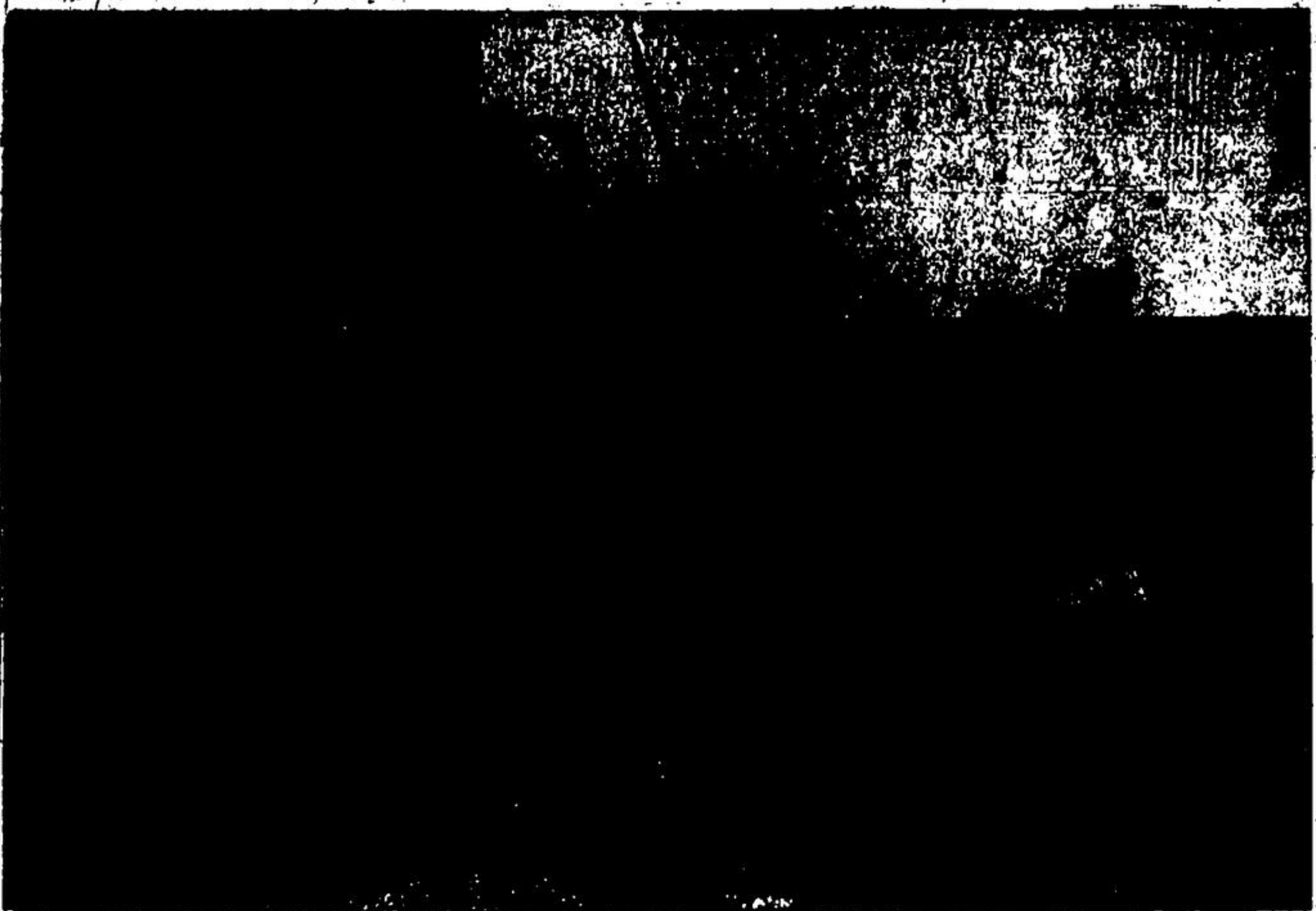




ACTON REPRESENTATIVES attending the christening of the mosquito Bomber named after the town in 1943, are pictured above receiving an award of merit, for their achievement in heading the Fourth War Savings Campaign Drive for Ontario. The photo taken 18 years ago shows left to right G. A. Drills, E.S. Force, Amos Mason and Kenneth A. Henderson, deputy chairman of the National War Finance Committee. Memories of the campaign were revived recently when TCA captain Jack Uren, Brampton, informed the Free Press, he and his navigator flew the plane from Matton to England.



ACTON ONTARIO was more prominent throughout World War II, than just supplying fighting forces. Pictured above is a Mosquito Bomber named after Acton, as an award for winning the fourth Victory Loan Campaign, in Ontario. Shown standing beside the plane are navigator R. C. Bob Bevington and F.O. Jack Uren, who flew the plane from Toronto to Hatfield, England, prior to it entering combat missions.

The Acton Free Press.

