

THURSDAY, JULY 23rd, 1936

PRAYER

Lord, what a change within us one short hour Spent in Thy presence will avail to make!

TWENTY YEARS AGO

From the Issue of The Free Press of Thursday, July 27th, 1916

Another week of weather with temperature well up to the ninety mark nearly every day has just passed.

Mr. Alex Crawford has purchased the property at the south-east corner of Mill and Frederick streets, and will remove the old building from the lot.

A sad fatality occurred here on Tuesday evening as a result of prostration from the heat when Melvin Williams passed away very suddenly.

Private Alfred Winterburn, of the First Contingent, was killed in action on the 8th of July. Alfred was the only son of Alfred Winterburn, Sr., and left Acton in August, 1914.

BORN

DOBBIE—In Brampton, on Monday, July 10th, 1916, to Mr. and Mrs. W. J. Dobbie, a son.

DIED

WILLIAMS—In Acton, on Tuesday, July 24th, 1916, Melvin Harvey Williams, son of the late John Williams, aged 18 years.

BEARDMORE—Suddenly, at Philadelphia, Pa., on Tuesday, July 18th, 1916, Captain Charles Owen Beardmore, son of the late Walter D. Beardmore, in his 35th year.

EVERY DRIVER OF A CAR IS A POTENTIAL KILLER

The motorist at the wheel of his car seems to forget that he is riding a potential engine of death, and that every pedestrian as well as every other driver in the vicinity is his potential victim.

"Judging by the period from January 1st to May 31st, this year bids fair to set a record for auto mishaps," Mr. Bickel declared. "Although there has been an appreciable improvement in relation to the volume of traffic, there are more cars in operation, and people are using them more, resulting in more accidents," he explained.

"The lesson we have to learn from these figures is unmistakably that as the density of traffic increases, there is need for more and more thoughtful care and courtesy on the part of the motorist. The fact that city accidents are increasing faster than country accidents supports this conclusion."

Mr. Bickel remarked that the period covered by his figures ended before the beginning of the current campaign to persuade motorists to "try courtesy."

Statistics for the past year or five months will reveal to what extent the people of Ontario have heeded the plea of the minister. Mr. Bickel predicted, "We in the department know that the courteous motorist is the safe motorist. If Ontario's drivers will only 'try courtesy'—for a change, we are compelled to add—they will find that safety and security on the roads will automatically follow."

Figures for the first five months of the year were issued, as follows:

Table with 2 columns: Year (1935, 1936) and various accident statistics (Accidents costing \$50 and up, Deaths, Persons injured, Property damage).

Chronicles of Ginger Farm

Written Specialty for The Acton Free Press GWENDOLYNE F. CLARKE

Hello everybody—we are still alive and wondering how much longer this poor old earth can endure the prolonged drought. Really it is terrible to look at things, withering and withering before our very eyes.

Partner had to draw water to-day from the Sixteen-Mile Creek, as we are no longer able to draw enough from the well to satisfy the stock.

Partner is not a bit well these days, but I did not expect he would be. Working at the cement mixer, the way he was doing is sure to have some after effect.

The wheat is cut and partly stacked and looks like being quite a fair crop, although, of course, we expect there will be quite a variety of seed when the wheat is threshed.

Partner is not a bit well these days, but I did not expect he would be. Working at the cement mixer, the way he was doing is sure to have some after effect.

The children are still sleeping outside and Patch, the terrier, takes a delight in snacking outside and getting into the hammock with Daughter after she has gone to bed.

As for me, now that the nights are cooler, I am quite content with my own bed—the springs that Mother Earth provides are pretty hard on my aging joints.

Yesterday I saw two girls dressed in white mallow suits with little white hats and they really looked rather nice—until one looked at their feet—and, if you please, with this sporty type of dress, they were both wearing high-heeled white shoes.

Our son's mangled finger is getting along very well. We have quite a time getting it bathed, dressed and bandaged every morning as the finger is so tender that even putting the bandage on it almost more than he can stand at times.

No, of course, he can't wash dishes—he might get his finger wet or he might knock it on the dishpan or perhaps drop some dishes—the bandage makes doing

TO MARK CENTENARY OF PASSENGER SERVICE

Montreal, July 22nd—A salute of thousands of engine whistles, which was heard from one end of the Dominion to the other, marked the Centenary of the first Canadian passenger train and the commencement of the second century of service by the Canadian National Railways.

It was at noon on July 21st, 1836, that the Dorchester, the first engine in Canada, started from Laprairie for St. Johns, Quebec, hauling the first passenger train over the Champlain and St. Lawrence Railway, the first link in the chain of railways that are now component parts of the Canadian National System.

An elderly man, with flowing locks and a somewhat patriarchal beard, once lived a secluded life near a noled college, and it was his habit to take morning walks through a semi-wooded tract near by.

