

The Acton Free Press

The only paper ever published in Acton



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G. A. Della, Editor-in-Chief
David R. Della, Production Manager
James A. Della, Managing Editor
Business and Editorial Office - P.O. 600 Acton
Editorial Assistant: G. A. Della

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Civic Holiday

Monday is Civic Holiday. It is the holiday in the year over which the municipalities have complete control. In earlier years it was scheduled for a variety of dates to meet local conditions. If a local organization or group had arranged for an excursion or a day of sports it was often arranged to have that day proclaimed Civic Holiday for that particular city, town or village. Quite often it fell on a week day.

In later years the trend has been to designate public holidays for a Monday and for a uniform date in all municipalities. By popular acceptance the first Monday in August has been observed in this part of Canada as the day of common choice for a mid-summer holiday.

Monday is your own local holiday. It is fitting that its observance is of local nature and of benefit to your town and fellow townsmen even if it has lost its individuality.

In Acton the Minor Sports committee has lined up a three day celebration that will include soap box derby, bands, parades, a community outdoor church service, sports events and other attractions.

It's good to see a local event for holiday-makers and the cause is worthy of your support.

To Attract Attention

Teen age drivers are coming in for considerable criticism according to the Owen Sound Sun Times. A nationally known writer came out the other day in a weekly publication with widespread circulation making a strong appeal to teen agers denied the privilege of driving. He is but one of the many to take a similar stand.

And the reason for the attitude is not long sought. It rests with some members of the group referred to as "teen agers." Not all of them by any means, but some. And unfortunately they appear, by the very spectacularity of their antics, to be many.

The other day we voiced admiration for an unknown teen age driver, whom we had driven behind for some distance. At the time we drew attention to the fact that there are many young drivers who are good, sensible drivers. They observe the speed laws and the other laws of safety and common sense, as well as adult drivers, in fact better than many. Their reflexes are good. They show that they realize that driving is a privilege, not merely a right. Quite often they go unnoticed, as should be the case.

—Then there are many young drivers who don't want to go unnoticed. To gain notice they, in their immaturity, will resort to all kinds of driving foolishness. They attract attention to their youthfulness by their souped-up, freakish appearing cars. The low purr of motor power means nothing to them. It has to be the loud roar of muffler cut-outs. The ingenuity which has been built into the production of cars down through the years leaves them inconspicuous. They have to cut away the tops, or in some other way make their car look different. Strangely, however, they often indulge in a similarity of garb, for the same purpose as they make their cars different — to attract attention. They dress as a group but like something from another land. And their driving tactics more often than not are just as "different." —Walker-Herald-Times.

"What Does It Cost?"

The usual question regarding employment is "what does a job pay?" rather than "what does a job cost?"

In most industries it would be difficult to find employees if one of the conditions of employment was to provide your own machine. But usually the tools are provided and little more thought is given them.

The average capital investment per employee in Canadian manufacturing industry in 1957 was \$11,446. This gem of information was gathered by the Canadian Manu-

facturers' Association in its annual survey. It should be emphasized that this is an average figure since obviously job costs in heavy industry tend to be higher than in a small operation with less expensive plant and equipment.

It might also be noted that with the expansion of manufacturing in Canada the investment per worker has been steadily rising. In 1948, the year the Association's annual study was begun, the figure was \$6,433. Five years later it had risen to \$10,703.

In these days of advancing technology, machinery and equipment is becoming more complicated and more expensive and this of course requires more investment money to provide more jobs.

It is a sign of confidence in Canada's future that there are still investors interested in creating new jobs through their investment of dollars.

Not Government's Fault

Hopes for a chartered plane trip to Wales dissolved for a group, who were planning a visit to the U.K. this summer, when they learned the trip had been cancelled because money collected for fares had disappeared.

A news report tells us that 64 members of the group had pinned their fading hopes for the trip on a police search and an appeal to the federal government.

The airline company said it had received only \$6,500 of the nearly \$20,000 the society had given to a private agent for arranging the charter. An appeal was made to the prime minister and transport minister asking help to arrange alternative passage.

This is the deplorable and regrettable kind of thing that seems to be becoming an annual event. People in good faith give their money to an "agent" who doesn't turn the money over or disappears conveniently.

Our sympathy goes to those who find themselves in such a predicament. But in all sincerity we can't see how the federal government can be expected to arrange alternative passage for those who have been victimized. We know that it was done last year in equally appealing circumstances but unless we are going to be prepared to lend our travel money over to the government in the first place we can hardly expect them to come along later and foot the bill of alternative passage.

Our minds, it would seem, have been well ingrained with the idea that the government or the prime minister or other officials can get us out of the problems into which we get ourselves.

Our sympathy goes to those who have apparently been victimized but we don't feel it's up to the government to make up for it.

A Place for Dreamers

In this great big country of Canada there should be ample room to stretch things out so that towns don't develop all cramped together and their expansion isn't similarly cramped into as little space as possible.

There isn't any doubt that this is one of the great challenges for local planning boards since certain economic factors are bound to play a part.

