

# Editorial Page

## On With the Salt

Use of salt on highways and streets during winter to improve driving conditions has been a matter of contention for some time. A recent experiment in Rochester proves interesting.

In order to discover what would happen if a "no salt" policy was introduced the city manager and commissioner of public works in Rochester agreed to use no salt during one snow storm. It was undertaken by the men on their own and no one was advised of the experiment.

The result was that by afternoon, with dropping temperatures, the complaint bureau and ice and snow control office were flooded with complaints from police officials, transit company, supervisory personnel, and many private citizens.

The superintendent of street cleaning said conditions would become intolerable unless salt was used. And the remarks and statements of individuals were acrid.

The order was given to salt the streets and the hazardous conditions were relieved after one run of salt spreaders. An hour later the city was back to normal.

Recently the Department of Highways under criticism for its salt policy, noted that ever since salt was first used there had been a constant search for an effective corrosive inhibiting material. In every case the experts have found an effective additive is either not sufficiently effective or the cost was prohibitive.

And so it's still on with the salt.

## Close To Home

Accidents that hit close to home always leave the most impressive message behind.

The accident last week at Hillsburgh that saw three die in a flaming school bus and the driver as a later victim, leaves broken hearts in the immediate district and hearts heavy with genuine sorrow in most parts of Ontario.

There will undoubtedly be many versions of what actually happened. Already there have been plans for exhaustive inquiries into the cause of such an unfortunate accident.

Probably the most important lesson is the simple message that accidents can happen

close to us at any time. It is unfortunate that mounting death on highways has little cumulative effect. But an accident close to home drives through the message of safety much more quickly.

It's highly doubtful that level crossings will be eliminated in our day. Because of that and despite warning signals, level crossings will continue to call for a degree of caution.

While our sincere sympathy goes to the families and friends of those lost in the tragic school bus-train crash at Hillsburgh, it is our hope the stark tragedy will impress on all of us the need for that level crossing caution.

## Bearing Gifts

The Canadian Government has announced a \$25 millions gift to India under the Colombo plan. Another way of stating it is that Canada will be increasing her export trade with India by about \$23 millions and making a cash contribution of something less than \$2 millions.

About four and a half million bushels of wheat will be shipped valued at \$7 millions. There will be base metals to the value of \$11.5 millions. Canadian-made diesel locomotives for \$2 millions and \$2.5 millions in fertilizer. The wheat, base metals, locomotives and fertilizer will be sold for rupees and the rupees spent on Indian labor and Indian-produced materials for government development projects.

The mutual benefit of this counterpart

fund plan is obvious and beyond criticism. But there can be snags. At the outset of the Colombo plan Canada got off on the wrong foot with its first offer of wheat to India. The Indians politely but firmly refused and Canadians showed their annoyance. Relations between Ottawa and New Delhi became extremely cool. Finally, through an intermediary, Canada discovered that the grade of wheat she was offering was useless to the Indian processor.

That was a passing misunderstanding but giveaways that may be sold in competition with similar home-produced products present a recurring problem. None of which need be too serious if we remember that the bearing of gifts has never been recommended as the way to gain popularity.—Hamilton Spectator.

## Some of the Answers

How expert are the traffic "experts"? Do the specialists in accident prevention know most of the answers, even if they don't always apply the cures? Or are there lots of good, practicable ideas that could save lives on the highways that have not yet received official consideration?

These are some of the questions that the Attorney General, the Hon. A. Kelso Roberts Q.C., hoped to have answered when he organized the recent Jack Hammell Highway Safety Suggestion Award. The competition has now been judged, prizes awarded, and the winning suggestions circulated for study to interested authorities.

The Ontario Safety League quotes from the variety of interesting opinions and suggestions brought out by the competition:

**ROADS**—The Middle white line should be fluorescent. Highway curves should be marked on inside and outside as well as centre. Glass reflectors on all road signs. Curves and hills should have escape lanes for emergency protection against reckless overtakers. All fatality locations to be marked with luminous white crosses, just off the shoulder of the road. Blue flashing lights at all pedestrian cross walks. Color, originality, even cartooning effects to be introduced to make highway signs more effective. All trees on much travelled highways to be cut down. At the brow of hills, three yellow lines to be painted each side of the centre line.

**VEHICLES**—Slow-moving farm vehicles to have flashing lights. Automatic dimmer controls to be mandatory. Brake lights to be a different color from regular tail lights. Approved harness to be attached to each

