

Rural Mail Carriers Celebrate 50 Years of Servicing 600,000 Families

Cover 102 Miles Daily in Rural Area Four Local Carriers Serve District

The Acton Free Press.

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Second Section.

Four Acton rural mail carriers last Friday, October 10, joined over 600,000 families along with the Post Office Department in celebrating 50 years of rural mail delivery.

The longest with the Acton rural mail delivery is Harold Webster, of R R 4 Acton, who has delivered the mail daily for over 33 years, covering a 26 mile route in the rural area.

Still going strong and enjoying every minute of his work, Mr. Webster began carrying the mail with a horse and buggy in the summer and used a horse and cutter in the winter time.

Recalling a few incidents of early rural delivery, the carrier for R R 4 told of many times when he had to toss a bag of mail over his shoulder and using sharp's pointers, deliver from farm to farm, feeling his way along the telephone wires, the show was piled so high.

Jobbin' for know
Seen after starting as a rural mail carrier, Mr. Webster began using a car but recalls he only used it about four months of the year, having to rely on old fashion plow through the deep snow.

Jack Locker, a long time resident of Acton, has been with the department 26 years, first starting out with a horse and later advancing with the motor age. He presently uses a half ton pick-up truck.

Delivering on R R 2, Mr. Locker travels 33 miles daily, dropping off and picking up mail.

Starting the same year as Mr. Locker, Willard Britton is the carrier on R R 1, presently delivered by his daughter Betty, who travels 23 miles daily.

Carrier III
For the past 12 years, Joe Joque has been the faithful mail carrier on R R 3 in the Acton district. Ony illness prevents Mr. Joque from presently fulfilling his duties over the 20 mile route.

Pinch hitting for the carrier, on R R 3 is Mrs. E. Coates, who is taking the route during Mr. Joque's illness.

Previous to preparing the mail for their routes, one day this week the carriers returned over early days when country roads were filled in with snow and treks had to be made on foot, leaving "old faithful" tethered to a nearby telephone pole until the route had been covered.

