weather holds good until the Highway between Acton and Milton is put in good driving condition and able to withstand the winter and early spring conditions. The rock bottom drilled in some spots will assure some good folding and the drainage for drainage seems to be ample for

The pessimists are usually wrong when it comes to crops and weather, states the London Free Press. We cannot recall any single year when there was not a certain amount of calamity flowing about weather and crops. If it was not in spring, it came in summer. If it missed each of these vital seasons then the harvest was bad. Withal there was never a time when we did not have enough to eat.

Recollections of Acton

BACK IN 1899

From the Issue of the Free Press of Thursday, August 17, 1899

Two hundred carrier pigeons were sent up to Mr. H. S. Holmes, agent G.T.R. on Saturday by the York Club, Toronto, to be liberated. The baskets were opened at 10:24 and after 5 or 10 minutes in circling over the town the pretty and intelligent birds headed for Toronto.

The home of Thomas Statham, Esq. Church St. was the scene yesterday afternoon at 4 o'clock of a very happy event being the union in holy wedlock of his fourth daughter, Minnie, to Mr. George Edwards, Esq. of Canington.

On Tuesday morning two of our esteemed young men, Messrs. Thos. J. Edmiston and James Coleman left for the Northwest to work in the harvest. Their intention is to settle permanently in the Northwest.

Twenty young men of enterprise and muscle left Acton on Thursday morning under engagement with Mann and McKenzie on the Ontario and Hany River Railroad. The following is the list: Henry Bauer, Henry Waller, Lorne Moore, Melvin Mann, Edwin Mann, Jos. T. Gibbons, Wesley Moore, Howard Masales, Duncan McIntosh, Joseph Roberts, James Hall, George Mitchell, Roderick McLeod, John McLeod, Jacob E. Swackhamer, S. J. Hall, Joseph Lynn.

Frost has already done serious damage in some parts of the Northwest. A letter to Mr. John Hurvey from his brother in Indian Head says that his entire crop has been destroyed and his loss will amount to about \$10,000.

DIED
 COOK In Acton on Sunday morning, 13th August, Thomas Cook, aged 81 years.

BACK IN 1929

From the Issue of the Free Press of Thursday, August 15, 1929

Andy Buchanan and Rudolph Kowalski, two Acton lads, entered in the Humber River swim on Saturday and made a very creditable showing.

About 6:25 a.m. on Monday morning there was quite an earthquake tremor which is unusual for this section of the country.

The Beardmore and Co. tug-of-war team are putting in full training preparatory to the contest at the Exhibition again this year.

The next few weeks will see some busy activities in the park in connection with the new tank.

BORN
 ADAMSON On Sunday, August 11, 1929 to Mr. and Mrs. J. B. Adamson, a son.

DIED
 FISHER At the home of Mrs. Elizabeth Huffman, Acton, on Monday, August 12, 1929, Miss Margaret Fisher in her 80th year SOMERVILLE. At the family home, Lot 26, Concession 7, Nassagaweya, on Friday, August 9, 1929, Margaret Jane Cook, widow of the late Eric Somerville in her 77th year.

The feature musical attraction at the C.N.E. this year will be the famous band of the Royal Marines, Portsmouth Division. The band is under the baton of Major Vivian Dunn and is said to be one of the finest musical organizations ever to leave England. They will play afternoon and evening at the bandshell, throughout the two weeks of the Exhibition.

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Libby's BABY FOOD 3 23c
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— CANNING SUPPLIES —
FRUIT JARS CROWN OR CORONA DOZ. \$1.27, \$1.41
Mason FRUIT JARS DOZ. 93c, \$1.07
MASON JAR CAPS DOZ. 29c, 2 LIDS 29c
WHOLE PICKLING SPICE LB. 33c
CERTO CRYSTALS PKG 12c, LIQUID 25c

Society DOG FOOD 20 OZ. 14c
Society CAT FOOD 15 OZ. 11c
Swift's CLEANSER 2 TINS 25c
RECKITT'S BLUEING 2 PKGS 27c
PALMOLIVE SOAP CAKE 9c, 2 CAKES 27c
SUPER SUDS PACKAGE 35c, 59c
KKOVAH HEALTH SALTS TIN 29c

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Business Directory

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DR. W. G. C. KENNEY
 Physician and Surgeon
 (Successor to Dr. J. A. McNeill)
 Office in Symon Block, Mill St., Acton
 Office Phone 72—Residence Church St., Phone 150

DR. D. A. GARRETT
 Physician and Surgeon
 Frederick Street, Acton
 Formerly Dr. Nelson's Office
 Office Phone 238—Residence 343

DENTAL
DR. A. J. BUCHANAN
 Dental Surgeon
 Office—Leishman Block, Mill St.
 Office Hours—9 a.m. to 6 p.m.
 X-RAY
 TELEPHONE 148

DR. GEORGE A. SIRRS
 Dental Surgeon
 Mill St., corner Frederick, Acton
 Office Hours: 9:00 a.m. to 5:30 p.m.
 TELEPHONE 19

LEGAL
C. F. LEATHERLAND, B.A.
 ACTON
 Barrister & Solicitor, Notary Public
 Office 22 Phone Residence 188

LEVER & HOSKIN
 Chartered Accountants
 Successors to JENNIE & HARDY
 1305 Metropolitan Bldg.
 44 Victoria St., Toronto
 E1g 9131

VETERINARY
B. D. YOUNG, V.S., B.V.Sc.
 Veterinary Surgeon
 Office: Brookview, Ontario
 Phone Milton 14684

F. G. OAKES, V.S., B.V.Sc.
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 PHONE 95

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GRAY COACH LINES
 COACHES LEAVE ACTON (DAYLIGHT SAVING TIME)
Eastbound
 8:38 a.m., 8:58 a.m., 11:48 a.m., 2:08 p.m., 4:43 p.m., 6:33 p.m., 8:38 p.m., 10:58 p.m.
Westbound
 10:42 a.m., 12:52 p.m., 2:57 p.m., 5:27 p.m., 7:27 p.m., 9:12 p.m., 11:32 p.m.
 Daily except Sunday and holidays.
 Saturday, Sunday and holidays.

RAILWAYS
CANADIAN NATIONAL
 (Standard Time)
Eastbound
 Daily 5:55 a.m., Daily except Sundays 9:52 a.m., 7:10 p.m. Sunday only 8:19 p.m. Daily except Sunday, Flyer at Georgetown, 6:57 p.m., Daily Flyer at Georgetown, 10:11 p.m.
Westbound
 Daily except Monday, 1:17 a.m.; Monday only, 12:39 a.m.; daily except Sunday, 8:48 a.m., 4:50 p.m., 7:44 p.m., Saturday only, 1:30 p.m.; Sunday only, 8:43 a.m., flagstop; 5:48 p.m. (flagstop) except Sat. and Sun.

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