

POLICE

Applications will be received by the undersigned for the position of Probationary Constable in the Georgetown Police Department.

Applicants are to give full particulars as to education, health, marital status and police experience if any.

Probationary period will be 6 months. Starting salary \$2700.00 per year. Duties to begin August 1st, 1956.

Applications to be submitted in a sealed envelope plainly marked "Police Application" and are to be in the office of the undersigned not later than 4.00 p.m., July 16th, 1956.

John D. Kelly, J.P.
Clerk-Treasurer.

Skyway Second in Length Only to Golden Gate Bridge

Highway plans, highway routes, access to highways, and highway construction are of considerable local interest these days and the biggest of all highway projects is of course the Burlington Skyway. Sidewalk superintendents who enjoy watching engineering projects develop from the ground up are in for a real experience in the months ahead as the \$17,000,000 Skyway begins taking shape.

While heavy trucks—the mobile mixmasters of the construction industry—ply back and forth across the Beach Strip, hauling concrete for the 75 piers on which the 8,000 foot long span will be based, bulldozer crews are busy beginning construction of an interchange at the intersection of Highway 2 and the Queen Elizabeth. Also, tenders are being called for the approaches to the Skyway.

Along the Beach, the footings are taking shape and the sight of a mechanical crane hoisting a bucket of concrete high in the air to the top of one of the arch piers gives the observer a feeling of insignificance by comparison in size and an indication of just how big an engineering project the Skyway is. In fact, everything about the Skyway is big. Its length, making it second only to San Francisco's famous Golden Gate Bridge, 75 spans, maximum height 210 feet,

providing a clearance under the bridge of 120 feet and the amount of material required in its construction: 20,000 tons of steel and 90,000 cubic yards of concrete make it an engineering project of considerable magnitude and importance even in an age of scientific marvels.

At the intersection of Highway 2 and the Queen Elizabeth near Indian Point, bulldozers and earth moving equipment are upending trees and piling up earth as they begin construction on the interchange that will provide the main intersection for getting on and off the Skyway from Burlington, according to the Department of Highways.

As is customary when a major highway project is underway, paved service roads will facilitate the movement of traffic when detours are required. In the course of the next week or so, service roads in the vicinity of the Highway 2-Queen Elizabeth intersection are expected to be completed so traffic can be re-routed while construction on the interchange and approach to the Skyway is going on. There will be two service roads to re-route traffic, on either side of the present Queen Elizabeth.

With the Skyway providing four traffic lanes and pulling the cork out of one of the worst traffic bottlenecks in the world, planners looking ahead to the next 25 years are wondering if the bridge should not have been designed for at least six lanes.

However, the completion of the Skyway, scheduled for December 31, 1957, will at the cutting of a ribbon make the Q.E. what was originally intended to be—a through express highway—with the exception of one remaining weak link at the Welland Canal—from Toronto to Niagara Falls.

As for what access local residents will have to the Skyway and the new Highway 401 being constructed north of the present Queen Elizabeth to provide access to the Skyway, unless the thinking of the Department of Highways changes radically, the intersection at Indian Point will be Burlington's main point of access.

An official of the Highways Department said, "the policy is firm concerning access to controlled access highways." The intention is to

prevent such highways from becoming clogged with short run local traffic cutting into lanes of through traffic and pulling off the throughway, creating accident hazards. Further, and this point is the Department's policy and a factor in the Department's decision to make Brant St. non access, the Department intends to prevent a ribbon development alongside its through controlled access highways and consequently, an official of the Department said recently it is not likely there will be any change in plans for construction of the new extension of the Queen Elizabeth which crosses Brant St. north of Freeman.—Burlington Gazette.

Wedding Photos

The Free Press is now prepared since the installation of electronic engraving equipment, to accept wedding pictures of local or district couples for publication, at no cost.

The only requirements are that the photograph submitted must not be more than four inches wide and a glossy print of suitable quality for reproduction. No assurance can be given that the picture will be published in any specified week but every effort will be made to have it published as soon as possible after receipt.