Eighty-Sixth Year, No. 34.

ACTON, ONTARIO, THURSDAY, FEBRUARY 16th, 1961

Second Section

New Fieldman

Joseph G. Snyder has been appointed as fieldman for the Holstein-Friesian Association of Canada in the 11 counties of West-Central Ontario. He will continue to make his headquarters at Elmira. Mr. Snyder will take over on March 1 from the retiring fieldman, George F. Drennan, of Guelph. Mr. Snyder was formerly the assistant manager of the Waterloo Cattle Breeding Association at Waterloo.

Canvass Here Soon

FAME Off to Convincing Start

FAME—Farmers' Allied Meat Enterprises Co-operative Limited—rolled off to a convincing start in Halton County on Thursday evening, February 2, when about 40 Halton agricultural producers met in the Department of Agriculture board room in Milton.

At the conclusion of the meeting, several present volunteered to canvass on behalf of FAME in their respective areas, and many applied for shares in the co-op. Halton's representative to the provisional FAME board of directors, Archie R. Seretice welcomed the group that represented dairy, beef, sheep, lamb and hog producers.

Pat Dickey, secretary-treasurer of FAME, outlined benefits of the proposed plan of producer-owned and producer-operated processing plants in Ontario. Mr. Dickey compared organized labor with unorganized agriculture and compared the related returns for the labor involved.

Main speaker for the evening was Charles McInnis, provisional president of Farmers' Allied Meat Enterprises. He explained the limited progress for farmers under current marketing legislation and how the government control can hamper the farmer's marketing.

Top research experts, he noted, were asked to investigate the possibility of a new venture in marketing systems after a meeting of Ontario Hog Producers' delegates last June. Their survey showed the system must be large enough to control about 25 to 30 per cent of the product; they must replace Ontario's outdated and old-fashioned plants with new, modern plants with live-stock to reduce costs for farmers shipping to the killing floor and reduce costs of moving the product from the killing floor to the consumer.

Higher Returns
New, modern and efficient plants owned by the producers through FAME would ensure better competition, Mr. McInnis went on. He then explained profits by the processors—capital stock in Canada's processing industry is \$32 million, while the farmers have \$230 million invested in livestock alone; or the farm producers have \$8 invested in livestock for every \$1 the processors have invested in capital stock.

Mr. Seretice read a series of questions from Mr. Cortout, past general manager of the Co-Op Federce in Quebec, covering topics such as security in FAME, types of plants to build, and profits to be expected from such an enterprise.

Leonard Carlson is Halton County chairman of the co-op canvass on behalf of FAME and canvassers met Tuesday night to finalize plans for canvassing here. It is expected the canvass will be conducted within the next two weeks.

A Boston Thimble Co. product no match for a 40-ton Cat built tractor recently in Kariha, South of Rhodesia.

TCA Pilot

First Flew Mosquito Bomber Named for Acton During War

Sitting behind the controls of a modern-day luxury aircraft equipped with up-to-date safety devices and a well-trained crew, TCA pilot captain Jack Uren (pronounced You-Wen) of Brampton occasionally recalls his first flight during World War II in a Mosquito bomber piloted after Acton, Ontario.

On August 12, 1943, R.C.A.F. Flying Officer Jack Uren and his navigator, F.O. R. C. (Bob) Bevington, pulled on their heavy flying suits and climbed into the cramped cockpit of the Mosquito bomber to transport the machine to Hatfield, England. There it flew in numerous bombing raids over Germany and other points in Europe.

Five planes had taken off; he used full throttle to maintain a lead during the overcast flight. The plane's ability and accurate bearings, supplied him by his competent navigator won the honor of being the first of the group of five to touch down on England's turf.

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When the plane touched down at Hatfield, dignitaries from the De Havilland Company were waiting on the tarmac ready to interview the two officers.

Mr. Uren recalls a harrowing incident during the flight when he was banking for a landing in Greenland when he thought the new plane was about to crash. The approach to the airfield, carved out of a glacier, was through a fjord narrow inlet. Unfamiliar with the area, the pilot was approaching the field too fast. With only inches to spare, he rammed the motor and pulled the aircraft approximately 7,000 feet over the top of the glacier for another approach.

Working under the R.A.F. Liaison Command, the two officers were the first persons to fly the plane named after Acton, in honor of the publicity campaign sponsored by the Ontario Victory Loan Campaign.

When the plane touched down at Hatfield, England and after the flight, which took 14 hours and 49 minutes with stops at Dorval, Labrador, Greenland, Iceland and Scotland, F.O. Uren, then 22 years old, and his 23-year-old navigator, received the bumpiest ride of their career.

After the take-off from England, the pilot and navigator dropped below the clouds north of Greenland and started a submarine. Not equipped to do both and unfamiliar with the markings, they pulled back into their seats and continued to England where the incident was reported. A submarine was launched and sank.

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