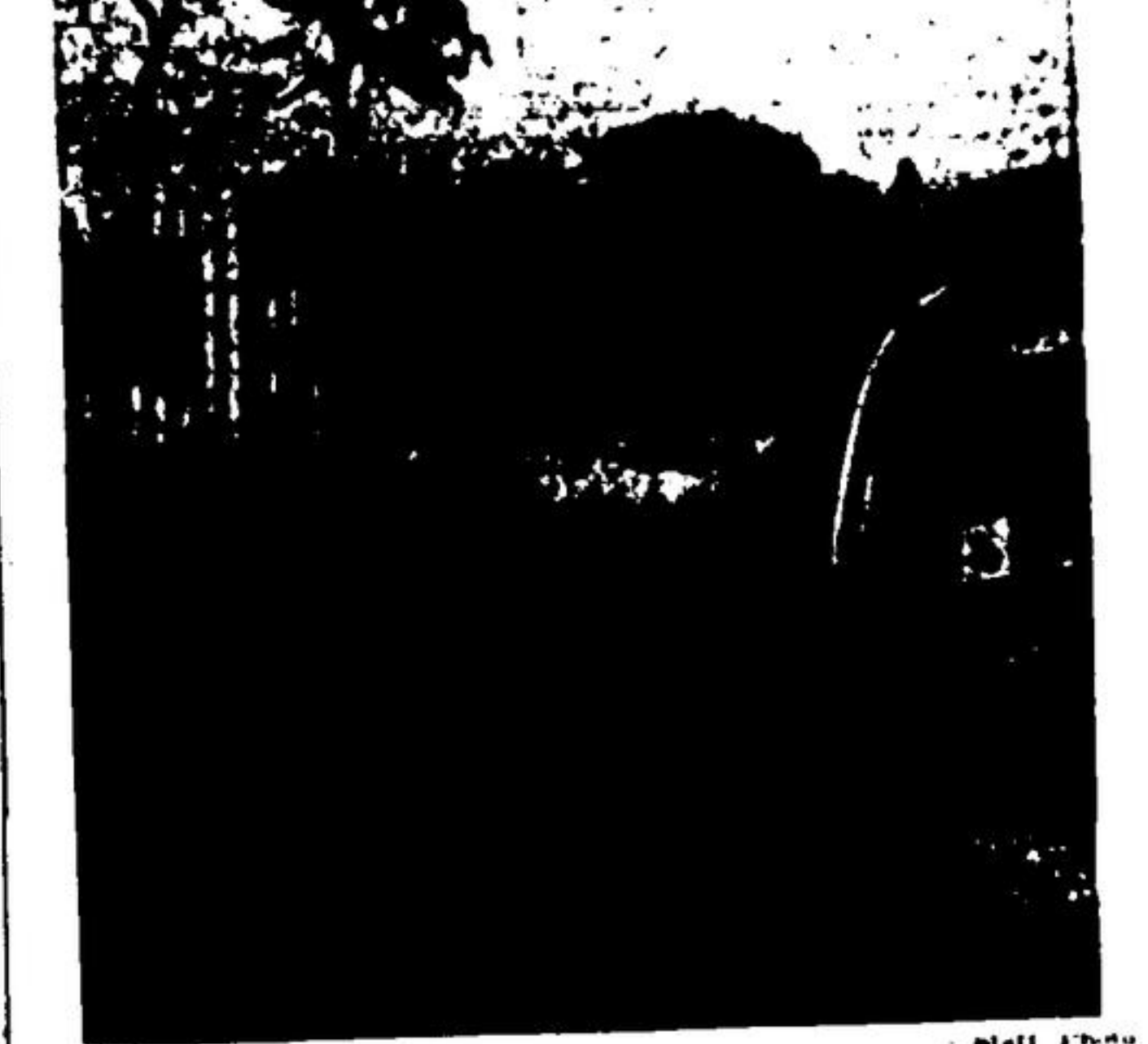
Pick-up Signal
It was pointed out by the carriers that most of the rural residents are quite familiar with the method of notifying them there is mail to be picked up.

The proper method when there is no pickup is to leave the mail box parallel with the road and when there is mail deposited in the box for pick-up, the box is turned at right angles to the road.

Apart from the far north, there are large areas of undeveloped land in Canada. In northern Alberta there are about one million acres of untilld land.



RURAL MAIL DELIVERY CARRIERS in Acton are shown above sorting out the mail for delivery to the rural area. Four mail carriers cover a total of 102 miles each day delivering mail to the district. Lower photo shows the carriers, prior to leaving on their route, after sorting out their mail. Left to right are: H. Webster, Mrs. E. Coates, E. Terry, postmaster, Betty Britton and J. Locker. Missing on account of illness was Joe Joque, who covers R R 1. Mrs. Coates is pinch hitting for Mr. Joque during his illness. The faithful group of mail carriers believe in the motto, "The mail must go through" as they battle all kinds of weather, to cover their routes.



FIRST STOP on his route, Harold Webster is pictured as he deposits mail in one of the rural mail boxes. Mr. Webster has been carrying the mail for the past 33 years and started out using a horse and buggy to cover the 26 mile route. He was one of the many rural mail carriers in Canada that celebrated 50 years of rural mail delivery on Friday, October 10. Over 600,000 families in Canada benefit by rural mail delivery.

Celebrate Rural Mail Delivery Started in Canada 50 Years Ago

About 600,000 families and the Post Office Department celebrated a special birthday on Friday, October 10, Canada's first rural route.

Although the first rural route was laid in 1908 between Hamilton and Ancaster, Ontario, introducing special services, whereby country dwellers had their mail delivered to their homes.

The contractor on R R No. 1 Hamilton, the official name of the pioneer, wended his way for seven miles from Hamilton to Ancaster, Ontario, and returned each day saving householders along the route of travel.

