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Joint Auction Sale In Eden Mills Hall

Eden Crest Women's Institute and Eden Mills Women's Institute held a joint auction sale recently in the Eden Mills town hall.

The proceeds are intended to go towards the scholarship fund for Eden Crest which has long been owing.

There were bargains galore and the sale was a grand opportunity for mothers particularly to buy good children's clothing that other children had outgrown.

The variety of items, donated by members for the sale was amazing. There was everything from a very fine glass cake dish (late Victorian vintage) to hats and shoes.

About \$52 was realized at this sale that was entertaining as well as profitable. Mrs. Irene Turner, Eden Crest's secretary - treasurer, was the able and amiable auctioneer.

Bronte Passes Zoning By-Law

The Bronte zoning by-law was given three readings and passed by council last week, when no opposition was voiced.

The lengthy document was read in totum at all three readings. Opposition to the new by-law is expected when the Ontario Municipal Board holds a hearing on it.

Some 20 westsiders have filed an objection with the Municipal Board. They oppose the by-law which would change Triller Street, West of the creek from commercial to residential.

The Oakville - Trafalgar - Bronte Planning Board at a recent meeting asked time to study the Bronte zoning by-law and official plan before commenting on them.

Speed According to Weather

Sergeant A. A. Jackson, who spoke following Constable Haughton's report, agreed with the constable's remarks, and added that the speed of a vehicle should be 50 miles an hour but according to the weather conditions. He also said that many highway accidents are caused by the lack of proper tail lights. He urged the co-operation of farm forums with the police, and closed his remarks with these words, "go along with us and help us; we'll be glad to help you."

Mr. and Mrs. Morris Readhead led in a sing song. Following this, eight Halton school bus drivers with five years or over of accident-free driving were called upon.

W. E. Breckon, chairman of the Nelson public school board, presented the trophies donated by the Ontario Federation of Agriculture to four Nelson drivers: Grant Norton, who had nine years of accident-free driving; Bill Stevenson, with six years; Cecil Norton, who operates 17 buses and has had over five accident-free years; and Bill Blakely, with five years. Mr. Breckon also presented an award to Ken Giles of Trafalgar township, who has five accident-free years.

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Honor Halton School Bus Drivers At Federation Rural Safety Night

Courtesy, care and common sense were stressed at the rural safe-driving week awards night at Fairview school, Leavelle, Monday evening. The evening was also highlighted by a film, messages from O.P.P. officers, sing songs, presentations of awards, resolutions and a keen sense of fellowship.

Chairman for the evening was Jack Taylor. He introduced Constable Al Haughton of the Oakville detachment of the O.P.P., who gave an introduction to the film, "Day in Court." The story told in the film was on traffic safety, filmed in Los Angeles. It pointed out the faults of those highway drivers such as "The Grabber", "Nervous Nelly", "Two-Beers Bennie", "Supermouse", "Desert Island Daisy", "Mr. Average", and the "Show-off".

Following the film, Constable Haughton noted that most of the accidents in his district, especially along the Queen Elizabeth highway, were caused by travelling too close to the car ahead, failure to move into the right lane after passing a car, and failure to use turning signals whenever possible. He cautioned his attentive audience to use the three Cs of highway driving: Courtesy, Care and Common Sense.

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Trophies to North Halton

Mr. Breckon stressed the need of safe driving by school bus drivers and praised the work of Mr. Norton and his fleet of bus drivers.

Ross Carbert, of the North Halton High School District Board, presented the trophies to E. Tyler, Acton, who has had seven accident-free years and two Georgetown drivers, Vernon Kirby and Wallace Foster, who have each had five years without accidents.

President B. Davidson of the Halton Federation of Agriculture presented certificates on behalf of that organization to each of the eight drivers. Mr. Giles of Trafalgar later thanked the Halton Federation for the honor they had bestowed upon himself and the other drivers. Mr. Tyler also spoke in accord.

J. E. Whitelock presented the award to the Limestone farm forum for their 100-word winning essay in the contest sponsored by the local federation. The essay, one of 15 received in the contest, noted the lack of the three Cs of traffic safety, and recommended that all members of the organization try their best to teach the younger generation the correct method of handling a motor vehicle.

Pass Two Resolutions

It also recommended the erection of signs throughout the district warning of danger points on the roads and the inauguration of a safe-driving course to be given applicants for driving licences.

Following the reading of the essay, Mr. Whitelock presented the prize, a cheque for \$10, to Featherstone Colling on behalf of Limestone.

Clifford Brown of Ligny farm forum moved a vote of thanks to all who had taken part in the program.

Vernon McArthur presented two resolutions which had been drawn up by the Halton Federation, and asked those present to vote upon them. The first resolution, to support the efforts of Attorney-General Kelso Roberts in his attempt to cut to a minimum highway accidents, was seconded by Milton Brown and received no opposition when the vote was taken.

