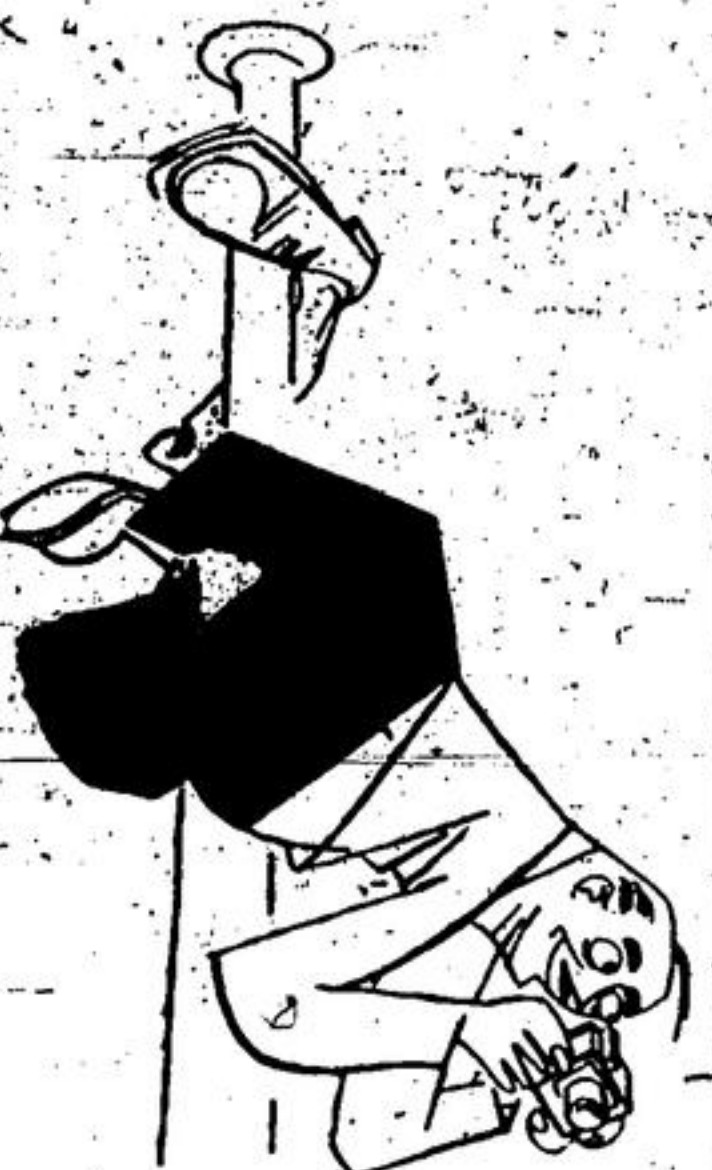


## He arrived REFRESHED

..by bus



Even without climbing flagpoles, plenty of energy is required to see all the sights of the big cities. You will arrive refreshed if you go by bus.

### NEW YORK Package Tour

5 Days—\$46.90  
(From Toronto)

#### RETURN FARE

Sightseeing and  
Hotel Room (Double) 3 nights

Ask your Agent for  
details of this or other  
Package Tours

### LOW ROUND TRIP FARES

(Subject to Change)

CHICAGO - \$22.90  
PITTSBURGH - 18.15  
NEW YORK - 24.60

Tickets and information at

**HAROLD WILES'**  
Phone 207

### Haltom's Pages of the Past

## Accidents Years Ago Differed from 'Weekend' Type of Accidents Today, But Were as Serious

BY GWEN CLARKE

In this automobile age we have become—no exactly callous—but at least accustomed—to press and radio reports of week-end accidents. We say—'it is the price we pay for our modern way of life.' It was different in the old days. Yes, it was different—but just as there is period furniture and period art, so there are period accidents.

Considering the comparatively slow pace at which people lived in the last century it is amazing how many serious accidents occurred at that time. One would imagine, for instance, that the first slow-moving trains were reasonably safe, yet accidents were numerous—people killed walking on the tracks; drivers with a horse and buggy, or teamsters drawing logs or grain, were killed at level crossings just as the unwary car driver is today. Most railway accidents in Halton county were in the Acton, Georgetown or Bronte districts.