Stage Routes
When the system was introduced, it was confined to existing stage routes, but strong claims were made by those on other routes with the result that by 1912 under increased regulations, all persons residing along well defined roads over a mile long became eligible for rural mail delivery.

Another advantage was that Rural Route contracts were referred to sell postage stamps, take applications and accept money for Money Orders and Postal Notes. By November of that year over 25,000 boxes were being served on 900 routes.

Steady Increase
Over the years, the number of rural routes has continued to increase and on almost all country lanes, the horse and buggy has now been replaced by an automobile. A few hours travel by car covers a route which required a day by completely former.

As happened in the case of the original service, some rural routes are the forerunners of letter carrier delivery as Canadian cities continue to expand. In 1957 in an effort to provide mail service to isolated groups of families on the Newfoundland coast, several winter rural routes were started.

They were operated by mail bags and patrons were served by motor launch once a week. There were no mail boxes involved as patrons collected the mail at the wharves and conducted their postal business on the spot.

Alaska Hwy. Service
While the strictly speaking a rural route, the Alaska Highway service certainly handles mail for country people. From the end of steel at Dawson Creek, B.C., a three day journey twice a week brings the mailman over 200 miles to White Horse with all surface mail for the Yukon.

He also attends the needs of 150 Post Offices en route and stops at a number of non-Post Office points where patrons can transact Post Office business with the carrier. At White Horse two connecting services branch off, one following the

RAILWAYS MOST IMPORTANT
Canada's transportation system today is largely competitive with railways, highways, inland waterways, air-rail and pipelines serving the public. Railways remain the most important form of transportation for the movement both of people and goods.

SPAN QUARTER OF GLOBE
Travelling from Acton, Ontario, to a part of the globe is a matter of time and cost. Canada, to major cities in the United States, across the Atlantic to the United Kingdom, France, Germany, Belgium and New Zealand, and southward to Bermuda, Nassau and the Caribbean.

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Days	No. of Seats	Price
Friday, Nov. 14	14	\$1.00
Saturday, Nov. 15	15	\$1.50
Wednesday, Nov. 19	19	\$1.00
Friday, Nov. 21	21	\$1.00
Saturday, Nov. 22	22	\$1.50

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CHURCHILL
Three Generations Have Shown At Erin Fair for Past 65 Years

Congratulations to Mr. Robert Kerr, Mr. Archie Kerr and Mr. Robert Kerr Jr. who had their picture taken of three generations for showing 65 years at Erin Fair.

Congratulations to Mr. and Mrs. Frank Freeman who had their 25th wedding anniversary on Tuesday and hand on glass. Her many friends wish her a speedy recovery.

Visitors
Visitors at the home of Mr. and Mrs. Arthur Swackhamer and Mr. and Mrs. Leslie Swackhamer were Mr. and Mrs. Dirk Van Goozen, John and Mary, Mr. and Mrs. Harold Swackhamer, Miss Joyce Swackhamer and Mr. John McEneaney of Hamilton. Mr. and Mrs. Chris Swackhamer, Jim, Rosa and Diane and Mrs. Rosa Swackhamer and Brenda of Acton.

Mr. and Mrs. Norman Tetter spent the weekend with his parents, Mr. and Mrs. Turner at North Bay. Mr. and Mrs. Clarence Denny and family visited in Nobel with his brother and family, Roy Earle Leslie for the weekend.

Mr. Arken of Acton is visiting with his daughter, Mr. and Mrs. Wallace Swackhamer.

Mr. and Mrs. Everett Denny of Acton visited on Sunday with Mr. and Mrs. Hal Denny and Robert Denny and family and Mrs. Aiken visited on Thanksgiving with Mrs. C. B. Swackhamer, Hillsburgh.

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ASSESSOR REQUIRED

Applications will be received by the Undersigned for an assistant to the Assessor, until 5 p.m., Monday, October 20th, 1958.

Applicant should state qualifications, experience, age and salary expected.

Previous assessment experience preferred.

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