On one of his leisurely morning strolls he was met by three of the young students, who conceived the idea of being facetious and, as they thought, "funny," at the man's expense.

"Conceit is God's gift to little men," Bruce Barton.

Things so very awkward. But yet, strange to say, he can climb up a tree, ride his bicycle, use a hammer and saw, and even crawl along the topmost rafters in the barn to look at a pigeon's nest.

By comparison, washing dishes must be a frightfully dangerous occupation. And here's where I ring off. Good night—and may there be rain before I write again. No, I didn't mean to make a rhyme of it—that was just an accident.

Good Gardening



Two roses for one

There are a few simple rules to follow to have a constant supply of roses for cutting.

Cut the flowers with a sharp knife or shears one-half inch above the first leaf group of five, as shown in the above Garden-Graph.

The second rule is not to let your roses wither or go to seed on the bushes. Cut them as you would a flower for the house, just above the first five-leaf group.

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GETTING SOMEWHERE

The two tramps were stretched out on the green grass. Above them was the warm sun, beside them was a babbling brook. It was a quiet, restful, peaceful scene.

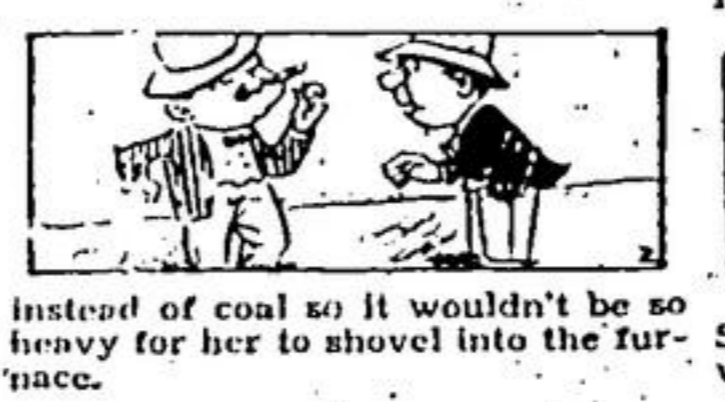
"Boy," mused the first tramp contentedly, "right now I wouldn't change places with a guy who owns a million bucks!"

"How about five million?" asked his companion. "Not even for five million," drowsed the first tramp.

"Well," persisted his pal, "how about ten million bucks?" "The first tramp cat up. 'That's different,' he admitted. 'Now you're talking real dough.'"

DINNER STORIES

THOUGHTFUL "He is very thoughtful of his wife." "Yes. Last winter he bought coke



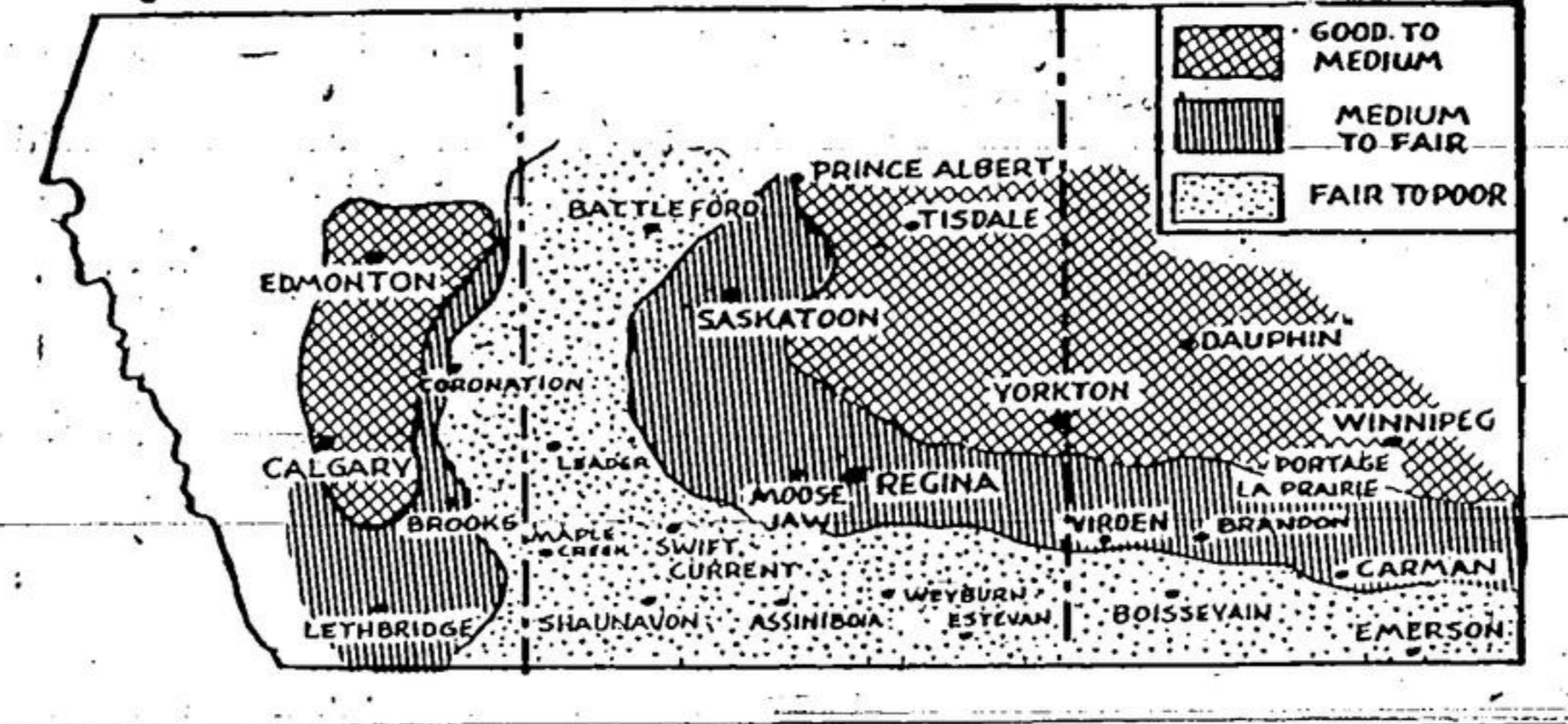
Instead of coal so it wouldn't be so heavy for her to shovel into the furnace.

