

EDITORIAL

What of 1952?

There are many forecasts these days and many comparisons with the past as we launch into a new year. Every year's end brings this inquisitive turn to men's minds—the desire to predict what is ahead—the eagerness to show something better in the new year and surpass the record of the past year. Too often that urge is motivated and translated into terms of finances. Too often the business outlook predominates our thinking. Many times our comparisons stop with the figures on the balance sheet.

We've just scanned a paper that devoted four or five pages to opinions from business leaders on the business outlook for 1952 and more pages to summaries of different commodities. They can't all be right and a complete digest would leave one confused and bewildered. One thing seems to be sure—all opinions are hopeful. Canada appears on the verge of great development of its vast natural resources. In fact that era of expansion has already been entered.

But what of the other great things which are more vital than finances to the development of Canada? What if we gain great wealth and in the gaining lose our young manhood in wars or in living that is easy and irresponsible and does not perform its duty in strong and desirable foundations for those who follow? Each in his own community can do his share in unselfishness and the common good. World affairs are but the combined reflection of all of us. What of 1952?

Diminishing Supplies

When we were a lad the family fuel supply was wood. For winter burning good beech or maple was processed and for summer wood the load of limbs or slabs from the sawmill made the heat required for cooking. As the woodlots were depleted we often heard the worry expressed that we wondered what we were going to do when Farmer Smith's good bush was all cut down.

Before the bush was depleted along came coal at a price that competed with wood and did a more satisfactory job against keeping the Canadian cold out of the homes. It made it possible to have a house above freezing to welcome the dawn of a new day. Coal, as we remember it in those days, was about \$6 per ton and in plentiful supply and we were better served that with wood for fuel purposes.

Just as the statisticians were beginning to estimate the world's supply of coal as sufficient for a certain number of years, the ash cans that were in front of every home have disappeared the same as the woodpiles and the sound of coal rattling into bins is not as prevalent as it was a few years ago. Many homes are burning oil for heat and, of course, for cooking the old coal or wood range has practically had its day in town and country as electricity and bottled gas and oil stoves push such methods into the discard.

Judging by the rate at which oil discoveries are being made it will be some years before we will be confronted with the diminishing supply of this fuel. Looking back over the years we think of the anxiety that might have been spared if our faith had been firm in the bounteous supplies of this earth and man's determination to put them into use.

It Can Be Done!

The safe driving record of the Christmas season in the city and throughout Ontario proves that if citizens realize the law is going to be enforced they will not mix their drinking with their driving. Having proven this, why can't we have law enforcement with the same effectiveness throughout the whole year? In Toronto over Christmas police picked up 228 persons, 173 on charges of drunkenness and 53 on other offences. 37 were charged with their ability impaired which meant that they weren't sober.

Our traffic toll of dead and injured can be improved all through the year. But it will take rigid enforcement of the law to maintain the record. It will require the backing of police by the courts. Once the fact has been established that drinking drivers will not be tolerated on our highways the toll from this cause will drop. The whole matter can be settled by the Attorney-General's office and the instructions that are issued therefrom. They will have the backing of every good citizen. A drinking driver is not an accident, but an abuse of citizenship privileges.

Retail price minimum cannot be set by the manufacturer any longer. At least we have a new law banning such practice. What effect it will have on all of us only time will tell. We still have government levies which add much to the prices charged for all goods.

Careful Driver Penalized

The careful driver is penalized when it comes to buying automobile insurance, suggests the 'Montreal Star'. "One of the weaknesses of motor insurance as it is usually written is that the careful driver who seldom has a claim pays, through high and always higher insurance rates, for the man who is repeatedly in trouble and costs his insurance company more—often a lot more—than his premiums amount to. Whatever may be done to correct this unfairness will help to reconcile a sense of injury which many careful drivers have."

It Bears Repeating

We have read time and again how to reduce the cost of living but too many of us wait for the other fellow to put it into practice while we go on our complacent way hoping for the best.

Wherever there is an increase in the supply of money without a corresponding increase in the supply of goods and services, prices go up.

In order to reduce prices, either production must catch up with the money supply or the money supply must be cut down to the supply of goods and services.

Since 1933, the money supply in North America has been increased five times while production has not increased significantly.

Here are facts that must be faced. First, the cost of living is not going to go down very much or very fast.

Second, the cost of living will decrease only as production increases.

Third, if wages continue to spiral without corresponding production increases, prices will go higher and so will the cost of living.

Fourth, wages are the determining factor in the cost of living for everyone.

Fifth, government controls and restrictions are incapable of reducing the cost of living but are capable, as in England, of reducing the whole population to the level of bare subsistence.

Beware Carbon Monoxide

The season is here when reports are published that so-and-so was found unconscious—or dead—in his car or garage, an unsuspecting victim of carbon monoxide poisoning. Such happens many times each winter, regardless of the fact that warnings are made in the press annually.