"Frightful Accidents"—In 1864 "a most frightful accident" occurred near Georgetown. The Grand Trunk Railway crossed the Credit River east of Georgetown by what, at that time, was one of the

largest bridges on the road. It being no less than 125 feet from the surface of the river. As a freight train entered the bridge an axle-tree broke. Some cars got over safely; others dropped into the ravine below, resulting in the death of three men—the conductor and two brakemen.

The following tragic accident in Acton will indicate that boys will be boys in every generation. In October, 1870, an accident resulted in the death of Alfred Baird of Acton. Apparently the village boys made a habit of getting on trains that waited at the semaphores or while taking on wood. (At that time there were some wood-burning trains and for the purpose of refueling cords of wood were piled alongside the tracks at specified distances.) The boys would board a freight, ride a little way past the station and then jump off the moving train. Young Alfred had been amusing himself jumping on and off shunting cars, and then, becoming more venturesome, he made a daring attempt to jump a through-freight. He fell, and his legs were crushed beneath the wheels of the train.

Dr. McGarvin was summoned but in spite of all he could do the boy died that night. His mother was spending the day with her father, Mr. Dayford of Georgetown staying overnight. A telegram was immediately sent to inform her of the accident but was not delivered until next morning. (What a telephone would have meant at a time like that!)

#### Falls Off Train

Acton seems to have had more than its share of railway accidents. A few weeks after the Baird fatality a freight train was approaching Acton station when a brakeman, named Beatty, fell off the train. He was running along the top of the car to apply the brakes, when his foot slipped due to the frost and he fell on the tracks. He was taken to O'Heary's Hotel where Dr. McGarvin treated him for multiple leg fractures. It was the young fellow's first trip as a brakeman. He finally recovered.

And from Bronte we have a record of what might have been a serious accident but which was happily avoided. An "Accommodation Train" from Toronto on the Great Western Railway was approaching Bronte station when the engineer noticed a young man on the track frantically waving his hat and scarf. The train was brought to a halt and investigation revealed a large piece of track was missing.

Had it not been for the foresight of William Wood, of Appleby, the train might have been wrecked. The young man was later presented with a massive silver hunting watch, with chain and seal attached. Inside the watch there was the following inscription: "Presented by the Great Western Railway Company to William Wood, of Appleby, Ontario, in recognition of his praiseworthy conduct in signalling a train on the Toronto Branch, on the 14th of March, 1870. We wonder what that watch is now and if it was preserved as a family heirloom?"

**Stage Coach Accidents**—The Stage coach had its complement of accidents but not usually of a serious nature. For instance, the Milton and Bronte stage had an upset near Palermo, caused by breaking an axle. The 11 passengers had a lively time before they could regain "their perpendicular." None was seriously hurt. And here is another: The Erin Stage on its way to Georgetown with a number of passengers got two of its front wheels into a deep cut, overturning the carriage and precipitating those on board into the mud. One person was badly injured and the coach was almost completely destroyed.

Here are a few accidents of a more unusual type—even for the last century. Grist was being ground at the Wellington Square flour mills when one of the millstones burst into a thousand pieces. One large piece of stone struck the miller's leg but did not break it. The large fly-wheel of the engine was completely smashed, one portion going through the stone wall like a cannon ball. Considerable damage was done to everything inside the mill.

#### Crash in Church

One Sunday, at the Palermo Episcopal-Methodist Church, a large chandelier fell, smashing nearly all the lamps. The balance weight was about 75 pounds and if the chandelier had fallen during the service the consequences would have been disastrous. It had been in use only a short time.

And at one time Halton had its rattlesnakes. From Stewarttown comes the following news item: In September, 1870, the children of Joseph Willson, near Stewarttown, were playing around the backdoor when a rattlesnake came out from under some loose boards. It first attacked the infant, inserting its poisonous fangs into one of the child's fingers.

Then with head erect, it pursued an older child into the house. The terrified mother attacked the snake by pelting it with hot smoothing irons which happened to be on the stove at the time. The reptile beat an unglorious retreat, before it finally disappeared under a pile of rubbish.

The infant became alarmingly ill, its fingers swollen and whole body covered with peculiar spots. Dr. Clarkson Freeman of Milton, and Dr. Wm. Freeman of Georgetown, attended the child, and by their vigorous treatment saved it from its apparent doom.

#### Medicinal Creek

This accident was of a different nature and apparently, in some quarters, not entirely unexplained. A teamster was bringing a load of goods to Milton and met with an accident at Zimmerman Hill. The king-bolt broke and the loaded wagon went over the hill, smashing things completely.

