

The Acton Free Press

The only paper ever published in Acton



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THURSDAY, OCTOBER 17th, 1957

Halton's Autumn Beauty

The bright sunshine of fall days has been spotlighting a piece of nature's handwork that cannot be equalled. The Autumn coloring in the leaves this year has been superb.

Travelling back and forth over No. 25 Highway between Acton and Milton has become an added pleasure as the gay splashes of color decorate the roadside.

Perhaps the Muskoka colors are more abundant in array but Halton's are certainly not to be outdone in beauty. Single trees of flaming red are mixed with subtle yellows while the dark evergreens add emphasis to the natural beauty of the scene.

The foothills of the great Niagara escarpment that cuts through Halton have been the wonder of many visitors and color photographers and artists have been setting up easels and tripods to capture the beauty of the scene.

The beauty of the Autumn season is everywhere and a look at any tree on your street will probably provide you with something of this gay colorful time. Sometimes we drive miles to see the autumn splendour and return to something every bit as beautiful in our own back yard or on our own street.

Don't miss Autumn's beauty. It's all around you.

Busy, Busy, Busy

There's an overworked word in our vocabulary but perhaps its basic there are also a lot of overworked individuals. We're thinking of the word "busy" and the increasing commitments that consume time that prior to shorter work weeks was confined to business and the social comments exchanged when everyone was free to go busy.

Today's dozens of activities that cover service clubs, civic groups and church organizations as well as a multitude of sports and social groups claim ever increasing hours. All of which results in the phrase so often repeated: "I'm too busy."

Perhaps it's a sign of our times or a feeling that to be generally accepted everyone has to be busy. But there are certainly a growing number of social agencies who are continually impressing the importance of their work with the only listeners being those who are already committed to the support of several other services.

In our mind there seems to be a sense of urgency in introducing many new citizens to many new activities, rather than running through the list of faithful workers and depending on them to lend more unimpaired support to another job they haven't time to do.

One of the problems of any town of this size is in finding willing workers for the dozens of "good things for the town" that can be undertaken. The population is large enough but the percentage of citizens interested beyond their own home and centres of interest is limited.

This overworked word "busy" with all its varying degrees (some people are busy doing nothing while others are busy in dozens of obligations) is something a town could do without if the obligations of the town's activities were spread more thinly over a greater percentage of the population.

To a Young Driver

The following comments appeared in the Elmira Signet as an open letter. We felt it is appropriate.

"We saw a young man about 18 years old this afternoon, driving his dual exhaust Ford down Duke Street.

"We saw the car barely miss a little-boy who was on the road, riding a tricycle. The driver sped past, stuck his head out of the window and yelled: 'Get the h— out of the way. Don't you know any better than to ride on the road?'"

"The little boy didn't answer because he hasn't learned to talk very well yet... We thought we might answer for him.

"No, the little boy doesn't know any better than to ride his tricycle on the road. For

one thing, there are no sidewalks on his side of the street and tricycle-riding on the grass is a difficult business. He has been warned not to ride on the road but the little boy doesn't always heed warnings. Some adults don't either, especially traffic warnings and the little sign on the street that says 'Speed 30'.

That little boy on the tricycle is a cute blonde, blue-eyed lad. He has a mother who endured considerable anxiety and suffering to bring him into the world. He has a father who has worked hard and made many sacrifices to make him healthy and happy. The supreme purpose of their lives is to have their little boy grow up to be a useful man.

Now Mr. Young Driver, stop a minute and think if you should kill or maim a child, how would you feel taking his parents?

What excuse could you possibly give them for having robbed them of their dearest possession? More important, what excuse could you possibly offer him whose Kingdom is made of little children?

Children, sir, were here long before you or your automobile were thought of. All the automobiles on earth are not worth the life of one little boy. We don't know what that little boy may be some day but we cannot spare him or any other child in this community.

Modern Era Problem

The air most Canadians breathe today is quite different from the pure, clean outdoor atmosphere the Indians breathed in centuries ago. Even 100 years ago, our ancestors inhaled purer air than modern city dwellers. Then came the factory, the railway, the automobile, the diesel engine and air pollution.

Little is known about the air in cities and towns, but recent studies have been made and more are projected. A year-long study of Ottawa air by federal health officials showed that it could be cleaner, and at certain times actually contains harmful elements of sulphur dioxide. Dust samples still are being examined to see what else residents of the country's capital breathe.

A report now in preparation on findings of a seven-year study of air pollution in 900,000 square miles of the Windsor-Detroit area, the continent's third greatest industrial concentration. The report will include recommendations for controlling smoke and fly ash emitted from vessels in the Detroit River, and may eventually provide an international code for control of vessel exhaust in the Great Lakes and the St. Lawrence Seaway.