The Free Press photographers cannot be available for any wedding photography work. Introduction of this policy is just one of the extensions made possible with the addition of expanded facilities.

People buy the Free Press to read and read the Free Press to buy.

Chronicles



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

Some habits are good, some are bad, but this habit the weatherman has of always staging a storm over the week-end isn't welcome at all. Especially as it comes just around chow and supper time. We had six extra for supper in Sunday and they arrived just half an hour ahead of the storm. As I watched the threatening sky and noticed the thunder and lightning getting sharper every minute, I put the kettle on and made the tea ahead of time—better tea on the cool side, I thought, than no tea at all. But of course, as I had prepared for an emergency, the power didn't go off. That was just a stroke of luck—neighbors below us had no power at all and it was off down town, including some of the telephones. But at least we didn't have it as bad as folks down in the London-Stratford area—poor dears.

Well, among those who came yesterday were our two boys—our grandsons, I mean. Dave is getting to be more of a little boy all the time—and as mischievous. And the baby—well, I suppose I am slightly partial—but I thought he was just about perfect. Well developed and talking notice of everything around him. Partner wanted to know if there was anything wrong with him because he was so good. But we assured him that when he was at the barn, Edward let us know he had a good healthy pair of lungs anyway.

Dave is very proud of him and talks every now and then about "my brudder." He likes to help Mummy do things for him—runs after nappies and powder, helps put the carriage on the veranda and raises an alarm if the baby is not only looked after her own two boys but took charge of a neighbor's little two-year-old girl as well—and put down a whole crate of berries between baby chores.

Well, it doesn't look as if there will be much haying done around here for a few days. With a heavy rain yesterday and humidity a hundred per cent this morning, it can hardly be called good haying weather. And there are such a lot of bales out through the country. It doesn't make much difference to us as Partner has sold his standing hay to a neighbor—but he hasn't come in to cut it yet, because of the weather. I suppose he will be the first time since we started farming that we haven't had to worry about haying. And what a relief it is going to be.

Of course, there is something very appealing about new-mown hay—you really feel you are farming when the pungent smell of clover fills the air. Right now we are content to borrow the aromatic odors from our neighbor's fields! Haying is a dangerous and worrisome time. When the mower is out in the field, you just feel you have to be constantly on the alert in case a dog, a cat or a child should come within reach of those murderous knives. When you are young you manage to take everything in your stride—the work, the risks and the weather. But as the years go by, the danger seems more imminent, the work harder, and the weather more than ever "agin" you. That is when the older folk are glad if a son, or sons, are able and willing to carry on.

As I look back I think sometimes I used to be looking for trouble because I was often almost petrified with fear when I used to drive the horses on the hayfork. I was always expecting the rope would snap in two and maybe let the load down on Partner or Bob as they worked in the mow. Then when we started taking hay off in bales there was always the chance that Partner, not being too steady on his legs, might take a header from the top of the load. Farming is certainly a hazardous occupation at any time, with either the new or the old way of operating. Mechanization eases the work but I would say it definitely increases the danger.

And yet how nice it is to meet young folk with initiative and vision. One couple who were here yesterday, fortyish, I would say—got tired of city life; bought a piece of land north of Toronto about five years ago. Put up a small barn and a six-roomed bungalow, both of which they built themselves. Then they went into the chicken business. Now they have things fixed up in such a way that the poultry operate on the cafeteria system and both the man and his wife hold office jobs in the city and commute back and forth. They raise broilers, capons and laying hens. Whether they make money or not, I don't know but at least they are paying their way and have an interesting sideline to fall back on if their city jobs should peter out. At least they have solved the problem of what to do with their spare time during this period of automation.

That's all for now—I've got strawberries to put down. As for cherries, judging by our own, there will hardly be enough to feed the robins. But I have quite a bit of fruit left over from last year so I didn't intend to do as much as usual anyway.