Some barrels of whisky were completely demolished and the fiery liquid ran down into the creek. And here we quote from the actual news item—"The water from Zimmerman Creek is now in great demand and is used medicinally."

Accidents are altogether too numerous to mention.

Reproduction Rights Reserved.  
By This Printing & Publishing Company

**NO CURE**  
"Your application says you left your last job on account of illness," said the personnel manager. "Just what was the nature of your ailment?"  
"Oh, I wasn't sick," replied the applicant. "It was the boss. He was always telling me how to do my work, and the results made him sick, so he said."

If you wish to live to see 90 do not be looking for it on the speedometer of your car.

### LETTER TO THE EDITOR Township Official Disputes Editorial

Stewarttown, Ontario,  
February 10, 1950.

The Editor of Acton Free Press,  
Acton, Ontario.

Dear Mr. Editor:

It was with mixed feelings of amazement and dismay that I read your editorial in the issue of January 27th on unfair discrimination. Amazement that one small editorial could be so crowded with a product that while it is generally conceded to be a necessary and valuable ingredient in any system of progressive agriculture is not usually supposed to be an ingredient in modern journalism, at least not in the quantities in which you used it in your editorial.

Dismay that a man holding the position of editor of a local paper (which position carries the responsibility of providing leadership to all of his subscribers whether in the town of Acton or in the surrounding countryside. In those matters in which ordinary citizens have necessarily only the most superficial information) should for some undisclosed purpose of his own and either through ignorance or malice should distort the facts to the extent that you have done in your editorial. I don't know what proportion of your subscribers live outside the Town of Acton but I am confident that it is a very substantial one. And you Mr. Editor have done a disservice to the community at large, of which you are supposed to be a leader, instead of trying to heal the already existing rift in the community you have driven a wedge of suspicion and distrust between the two sections of that community which cannot be withdrawn in one generation.

In the event that your errors arose from ignorance, I will list below the true facts of the case.

First your complaint that the municipal board denied an application for annexation in 1918. Since there was not any municipal board in 1918 it must have been a Judge who denied the application and the reason is not far to seek, since in 1918 according to the sworn statement of town officials, a total available acreage for the purposes of 366 acres, there was still 189 acres or slightly more than 50% is not built on. The proportion in 1918 must have been much greater.

Secondly with regard to the 1953 hearing, the town of Acton was entirely honest in claiming that they needed the taxation from the proposed annexation area and the board refused the application on the grounds that they would not take taxation from one municipality and give it to another just because the second municipality needed it.

Third, in the 1954 hearing the town applied for some 1500 acres and on the day set for the hearing changed their minds and reduced the acreage to 565. This was supposed to throw the Township's decision into confusion. The only trouble was that there had been a leak or several leaks and the defence knew all about it two days in advance. At the final hearing the town's attitude was entirely changed. It was not a question of taxation at all but a long procession of witnesses were produced to show that none of the 189 vacant acres was available for building. In fact listening to them I received the impression that there weren't even six feet of ground available in Acton for a grave, which of course is true. Acton have to take their dead to the Township of Esquewaux to bury them. Fairview Cemetery is entirely within the Township of Esquewaux. Of course that doesn't matter because a cemetery is exempt from taxation anyway.

You complain that many of the residents of the 100 acres which was not allowed in the annexation are disappointed, since there were only three owners involved and one of them very definitely opposed to annexation and one of the others got his house if not all his land annexed. The many residents you refer to seems to be reduced to one. Again you refer to discrimination between the attitude Esquewaux Township took on the Georgetown annexation and on the Acton one. The two cases are entirely dissimilar. Comparisons are always odious but in this case necessary. In the case of the Georgetown annexation a subdivider had signed conditional agreements to purchase at an excellent price approximately 1750 of 1785 acres which it was proposed to annex. The town of Georgetown, before there was any annexation hearing came to the Township and agreed upon a reasonable compensation for the taxation on the territory which they were going to annex. Naturally if the Township had fought the annexation successfully it would have prevented a number of residents of the Township from getting an exceedingly good price

### New Brick Plant At Terra Cotta?

Three different groups are studying establishment of brickmaking plants in the Toronto area. The Financial Post understands. At the peak of the building season last year, there was difficulty getting some kinds of brick. The three groups said to be contemplating or planning new brick factories have been attracted by this supply situation and by the long-term building outlook in public favor masonry construction.