The second resolution, to have safe-driving courses inaugurated in secondary schools throughout Ontario, was seconded by Mae Sprawl and it, too, received no opposition from the audience of 150. Mr. McArthur mentioned that the resolutions would be forwarded to the proper authorities, along with similar resolutions from other federations of agriculture throughout Ontario, which were holding similar rallies that night.

The ladies of the federation served tea and doughnuts and a social hour of dancing followed.

Chronicles of Ginger Farm

Written Specially for the Acton Free Press by Gwendoline P. Clarke

If I remember correctly, sometime last fall, I suggested that any small-town merchant - butcher, baker, grocer, or what have you - would be doing a smart thing if he provided parking facilities for his customers, as quite often it is easy parking that attracts customers to whatever shopping centre they open on the outskirts of a busy town.

When I made this suggestion I was quite sure it was possible as so many small towns have streets parallel to the main street running past the backs of their stores. Since making that observation I have been particularly interested to learn that at least two places of business in one nearby town are doing just that - providing parking space for customers at the rear of their stores.

No doubt when it is feasible others will follow suit. It will be a great benefit to customers driving in from the country to shop. I should know... I drove three times around our main street block the other day looking for a place to park. The third time I was lucky enough to notice one driver getting ready to back out. It didn't take me long to slide into that parking place.

Another change that has gradually been taking place for some time, and now seems firmly established, are the shopping hours, but which are not the same in all towns. The old-time Saturday night shopping for farmers is still popular in some districts but in the more thickly industrialized areas the trend is for open night on Fridays. In some cases Thursday and Friday are both late nights but on Saturdays stores close sharp at six.

Farm families may sigh nostalgically for the good old Saturday night shopping which provided relaxation after a busy week. It was a good time for John and Harry to compare crop figures and feed prices and for the women to inquire if Mrs. Blank was home from the hospital and how Mary's new baby was coming along. The children, meanwhile, regaled themselves at the movies or made their own amusements.

Yes, it was good while it lasted - but we might as well face the fact, it is one institution that will never return. And when we run up against a situation that we cannot change, instead of wasting our time complaining we might better find a way of adjustment. It isn't easy - not nearly so easy as grumbling that the change is a great inconvenience, that things are not what they used to be, and so on. Nor does it help the situation if we "cut off our nose to spite our face."

And that is just what is being done when farm folk run off to another town when the place where they have been used to shopping decided on Saturday night closing.

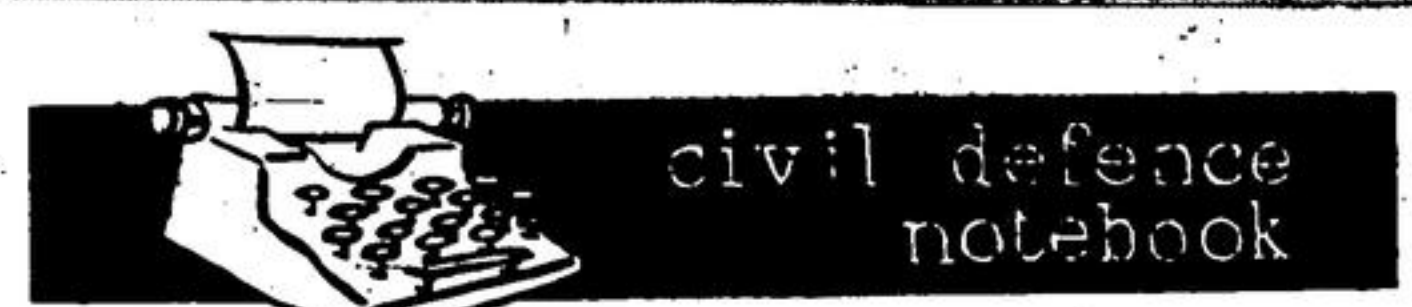
Rather than give in and shop on Fridays they take their custom elsewhere, to a place where they can shop on Saturdays. Eventually the second town adopts the new closing hours - and the farm folk go back to their original shopping centre. They might better have adjusted themselves in the first place.

To that I might add - we do not find adjustment to changing conditions too easy ourselves but still, once we have made the necessary adjustment we find greater peace of mind than when we set ourselves "agin the law". That admission, I hope, will cover my sentiments in regard to the future when I may appear to contradict myself - as I probably have done many times in the past. After all, changing one's mind is supposed to be a woman's privilege, isn't it?

But it isn't only a woman who changes her mind. The weatherman does too - and there are times when we thank heaven for that. The last few days for instance. Early Saturday was pretty grim, and more freezing rain predicted. Then the wind changed, and so did the weatherman's forecast, and we enjoyed several hazard-free days as a result.

Good weather brought us plenty of visitors on Sunday. Good weather - not good roads. We heard plenty about the roads. Dave and Art stopped at Oakville and found the road past Bob's place in such terrible condition they thought they would never get out. The road had been dug up for something or other and the ruts were almost to the axles. Other callers came from Hespeler across country. The roads were fine in their county, clean and well-sanded. But when they crossed the border into our county - plenty of icy hills and no sand! The question was naturally asked: "Don't you have your county roads sanded in winter?" I wonder!