Carbon monoxide is colorless, odorless; the first warning—if there is a warning—is an overpowering sleepiness which means that only seconds remain. For safety there are a couple of "do's" and an important "don't".

The first "do" is always have a car window open a little whether driving, or waiting with motor running to keep warm. The second "do" is to make sure that all exhaust fittings on the car are tight to prevent leakage. Above all, "don't" run a car or truck motor in a closed garage.

Under freak conditions, even these rules will not guarantee safety but will allow a chance to reduce the average number of deaths each winter. Again we warn motorists: Beware of carbon monoxide!

Editorial Notes

Happy New Year. May 1952 be bright for you throughout its 366 days.

The fresh new calendars are in place and the days of 1952 are before us—and this year has one extra day.

We enjoyed, like many others, the between holidays period to once again go over the many unique and fine Christmas greetings which came at this joyous season.

Predictions are that January will again see a bargain rush as stocks are turned into cash and the customers with the cash will be more sought than for many years' past.

The mid-winter thaw was even a bit previous and the settling of snowbanks came in late December instead of January. However, there is plenty left for the January thaw to work on.

In sharp contrast to its sister provinces, Saskatchewan has lost population since 1941, points out the Regina Leader-Post, which adds: "We are confronted with the blunt fact that Saskatchewan is primarily an agricultural province, and it may continue to be such for many decades. That being so, as long as our rural population continues to shrink it is hard to see a way out of our dilemma unless this drift away from the land can be halted."



THE GOOD OLD DAYS MAY HAVE SEEMED BETTER

Back in 1902

Taken from the issue of the Free Press of New Year's morning, January 1, 1902

Next Monday Acton public school will re-open under new and greatly enhanced conditions. By the employment of a teacher solely engaged in high school work those who have passed the entrance examinations will now receive all the advantages of the first two years of a high school course. The necessity of daily travel on the train or of leaving home to board is now removed. The new teacher is Miss Hannah J. Starr of Newmarket.

The attendance of ratepayers at the nomination at noon on Monday was as usual very meagre. During the hour the following nominations were handed in to the clerk for the offices of reeve, councillors and public school trustees:

For reeve—John Williams, Harry Jeans.

For councillors—John Agnew, H. Swackhamer, John A. Henderson, George Hynds, J. H. Matthews.

For school trustees—Robert Holmes, John Agnew, Rev. J. K. Godden, W. H. Denny, Rev. H. A. MacPherson.

A financial statement was circulated showing the following abstract—receipts for year, \$18,619.77. Expenditures, \$18,487.52. Streets and walks, paid for labour, teaming, nails and supplies, lumber and sewer pipe, \$470.00. Received from the sale of drain pipe, etc. \$420.68.

It is gratifying to notice that the balance is on the right side of the ledger and that there is no floating debt to interfere with the satisfactory financing of municipal matters.

Every scholar who goes to school on Monday must present a certificate of vaccination.

"Bright new year, what bringsst thou?" is a question all thoughtful readers are asking.

For more than a quarter of a century a feature of the Christmas festivities in town has been the annual entertainment of the Methodist Sunday school on Christmas night. Among those taking part in the program were Rev. J. M. Hagar, H. P. Moore, Dallas Dempsey, Willie McVinn, Ethel Barr, Ruthie Nelson, Nora Kenney, Annie Melvin, Robin Agnew, Beatty Arnold, Freeman Coleman, Mary Goodeve, Ed. J. Moore, Lottie and Hazel Mason, Mildred Matthews, Mabel Scott, Bertha Williams, Eva Matthews, Harry Byles, Bertie Smith, and Rev. Mr. Gillette.

Back in 1932

From the issue of the Free Press of Thursday, December 31, 1931

It was a green and dusty Christmas. Just barely freezing seems to be the position of the mercury these days.

The Christmas tree at the corner has been a bright spot with its string of illuminated lights. On Tuesday evening the Legion invited the children of all veterans in the district to an evening at their quarters where a Christmas tree and entertainment was provided.

Nassagaweya councillors and reeve were returned by acclamation at the nomination meeting. Wardlaw and McCaig announce the opening of a butcher shop in the store at the corner of Mill and Main Streets.

This is the last day of 1931 and a new year with its joys and sorrows is before us.

BORN
MUSSELLE—On Saturday, December 26, 1931, to Mr. and Mrs. George H. Musselle, a daughter.

RAILWAY BRIDGE

Shortly after noon one sweltering August day, the air-conditioned train in which I was crossing the Midwest stopped at a little town where eight buxom matrons came aboard. They found seats opposite each other, efficiently got out lapboards and playing cards and settled down to bridge. Many hands later they packed up, got off the train and the last I saw of them they were entering an air-conditioned station restaurant. I had noticed that each woman gave the conductor a pass slip, indicating that her husband was a railway employee, so I asked him about the group.