In the first quarter of 1956 the value of foreign goods sold in Canada exceeded the value of Canadian exports by \$225 million, compared with a trade deficit of \$24 million in the same period of 1955.

Commission Deals With Reports And General Business at Meeting

(Continued from Page One)

employees to repair the hydro line damage. Circumstances of this necessity were reviewed by the commission with special attention given to regulation of week-end duty by hydro employees.

Waterworks superintendent J. Lambert reported a hydrant moved on Peel St.; gravel laid down at the pumping station driveway; meters in all but three completed houses at Glenlea and reviewed extensions necessary on certain local hydrants.

Sewage system superintendent A. Doby reported difficulties with the pump motor at the lift station, also noted trouble with clogged or broken sewer laterals in Warren Grove and Glenlea.

Toward the close of the meeting, discussion was held on the status of an employee working back and forth between the town staff and P.U.C. staff.

Sewer Accounts
Toth's Garage, acct. \$11.51
Symon Hdw., mdse. 15.10
J. McCallum's Serv., repairs 5.50
Rosedale Serv. Centre acct. 16.38
Bell Telephone serv., 9.50
Fisher Scientific Co. Ltd., mdse. 20.25
\$78.24

Waterworks Accounts
Highway Garage, acct. \$ 3.50
Thompson Motor, acct. 25.30
Can. Brass Co., mdse. 93.14
Thos. Gordon Ltd., mdse. 43.89
Bell Telephone, serv. 5.85
Acton Auto Body, repairs 124.25
Consolidated Engines and Machinery, mdse. 12.00
Chemical Develop'ts., mdse. 97.50
Gordon Hdw., mdse. 3.55
Acton P.U.C. Hydro, May operations 1357.56
Acton P.U.C. Hydro, accts. 215.89
\$1,982.43

Hydro Accounts

Acton Auto Body, gas \$.95
Bell Telephone, accts. 40.60
Petty cash, exp. trans. 22.68
Rosedale Serv. Centre, gas, oil, etc. 23.25
Whitham's Garage, acct. 18.81
J. B. Mackenzie and Co. Ltd., mdse. 1.25
Toth Motors, acct. 6.50
Line and Cable Accessories, mdse. 125.14
Thompson Motors, acct. 12.25
MacDonald Elec., meter .55
Can. Gen Elec., mdse. 167.60
Bell Telephone, rearranging, labor, Elgin and Mill Sts. 154.47
Short's Sheet Metal, repairs 2.23
Symon Hdw., mdse. 2.90
F. & E. Lightning Cheque Writer Sales, repairs 12.25
M. Coxe, acct. 50.35
R. Everdell, Elgin exp. 47.50
J. Stewart, Bigwin exp. 58.50
W. D. Mason, Bigwin exp. 73.00
H. G. Bardow, mdse. 34.71
Can. Wire & Cable, mdse. 72.28
Ellis & Howard Ltd., mdse. 76.18
Jenson Man. Co., mdse. 153.69
Northern Elec., mdse. 842.34
Can. Line Materials, mdse. 82.00
H. Palmer, office cleaning 25.00
F. Terry re postage meter H.E.P.C. of Ont., May power consumption 12021.14
J. R. Kearney Corp., mdse. 207.47
\$14,433.40

Shoplifters' Booty Abandoned by Road

Noticing an electric shaver missing after two men had been in his store, W. J. Guild of Rockwood gave chase Friday afternoon. The men had left in a car, however.

The Provincial Police took over and picked up two men on the highway between Acton and Rockwood. The men were later allowed to proceed.

A search of the area revealed a bag off the side of the highway containing the shaver and several other items, including an electric drill, bedroom clocks and a set of drills. Total value was estimated at \$60.

OPP Sgt. M. Wright of the Guelph detachment felt the theft was the work of an experienced shop lifter. The occurrence is under investigation.

Canadian consumption of ice cream is about two gallons per person per year.

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