The Terra Cotta district is mentioned as a possible location for a new brick plant.

One of the groups is said to be headed by Owen Sound residents who may be seeking outside capital. Another group is from the U.S. There have been earlier rumors of new brick plants without definite results. Building codes and to some extent the manufacturers have had expansions during the last few years but bricks have not been in an oversupply situation.

### Georgetown Jumps Payroll by \$4200

Georgetown's municipal payroll was increased by some \$4,200 recently when council voted salary increases to several employees, and a raise in honorarium to the mayor and council members.

The mayor's allowance was increased from \$750 to \$1,000 annually. Councilors will be paid \$6 a meeting instead of the previous \$5. The salary of the clerk-treasurer John D. Kelly was increased from \$3,500 to \$3,750; town foreman Ern Hyde from \$3,800 to \$4,000; and assessment commissioner Joseph Gibbons from \$3,000 to \$3,200. Mr. Gibbons also gets a car allowance of \$100.

Mrs. Aileen Bradley of the clerk's office, was increased from \$200 to \$225. Mr. and Mrs. William Norton, caretakers of the municipal building, will receive a \$75 monthly increase in place of \$72. And the pay rate of town employee Anthony VanTol was raised from \$1.15 to \$1.27 an hour.

Council decided to engage a male assistant who will work with both clerk and assessor. The position will carry a \$2500 yearly salary. Only motion which was met with opposition in the increases was that for the \$100 increase in council meeting fee.

for their land. And in any event a great deal of the assessment which was taken was raw land, 63,600 for land as against 107,125 for improvements.

The Town of Acton on the other hand when they decided on annexation said in effect "Stand and Deliver." The only lands in the proposed annexation area on which there was any definite plan of subdivision were 12 acres of the Braida property and 36 acres of the Jany property and those the Township offered to the town freely and without any strings attached. Of the territory which the Town proposed to annex only 21,137 was land as against 257,425 on improvements. Furthermore the Tannery has been in Esquewaux for 112 years. See Walker and Mills Historical Atlas. In other words they were in the Township for some 31 years before the village of Acton even existed.

You also mention the fact that until ten years ago many of the Tannery buildings in the township were not even assessed. For your information I might point out that a portion of the Tannery had always been assessed in the township up until the time the Wool Combining Corporation bought their property from the Tannery. At that time, before there had been so many annexations and the reassessment neither Town nor Township officials were as familiar with the boundaries as they are today and a senior official of the Tannery misled the Township Assessor by telling him that the Tannery had sold all of their holdings in the Township to the Wool Combining Corporation. Furthermore when it was discovered that part of the Tannery had not been assessed, a bill was sent them for three years back taxes (which was all the law would permit) so that actually they only escaped three years taxes out of the past 112 years.

The only excuse for the existence of any municipality is for the benefit of the ratepayers in the municipality. Growth for the sake of growth is no excuse if it does not benefit those ratepayers. And in the case of the Acton annexation, 4706 inhabitants of the Township of Esquewaux are going to be penalized with a higher tax rate for the very problematical benefit of 2959 inhabitants in the Town of Acton.

Now Mr. Editor might I suggest that in future when you intend to write an editorial on some subject to which there might be two sides you check your facts more carefully instead of going half cocked with a lot of statements which have no basis whatever in fact.

Yours truly,  
(Signed) X K. C. LINDSAY,  
Clerk of Esquewaux Township.

**Editor's Note**—The Free Press is always pleased to publish both sides of any public matter. Since our responsibility for authenticity of editorial matter has been questioned our reply will be found in the editorial columns. We assume no liability for the statements contained in the foregoing or any action which may result from their publication.

**DON'T NEED IT?  
SELL IT THROUGH THE  
WANT ADS**

### HALTON NIGHT SCHOOL

## OPEN NIGHT

FRIDAY, FEBRUARY 18

AT THE

**Acton Public School Auditorium**  
8.00 P.M.

The work done during the night school classes the past season will be on display, including metalwork, oil painting, woodwork and sewing. Some of the clothes made will be modelled.

**EVERYBODY INTERESTED WELCOME**  
Refreshments will be served

### ONE CENT WALLPAPER SALE!

What you have been waiting for! Thousands of rolls of waterfast Sunworthy wallpaper for special sale, at the price of two for one, plus one cent.