"That's a weekly performance in summer," he said. "They eat lunch at that restaurant and catch the next train back—goes through there in about 45 minutes and gets 'em home at 5.30. What you saw, was the Thursday Bridge Club keepin' cool." —Reader's Digest

FEWER BIKES
Fewer bicycles were made in 1950 than the year before, reports The Financial Post, but more than most postwar years. Supply for use in Canada, after imports, exports, down steadily for three years; 1950 13% below 1948, in units.

AT THE Churches

United Church of Canada
Acton, Ontario
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Rev. E. A. Givrey, B.A., B.D., Minister
Parsonage—29 Bowler Avenue
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SUNDAY, JANUARY 6th, 1952
10.00 a.m.—Sunday School
11.00 a.m.—Morning Worship
7.00 p.m.—Evening Worship

Presbyterian Church in Canada
KNOX CHURCH, ACTON
REV. ROBERT H. ARMSTRONG, M.A., B.D., Minister

Friday, January 4—8 p.m., Preparatory Service.
SUNDAY, JANUARY 6th, 1952
10.00 a.m.—Sunday School and Bible Class.
11.00 a.m.—The Lord's Supper.
7.00 p.m.—Divine Worship.
Tuesday, January 8—8 p.m., Prayer Service.
Visitors are Welcome

Baptist Church
ACTON
Douglas B. Shuter, Interim Pastor

SUNDAY, JANUARY 6th, 1952
10.30 a.m.—Sunday School
11.30 a.m.—"Why Jesus Died". Communion following Morning Worship.
7.00 p.m.—"The Joy of Not Feeling Good".
8.30 p.m.—Repeat of "The First Christmas", play and pantomime by Sunday School pupils under direction of Mrs. Lorne Garner. Everyone welcome.

Friday, January 4, 1952—4 p.m., Mission Band; 8 p.m., B.Y.P.U. January 6th to 11th inclusive—Week of Prayer.
Welcome to All

St. Alban's Church
(Anglican)
Rector—Rev. W. G. Luxton, M.A.

SUNDAY, JANUARY 6th, 1952
Epiphany Sunday
10.00 a.m.—Sunday School.
11.00 a.m.—Holy Communion. Beginners' Class.
7.00 p.m.—Evening Prayer.
A Welcome Awaits You

PROFESSIONAL DIRECTORY AND TRAVELLER'S GUIDE

MEDICAL

DR. W. G. C. KENNEY
Physician and Surgeon
Office in Symon Block,
Mill St., Acton
Office Phone 78
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DR. D. A. GARRETT
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Entrance River Street
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Phone 238

DENTAL

DR. A. J. BUCHANAN
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Office Hours—9 a.m. to 6 p.m.
X-RAY
TELEPHONE 148

DR. GEORGE A. SIRRS
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Mill St., corner Frederick, Acton
Office Hours: 9.00 a.m. to 5.30 p.m.
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F. G. OAKES, V.S., B.V.Sc.
Veterinary Surgeon
Office and Residence—Knox Ave
Acton—Phone 130

LEGAL

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Barrister & Solicitor, Notary Public
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ACTON

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TRAVELLERS' GUIDE

GRAY COACH LINES
Standard Time
COACHES LEAVE ACTON
Eastbound
8:30 a.m.; 8:55 a.m.; 11:25 a.m.; 2:08 p.m.; 5:03 p.m.; 6:33 p.m.; 8:30 p.m.; 10:58 p.m.
Westbound
10:17 a.m.; 12:52 p.m.; 2:57 p.m.; 5:27 p.m.; 7:27 p.m.; 9:12 p.m.; 11:36 p.m.; 1:12 a.m. (Sun. to Kitchener only).
a—Daily except Sunday and holidays.
b—Saturday, Sunday and holidays.

CANADIAN NATIONAL RAILWAYS

Standard Time
Eastbound
Daily 6:40 a.m.; Daily except Sundays 9:54 a.m.; 7:10 p.m.; Sunday only 8:16 p.m.; Daily except Sunday Flyer at Georgetown 9:02 a.m.; Daily Flyer at Georgetown, 10:11 p.m.
Westbound
Daily except Sunday and Monday, 2:04 a.m.; Sunday and Monday only, 12:38 a.m.; daily except Sunday, 8:48 a.m.; 6:50 p.m. (flag stop); 7:44 p.m.; Daily except Sat. and Sun. 6:10 p.m.; Saturday only 2:36 p.m.; Sunday only 9:43 a.m. (flag stop); Sunday only Flyer at Guelph, 7:05 p.m.

The Acton Free Press
The Only Paper Ever Published in Acton
Published each Thursday at 58 Mill St., Acton, Ontario
Authorized as Second Class Mail, Post Office Department, Ottawa
G. A. DILLS, Publisher
Member Audit Bureau Circulation, C.W.N.A. and Ontario-Quebec Division C.W.N.A.
Advertising Rates on Request
SUBSCRIPTION IN ADVANCE, \$2.50 IN CANADA, \$3.50 IN UNITED STATES
6 months, \$1.50 Single Copies, 6c
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Business and Editorial Office .. 174
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