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Take a 'Discovery' Tour of Your Own County

By Staff Reporter

It's quite a place this Halton of ours. Living in the second smallest county in the province, we are probably too close to it to really appreciate its pleasant valleys, rocky escarpment and the beautiful lake front. Just as a matter of introduction, the next time you are planning a picnic or a Sunday afternoon drive jog over the next 50 miles with us through some of the historical and interesting points of the county.

Take along this article to act as your guide and refer to it as you reach each point for information on the past and present of the settlements, some now vanished, some progressing.

Enjoy the Scenery
Decide before you start a slower than usual drive over these back roads and concessions so you will have time to enjoy the scenery.

You can start at any point on the trip, but for our trip we started in the northern section of Halton at Acton.

Driving west on No. 7 highway for two miles you arrive at the first indications of Crewson's Corners. Don't just stay on the highway however, turn right under the railway, and see the village itself.

It was first called Ryckman's Corners after Samuel Ryckman, the surveyor who laid out Eramosa and northern Nasagaweya. The Crewson family were early settlers and with their many connections soon established the present name. The first house for the Corners was the main road from Guelph to Toronto which followed the Old York Trail through Crewson's Corners and Ballinacree. In the 1850's the railway came with a straight line running due west from Acton to Rockwood before turning south west to Guelph.

A Campers' Paradise
Drive north to the first cross road turn left, drive east one concession turn left and drive south, cross No. 7 highway jogging to the east, and you are on the Blue Springs line.

As you continue to drive south over the slightly narrow road and pass down a steep hill into a valley, you are passing the Blue Springs Scout Reserve. Behind the fence, the 100 acres of wooded and rocky land with buildings, a spring, a creek and a veritable paradise for campers.

Opened about 1938, the Reserve's private property where courses for the training of scout and cub leaders are carried on during the summer months. Formerly owned by the Murray family, it was for some time operated as a picnic ground. The old radial track, now closed and abandoned, served as a direct link passing through the grounds, ideally serving Sunday School picknickers and family groups.

Continue to drive south to the first cross road and turn right. As you reach the second concession where the four corners meet is the former site of Knatehill.

Knatehill a Memory
While the four corners now have only one building, it was here that in 1860 William Stephenson, a blacksmith and John Edwards a

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wagon maker started business in 1880 and soon after a post office was opened here with the Government giving it its name.

It was here the once famous Stephenson plow was made. The mail always came from Acton to Knatehill first once a week and later twice. After awhile Spynside was added to the route and the carriers used a horse when the roads were good but often in the winter they arrived on snowshoes. With the coming of rural delivery, the post office was closed and Knatehill remains more as a memory.

Continue to drive west one more concession and as you join the north-south Guelph road it may be wise to point out that here for many years "the old elm tree stood in the centre of the road as a landmark. A huge tree it was cut down only in relatively recent years as the road was widened and improved.

Chilena Save Village
Drive south and the first settlement you arrive at is Brookville, started in 1852 when Thomas Eastbrook built the store. The hotel was built the year after and in 1900 fire broke out in the hotel, burning four other buildings. On several occasions the barn next to the store caught fire and if it had not been for the action of citizens in forming a bucket brigade, it was thought the entire village would have been completely burned out.

Brookville now has the Nasagaweya township office and across the road is the school. A new building to house township equipment is under construction. It was here the township staged its memorable centennial celebration in 1952.

Continuing to drive south through Nasagaweya over just a few hills you arrive at four corners known as Hallowville formerly as Sodom. There on the south west corner stands the township memorial to the dead of two world wars and one of the best kept areas in the county. The monument is one of the beauty spots that merit a second look.

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and is planted out in trees for the purposes of reforestation.

Watch Falcon Ivy
By continuing south on this road you will arrive at No. 3 side road. A right turn will take you to Campbellville, a left turn will take you to No. 25 highway.

We suggest you turn towards No. 25 highway to continue to Rattlesnake Point. Drive into Milton, turn west at the main corner and drive out towards the mountain. Continue in this direction until you are faced with a dead end. Turn left and proceed to the brow of the hill. Park off the road and follow a small foot path on the west side of the road for a fair distance to get one of the best views in Halton County. The two dangers at this point are falling over the edge of the steep cliff and the numerous sprigs of poison ivy.

You're on your own from there. And we think you'll agree this Halton of ours is quite a place when you give it more than a hasty glance and a brush of disinterest. You have travelled mainly through Nasagaweya township touching only portions of the other three townships.

TRIPLE CONUNDRUM
Dorchester, Ont. (CP) Farmer Arthur Dasec learned he had to obtain three permits to move a building along area roads. He got one from each of the department of highways, London township and Middlesex county. The move came to a stand still when he found such specified a different route.