Sale starts Feb. 17th and runs for 10 days. Shop early and get the best selection.

**KENNEDY'S  
BOOK STORE**  
GUELPH, ONTARIO

### Patricia Ann BEAUTY SALON

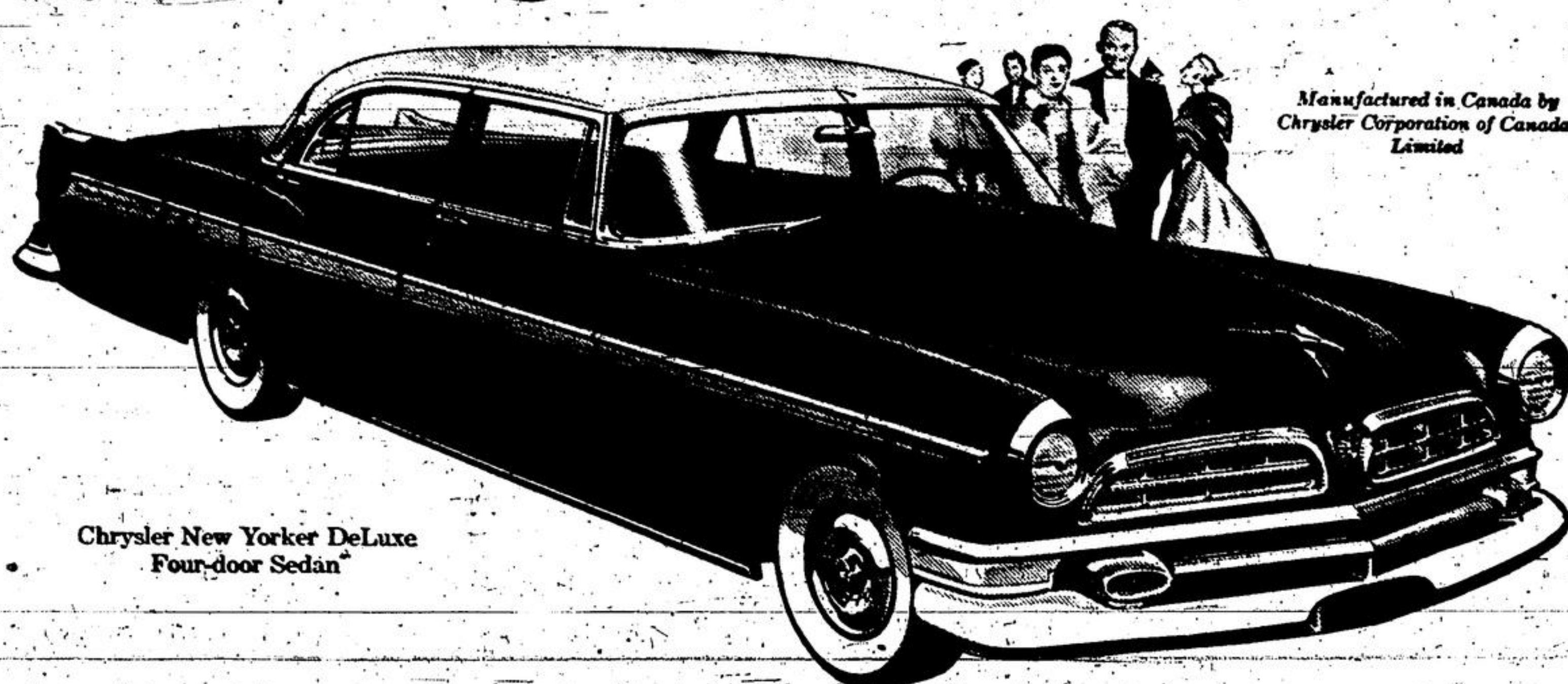
Hair Stylist  
ALL LINES OF  
BEAUTY CULTURE

Closed All Day Monday  
For Appointment  
Phone 341

81 Mill St. E. - Acton

So richly rewarding  
to own a beautiful

**Chrysler**



Chrysler New Yorker DeLuxe  
Four-door Sedan

Manufactured in Canada by  
Chrysler Corporation of Canada,  
Limited

VISIT YOUR CHRYSLER-PLYMOUTH-FARGO DEALER NOW!

**MacSWAIN MOTORS**

ACTON

PHONE 85

252 QUEEN STREET E.