MYSTERY Prof: Why weren't you at the lecture last night?" Prep: I was there. I sat in the last row, behind the pillar.



Prof: (not very puzzled) Strange, you're the twentieth one who sat behind that pillar.

WHERE SCORCHING SUN PARCHES WESTERN CANADA CROPS



Temperatures as high as 100 to 120 degrees have parched grain fields in many sections of western Canada, causing damage to crops of millions of dollars. No rain is reported in sight to relieve the situation. The ABOVE map, based on a report made by the Winnipeg Free Press several weeks ago, shows the areas affected by the heat wave.

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TIME TABLES

Table with 2 columns: Train Name (Going East, Going West) and Schedule (Daily, except Sunday, Sunday only).

ARROW BUS SCHEDULE. EFFEKTIVE MAY 3rd, 1936. LEAVE WESTBOUND. LEAVE EASTBOUND. ITINERARIES PLANNED TO ALL PORTS IN CANADA, UNITED STATES & MEXICO.

Notice to Creditors

The Creditors of Norman McLeod, late of Acton, Carpenter, who died on July 3rd, 1936, are required to send to the undersigned solicitor their full names, addresses and descriptions, full particulars of their claims, and the nature of the securities, if any, held by them.

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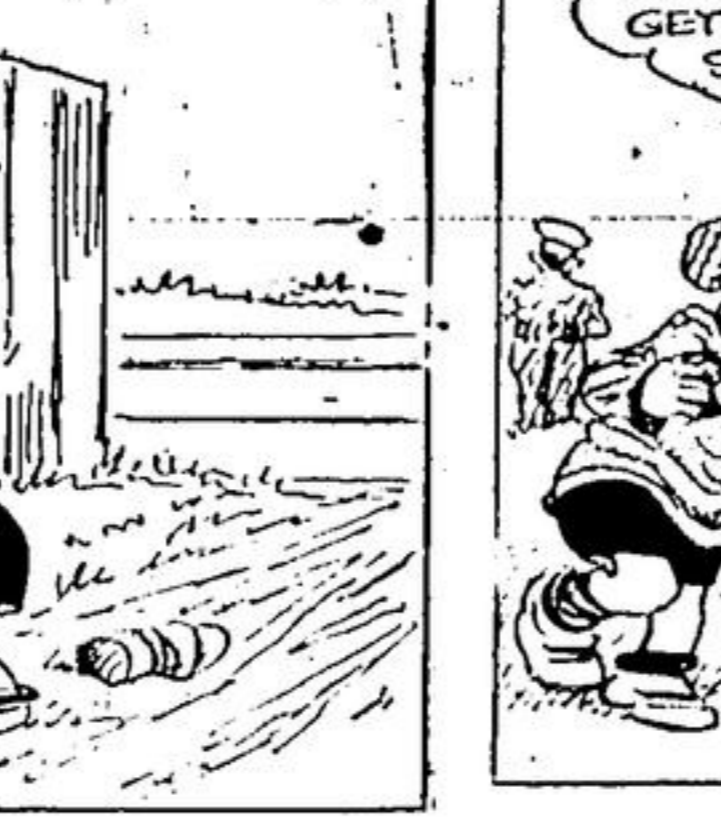
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MUGGS AND SKEETER



by WALLY BISHOP