Federal authorities now are studying the possibilities of setting up a national air sampling network. Officials have in mind a plan to find out what is harmful in city air from coast to coast, and then see how harmful substances can be eliminated or controlled to the point where they do not affect human health.

While the experts continue their studies, we see no mass exodus from cities. After all, studies of the relationship of lung cancer and cigar smoking have been going on for years with no mass exodus of smokers from the cigar habit.

Canada Today

A recent publication of the Bank of Montreal entitled "Canada Today" undertakes the broad task of covering Canada dealing with the country, the people and the resources.

Its contents prove interesting since it is difficult to get a perspective picture of this broad land with its complexities through any other medium. From the agricultural resources, the forestry, mining, fishing, for trade and manufacturing there are very dramatic differences linked together by the foundation of a country, laid scarcely many years ago.

In a realistic way, too, the publication questions what a Canadian is. Rather than going into a series of platitudes and high sounding phrases the simple answer came that a Canadian is the result of a mixing of a multitude of different races. In the blending of many cultures into the Canadian social pattern, three main streams predominate: British, French and American.

The distinctive mark of a Canadian is an attitude of mind towards his country and the rest of the world. While keenly receptive to American culture, he is proud of the fact that Canada maintains unbroken its links with many of the traditions of the British Isles and Western Europe.

There is enlightenment, too, in the section dealing with Canada's constitution and government. The position of the Queen to Canada is outlined. She is described as the titular head of the government and is represented by a Governor General. Canada is self-governing, does not operate on a colonial basis and does not pay taxes to Britain. This might be good information to store up for trips abroad.

Publications of this type do tend to generate some thinking about this country and do give us an opportunity to see ourselves in perspective with the 15,000,000 others who call Canada home.



"Old Landmark"

G.A.D. About... Television and Newspaper Mixed

For the past week or so, the Free Press office has been somewhat hushed up and uncommunicative in the matter of mass communication. Besides gathering and putting out two newspapers, we have been busy for the National Film Board office in producing a film for their program "Perspective" which will be shown this season over the CBC television network with the exact date of showing to be announced later.

The film is entitled "The Editor" and is a behind the scene showing of an event which might take place in a weekly newspaper office. It did not take place in Acton and the cast are not Actonians although some Acton faces may appear in the film.

The Free Press and the building and machines and equipment used in Acton park, a local restaurant, Beardmore and Co. offices and Acton streets are used in the various scenes.

The confusion of special lights, cameras, sound equipment and the background material for light and sound effects have created a changed atmosphere around the office and some curiosity from those passing on the street. The grey, foggy, overcast sky and the rain on Thursday night and the rain result used as headquarters for a television crew has been noticed and we continue our work of printing and publishing, which way and woe, as interrupted.

How did Acton come to be chosen for this documentary film may prove an interesting point of the "behind the scenes" for our readers and all of us of the city. It was indeed a pleasure to be involved in the production of this film.

It all started a couple of months ago when a script writer for the National Film Board secured a story from a western Canadian town which as the basis of the film. The writer discussed with a number of editors of weekly newspapers the feasibility of the production. In his comments, I happened to

be one of the editors mentioned and my comments were that I was not sure of the feasibility of the project. It was a long time before I was convinced that the project was feasible. I was convinced that the project was feasible. I was convinced that the project was feasible.

When the script writer first contacted me, he was very enthusiastic about the project. He was very enthusiastic about the project. He was very enthusiastic about the project.

SILVER-WOOD Mrs. W. R. Norton Hostess to Institute

The Silver-Wood Institute, Silver-Wood, Ont. was the hostess to Mrs. W. R. Norton, the day after yesterday. The day after yesterday, Mrs. Norton was the hostess to the Silver-Wood Institute. The day after yesterday, Mrs. Norton was the hostess to the Silver-Wood Institute.