Partner says he has had his summer vacation. His vacation consisted of a trip last Wednesday to visit friends at a beautiful spot near Shelburne and on Saturday half a day's visit to his brother's place in north Toronto. Now he says he is ready to work again.

The Shelburne trip was planned on the spur of the moment as other friends who came to visit stayed overnight on condition that we take a trip with them the next day. We had just finished breakfast in our last field of hay so I guess Partner was in the mood to celebrate. There was a fine drizzle of rain most of the next day but we found it much easier on the eyes than glaring sunshine would have been.

Anyone who has been in the Orangeville - Shelburne district will know it was lovely country we passed through. Ideal streams and wooded valleys, hills grazing country for cattle and sheep. However, we did see quite a bit of cultivated land and Partner would not want to drive a tractor on them, but hills!

Our destination was a summer home beside a privately owned lake. It was a beautiful spot. The big English-style country home had been built half-way down a high bank overlooking the lake. Behind the house there was a retaining wall of wood shavings about

Phantom Railway Now Written Off

Montreal, (CP) A phantom railway, the Lachine, Jacques Cartier and Maisonneuve, has "folded" after an existence of 45 years on paper.

The company's history goes back to 1909 when the Grand Trunk Railway obtained a charter for a branch line for access to the Maisonneuve industrial district in Montreal. The line was to be built from suburban Lachine. The extension for its continuation was granted in 1911 and others successively in 1914, 1917 and 1919.

Following the First World War the federal government took over a number of rail systems which subsequently became the Canadian National Railway, including the Grand Trunk and the Canadian Northern. As the Canadian Northern already had a line between the Maisonneuve development and the main terminal the proposed Lachine, Jacques Cartier and Maisonneuve was no longer required.

The phantom railway however, remained a corporate body until recently with the streamlining of the corporate structure of the CNR, it has lost its official identity.

The number of housing units built in Canada during 1953 reached an all time peak of 90,839

twelve feet high in front of which flowers and shrubs grew in profusion. Across the lake was a fine stand of evergreens. There wasn't a room that was cluttered up with unnecessary knick knacks. The sort of house although it was so big and rambling, that could be taken care of quite easily and time left over to enjoy the scenery, the fishing, the boating and bathing just so long as one could stand the blackflies. One of our friends had an eye almost closed by a bite the week before.

It was a hard place to leave after just a couple of hours' visit. Two months wouldn't have been too long. But it had to be.

Coming home we took a different route from Orangeville coming through Erin, Terra Cotta, Glen Williams and Georgetown, familiar territory to us but all new ground to our friends. They expressed great surprise at the lovely country we passed through. They thought they knew Halton County and yet had no idea it was so well wooded with so many little creeks and streams.

I felt a thrill of pride as I always do when returning to our own county because to me it seems that Halton is one of the loveliest counties in Ontario. Few people who travel our busy highways realize how much unspoiled beauty is still to be found away off the beaten track. We arrived home in plenty of time to milk the cows and feed the hens.

Then came Saturday. Joy and Bob were here in the morning so after dinner we set out for North Toronto to visit Partner's brother in his new home. I was particularly anxious to go so that Bob could show me the earliest day of getting there. We went by Milton and then along No. 401 to Avenue Road. It was the first time we had seen that part of our colossal highway system. Highway 401 seems literally a road on stilts.

Last time we were over in that direction Wilson Avenue was at the grading stage. Now the whole area 401 and 27 seems to be a network of overpasses and interchanges, coverways and service roads. We passed at 401 and 27 and of course it is the same highway that will eventually come through our own farm, unless the Department of Highways changes its plans. Which shouldn't upset a bit.

We found an overpass extending from the highway track at the back of our farm to the level of the highway that runs in front of it. By the time they get through grading there won't be a farm left.

And just to think that the motorage that has brought these super-highways is being. And there is Milton, approximately twenty-five years ago we were driving along country roads and I do mean country and we saw the first of the planned fields revealed by a grader for future highways. Now there are huge hangars, planes coming and going, grounded airplanes ready to take off at a moment's notice. The area, partly immediate parking areas and housing projects. We were glad to get away from it all and looked forward to getting back to our own peaceful surroundings.

Pearful! In our absence it had been anything but. The area farm was literally strewn with tree limbs and the lot had been knocked flat. A huge limit of the forest cut tree at the back of the house. An elm tree split in half, the oak the barn. One side of a short maple tree touching the ground although, curiously enough, it had not broken away from the rock. The telephone out of commission but hydro service had been restored.

By getting in touch with our neighbours we learnt that all this was the result of a terrific localized hail and wind storm lasting about fifteen minutes. Fortunately I had closed all the windows in the house before we left, so there was no other damage. But we certainly got a surprise as there was no evidence of a storm until we were less than half-a-mile from home.

Chronicles of Ginger Farm
Written Specially for the Acton Free Press by Gwendoline F. Clarke

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