Dave, of course, was going a mile a minute around here - and the cats and dogs were going two miles a minute to keep out of his way. Our domestic animals are not used to being loved to death. Black Joe finally hid under the chesterfield and Mitchell-White took refuge upstairs. The dogs were able to look after themselves. As for the parents and grandparents - well, I don't need to tell you how one small boy can keep a part of grown-up very, very busy. When the weather gets warmer we expect to have Dave here by himself for a week or two. That will really be a picnic!



Civil Defence Development

First of a series of 24 articles.

The only absolutely certain defence against the hydrogen bomb is to be where it isn't. And even then there is danger from its radioactive fallout unless you're far enough away.

The long-range bomber, capable of spanning oceans in a few hours, has brought the H-bomb threat into the very front yards of North America. Its destructive capabilities are so great that not only would large cities be in danger, but also towns, villages and even farms. It is this possibility of infinitely greater horror on the home front should a third world war come that has created a need for civil defence measures in Canada more urgent than it was for Britain during the worst buzz-bomb days of the Second World War.

But what is civil defence? When and how did it take on such importance?

The ultimate aim in war today is to break the enemy's will to fight. The ultimate aim of civil defence, therefore, says the federal civil defence co-ordinator, F. F. Worthington, is: "To reduce the effects of enemy attack in order that the people maintain their will to win, public utilities are restored, essential production can continue and the government can continue to govern."

The value of a civil population organized to care for itself when disaster strikes was never more clear than during the Second World War. With an efficient civilian defence organization, Britain was able to sustain months of terrible bombings without losing the will and the ability to fight.

It was built, as Canada's is being built, by using the normal services and facilities of governments at all levels, assisted by volunteers and non-governmental organizations. Civil defence must be built through a network of organization from the federal government through the provincial, to the municipal level.

The services required of Civil Defence are the same now as during the war: police, fire, health and medical, welfare, ambulance, warden, engineer and public utility, transportation, communications and information.

But destructive as they were, the bombs of the Second World War were like mites compared to the H-bomb. There was not the need, as there is now, to evacuate whole cities.

There was still safety in bomb shelters. The big C.D. job then was after the raid.

Most important was to assess the damage and casualties as quickly as possible. The wardens with their neighborhood set-up proved invaluable for this. But another problem followed close behind a bombing raid. People flocked to the damaged areas to seek information about relatives and friends. And, the British found, people didn't want to go to city hall, say, to get it. Setting up inquiry points on the spot became a part of the C.D. service to sort out this information so important to the civilian population's morale.

Trained volunteers provided through Britain's C.D. set-up to supplement normal fire fighting forces were able to increase the speed with which fires were controlled and put out. Countless lives were saved by the quick action provided through volunteers trained in rescue and first-aid work. The normal services would have been swamped. C. D. volunteers often worked 72 hours at a stretch.

Should a nuclear war come to Canada, Canadians would face all the dangers Britons faced, multiplied several thousand times.

Canada's civil defence policy for target areas has evolved into four stages:

1. Evacuation of non-essential persons - children, expectant mothers, aged, infirm and so on - to outlying towns and villages when intelligence reports indicate an impending attack. This likely would be about 12 hours before the bombers were expected to arrive and would involve about 35 per cent of a city's population.
2. Planned withdrawal of the rest of the population based on an alert from the radar warning devices being thrown up around North America's outer fringes by the U.S. and Canada.
3. After the bomb, potential fallout areas must be ascertained and alerted. Populations evacuated from cities must be found shelter in towns and villages; mobile columns would return to the stricken cities when directed to help those who may not have escaped in time and get necessary protection of essential materials under way to sustain life.
4. Disposal of those disrupted by the bomb, rejoining families, providing food and shelter and medical care and so on.

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TWO MOTORISTS ARE KILLED EVERY DAY IN RURAL ONTARIO

One in Four Of These Accidents Happens On The Farmer's Doorstep

Last year nearly 800 persons were killed in motor mishaps outside urban areas. One in every four such accidents in rural Ontario occurred at a rural intersection, or farm lane connection, with a major highway.

In many cases farmers were in no way involved; in more cases farm drivers probably were innocent victims of careless highway motorists. But farmers and their families died in some of these smash-ups. Farm vehicles were destroyed. And directly or indirectly Ontario's farm population pays a share of the tremendous cost that motor accidents annually inflict in this province.

Safety is everybody's business, everybody's responsibility.

The farmer has a major stake in the safety of rural roads whether they are familiar township routes, regularly travelled county roads or our provincial super highways. Death and injury lurk at every intersection.

The Ontario Federation of Agriculture is marking Rural Safe Driving Week on February 20 to 25th. May I urge every farmer and farm family in this province to give their attention and active support to the occasion. During this week - and every week - drive so an accident won't be yours.

Hon. F. S. Thomas,
MINISTER OF AGRICULTURE,
Province of Ontario.

DUAL-PURPOSE
CARDSTON, Alta. (CP) - Cream cans owned by a dairy were used by volunteers who formed a bucket brigade to fight a fire at the dairy.