THIS SUNDAY'S CHURCH CALENDAR

BAPTIST CHURCH ACTON Rev. Ray H. Carter, Pastor Parsonage, 115 Bower Ave. Phone 208-W	UNITED CHURCH OF CANADA Acton, Ontario Rev. Gordon L. Munn, M.A., B.D., Minister Parsonage, 115 Bower Avenue Phone 208
SUNDAY, OCTOBER 20th, 1957 11:30 am - Anniversary 10:00 am - Church School 11:00 am - Morning Worship 7:00 pm - Evening Service Guest Preacher: Rev. L. E. Mason of Quebec	SUNDAY, OCTOBER 20th, 1957 9:00 am - Morning Prayer 10:00 am - Junior Church and Church School 11:15 am - Morning Worship
PRESBYTERIAN CHURCH OF CANADA KNOX CHURCH, ACTON Rev. Andrew H. McKenzie, B.A., B.D.	THE ANGLICAN CHURCH OF CANADA St. Alban's Church, Acton, Ont. Rev. Evan H. Jones, B.A., L.Th. Rectory, 185 Jeffrey St., Tel. 253
SUNDAY, OCTOBER 20th, 1957 10:30 am - Church School 11:00 am - Morning Worship 7:00 pm - Evening Worship	SUNDAY, OCTOBER 20th, 1957 (TRINITY XVIII) 8:30 am - Holy Communion 9:45 am - Church School and Bible Class 11:00 am - Beginners' Classes 11:00 am - Choral Communion 1:00 pm - Dedication of the new St. Alban's Rectory by Ven. S. A. Kirk, Archbishop of Truro
ACTON PENTECOSTAL ASSEMBLY Meeting in the Y.M.C.A. Pastor: Rev. K. J. Reid 81 Cook St., Telephone 60-W	SHORTER LINK THE PAS. Man (C.P.) - Work has started on an all-weather road from The Pas to Hudson Bay, Saskatchewan, which will shorten the route from northern Manitoba to northern Saskatchewan. Completion is expected in two years.

THE GOOD OLD DAYS

BACK IN 1907

Taken from the issue of the Free Press, Thursday, October 17, 1907

The following is a list of the names that appeared in the Home Affairs column of first examination for the summer holidays:

Mr. T. H. Brown, Mr. M. H. Brown, Mr. J. H. Brown, Mr. K. H. Brown, Mr. L. H. Brown, Mr. M. H. Brown, Mr. N. H. Brown, Mr. O. H. Brown, Mr. P. H. Brown, Mr. Q. H. Brown, Mr. R. H. Brown, Mr. S. H. Brown, Mr. T. H. Brown, Mr. U. H. Brown, Mr. V. H. Brown, Mr. W. H. Brown, Mr. X. H. Brown, Mr. Y. H. Brown, Mr. Z. H. Brown.

BACK IN 1937

Taken from the issue of the Free Press, Thursday, October 17, 1937

The names of the United Church of Canada, which were listed in the Home Affairs column of first examination for the summer holidays:

Mr. A. H. Brown, Mr. B. H. Brown, Mr. C. H. Brown, Mr. D. H. Brown, Mr. E. H. Brown, Mr. F. H. Brown, Mr. G. H. Brown, Mr. H. H. Brown, Mr. I. H. Brown, Mr. J. H. Brown, Mr. K. H. Brown, Mr. L. H. Brown, Mr. M. H. Brown, Mr. N. H. Brown, Mr. O. H. Brown, Mr. P. H. Brown, Mr. Q. H. Brown, Mr. R. H. Brown, Mr. S. H. Brown, Mr. T. H. Brown, Mr. U. H. Brown, Mr. V. H. Brown, Mr. W. H. Brown, Mr. X. H. Brown, Mr. Y. H. Brown, Mr. Z. H. Brown.

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DENTAL DR. H. LEIB 115 Bower Ave. Phone 208-W DR. J. BUCHANAN 115 Bower Ave. Phone 208-W	TRAVELLERS' GUIDE COACH LEAVE LINES COACHES LEAVE ACTON Daylight Saving Time Eastbound 6:31 am (Daily except Sun and 10:11 am, 1:31 pm, 4:11 pm, 7:01 pm, 10:01 pm (Sun, Sat. and Hall.) Westbound 10:27 am, 12:57 pm, 3:37 pm, 6:27 pm, 9:17 pm, 11:57 pm (Sun, Sat. and Hall.)
LEGAL C. F. LEATHERLAND, Q.C. Barrister & Solicitor, Notary Public Office Hours: 10:00 am-12:00 am Office Hours: 1:00 pm-5:00 pm Saturdays by appointment only Office 22 - Phone - Res 151 ACTON	CANADIAN NATIONAL RAILWAYS Standard Time Eastbound Daily 5:40 am; Daily except Sundays 10:00 am; 1:12 pm; 4:22 pm; 8:01 pm; Daily except Sundays 9:02 am; 6:31 pm; Daily except Sun. at Georgetown 10:11 pm. Westbound Daily 11:44 pm; Daily except Sundays 8:20 am; 6:30 am (Hall stop); 9:01 pm; Daily except Sundays 9:02 am; 6:31 pm; Daily except Sun. at Georgetown 10:11 pm.