Extending municipal services over long stretches to serve a minimum number of consumers is, of course, expensive. The price of land is also a limiting factor since every investor attempts to get as much as possible from the land available. Then too, there is the continual encroachment on agricultural land that diminishes the productivity of the country.

But perhaps we are being conventional in our planning to a detrimental degree, and history will prove our folly.

A plan made for York in 1789, before it was chosen the provincial capital provided a public square with eight principal streets leading off it, each 96 feet wide. This plan, which would have given Toronto, streets as wide as those enjoyed by most American towns disappeared to be replaced by a dismal rectangular cluttering: it was considered too ambitious.

In 1852, a plan was made for a "Road or Esplanade 100 feet wide, along Toronto's harbor front." This design seems too ornamental" is scrawled across the face of the plan.

In these days of planning, local municipalities appear to be caught on the horns of a dilemma. Continually they must mentally face whether it will be too big or too small and the result is a fear to plan anything.

On top of this they are often given the job of policing zoning by-laws and their time is taken with debates on enforcement or relaxation of by-law restrictions. There is little time for studying the economic trends of a community, its needs, its problems, or its plans for future development.

There should be some dreamers on local planning boards.



G.A.D. About...

The Old Family Album

While the old family album may have long passed from many modern households, it still has a counterpart in most homes today. Many of you will remember that fancy, plush covered, well-bound volume that contained the photos of most of the members of the family, the grandparents and many of the aunts and uncles on both sides of the family and some of the cousins as well.

It was a fixture in every parlor before these rooms in the home became known as living rooms and was part of the fixtures for entertaining visitors along with the stereopticon views. There wasn't any radio, television or records to relieve tedium or enliven dull conversation in those days.

The old family album is not under the table or on a corner stand readily available anymore. Following it is a snapshot album or later still the projector with colored slides or, maybe the home movies which store up family history and incidents and are popular for home leisure. Of course, they aren't as simple to whip out as the old albums but they do fill the bill for those who like to look back and refresh memories.

They at least provide a glance and review of changes in women's dress or of man's appearance in the days when a beard or a well-groomed mustache was quite the masculine height of fashion to the present time when such things are reserved for contemporaries.

We often wonder, with color photography so popular these days, if the pictures taken now won't provide more merriment 25 years from now than those of a quarter century ago.

Of course, some of you will also recall the period when the picture postcards were preserved in an album and these also provided a means of home entertainment. Pictures generally have always been a means of recording and popular means of conveying knowledge and have reached a new peak in this day and generation.

We recall that in our early days of printing there was rarely a local picture in the Free Press at the height of the summer season. Hon. M. H. Diamond, M.D., Ontario Minister of Transport pointed out today the province will be on holiday and most of our people will be travelling in cars. Combined with the influx of vacationing tourists from the United States and other provinces of Canada the pressure on our highways will be tremendous.

No weekend passes without a list of tragic and unnecessary motor vehicle accidents. Long weekends are particularly hazardous, very largely because too many people attempt to go too far, too fast. There are safe limits of physical endurance and mental alertness beyond which it is dangerous to go. There are sensible speeds that keep you in step with the traffic and avoid conflict.

Most drivers are aware of all

these conditions, the Minister said, and know that risks are increased when they are neglected.

Undoubtedly "speed too fast" for conditions is the most frequent violation of sound common sense. Our extremely poor driving practice in entering curves beyond controllable speeds. Over the Civic Holiday weekend last year, at least seven of the 22 fatal accidents occurred when drivers were unable to hold their cars to the road on curves. There were seven more out of control fatal accidents on that weekend.

All of us now have an equal chance to enjoy an accident-free holiday. But unless each of us starts the weekend with a determination to drive sensibly and to fit our travel requirements into those of other road users, we are risking disaster. At no time on the road is it safe to neglect the rules of good driving.

Produced when they are neglected, when they are neglected again and again, drivers neglect to do things they know they ought to do or take chances against extremely poor odds and sooner or later meet with disaster.

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THE GOOD OLD DAYS

Taken from the issue of the Free Press, Thursday, July 30, 1958.

A popular young tobacconist narrowly escaped a watery grave while bathing in Parry Lake on Monday afternoon. He got tangled and unable to swim, was in dire extremis until rescued by a couple of companions. He will now learn to swim in earnest.

The Acton baseball nine defeated Milton in a "Halton's Pool" league game in the park here on Saturday by a score of 3-2, in a contest that boasted with excitement and uncertainty. The game was just close enough to keep the crowd on edge without showing them into the depths of despair.

The locals scored one in the first inning but Milton evened things up in the fourth and took the lead for one run in the fifth. The game ended as this year's team had had much to say coming from the bench.

However in the Action half of the sixth inning the Milton nine made a single. H. Ryden by a clean drive to left field advanced him and the pair scored on a long hard drive deep to center field by E. Ryden. There was nothing else after this and the Milton nine went down in order to end the game and give the locals the victory.

During the half past in Halton's Park between the third and about two and a half hours of Action, there was a single drive to right field and a double to left field, a single to right field and a double to left field, a single to right field and a double to right field.

The locals scored one in the first half past in Halton's Park between the third and about two and a half hours of Action, there was a single drive to right field and a double to left field, a single to right field and a double to right field.

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