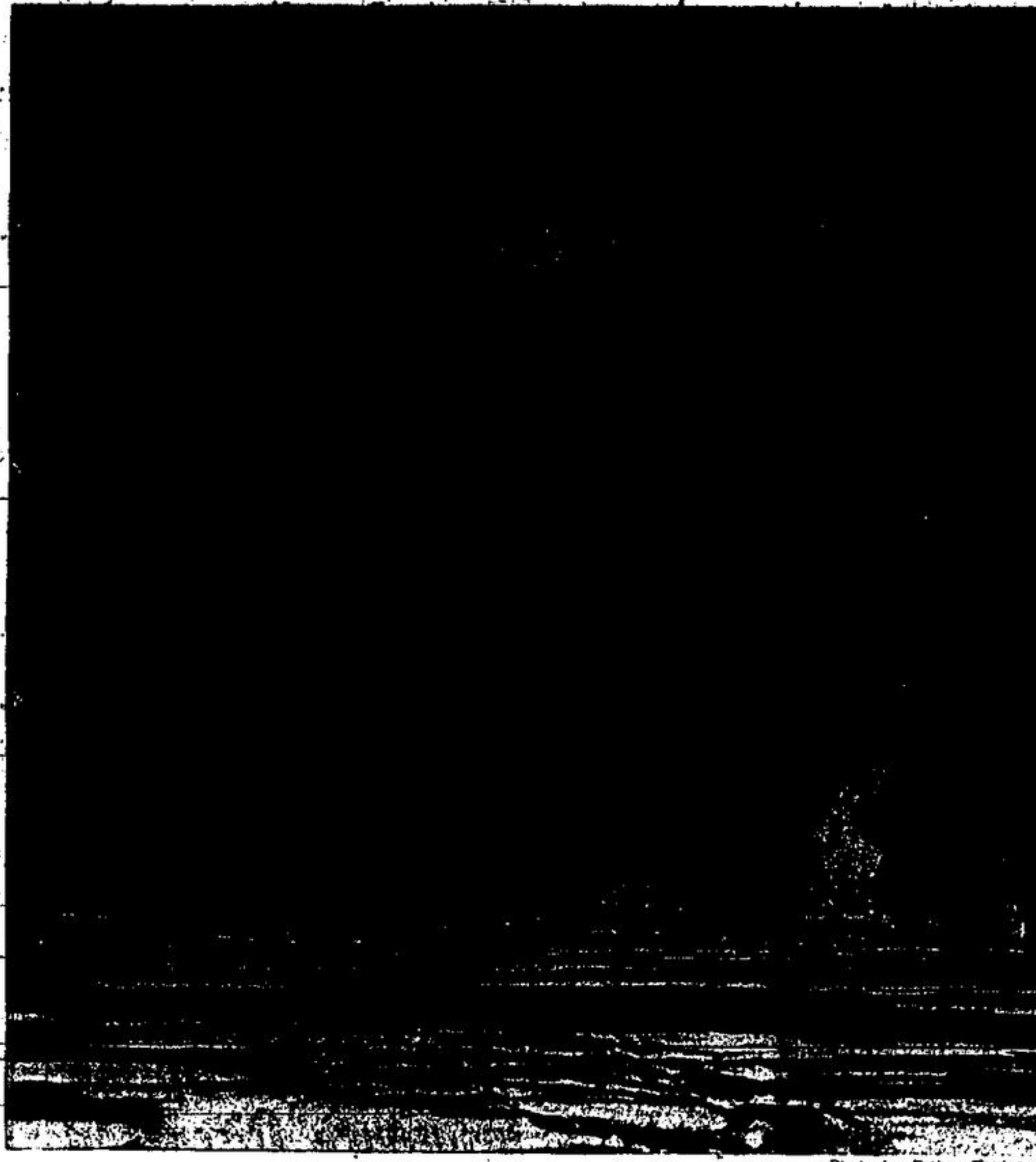
seat. A periscope on top of the car for rear viewing. Seat backs high enough to support heads. Seat belts are cheaper than funerals.

**DRIVERS**—Driver education in the high schools should be compulsory. "Safety is spelled C-O-U-R-T-E-S-Y." Licensing requirements to be more rigid, and re-examination should take place every 3 to 5 years. "Safe Driving—Begins Between the Ears." Chauffeurs' licences should be graded, and issued only at large centres. "Forgettable driving brings unforgettable accidents." Drivers should be required to know English. New drivers should attend recognized driving schools. Reaction-time tests for elderly drivers. Highway safety to be a part of Social Study Courses in Primary and Secondary schools. Compulsory alcohol tests. Learner drivers should carry prominent identification. Age limit for new drivers should be raised. More plain-clothes traffic police.

### BRIGHT FUTURE

We're both hopeful and optimistic that there may be a new feeling of co-operation developing in the town. If the meeting of local industrial representatives, town and Chamber of Commerce officials this week may be used as a thermometer, there could be a new era ahead for Acton. The meeting was friendly, constructive and progressive. It is of stuff like this that better towns are made. Let's have a capable Industrial Commission and let's all work together.

Problems must be solved not shelved to accumulate bitterness. When people meet, problems can be solved. Let's have more of this.



—Photo by Esther Taylor

## "Silver Tassles"

### Sugar and Spice...

BY BILL SMILEY

Let me tell you about the Typhoon. No, Aunt Elsie, the Typhoon is not a big wind in the south seas. In fact, it is nothing but a memory. Not a sweet, tender memory, but a strong, pungent one.

This memory was stirred and wafted by an article in Maclean's magazine called "Break-out at Falaise, a story of the Canadians' war in Normandy, circa the middle of August, 1944. With the article were several pictures painted by war artists. One of them showed Typhoon fighter-bombers strafing a German column. It was like seeing an old friend, and I studied the gruesome thing with delight.

The Typhoon was a big, ugly air craft, built like the proverbial brick backhoe. It took off like a pregnant pelican and landed with the grace of a stove-lid. If the Spitfire handled like a dainty racing mare, the Typhoon was like a great cavalry charger, always fighting for the bit.

But in the air it had the bite and balance of a Viking's battle-axe, the deadliness of an English longbow, and the dash

and striking power of a modern motor torpedo boat.

In World War II, the Typhoon was used in the role of cavalry, to hit the enemy hard and often and from all directions, to smash him when he was stubborn, and when he was on the run. A squadron of Typhoons had the mobility and force of a squadron of cavalry in the days of Cromwell.

Think I'm bragging, do you? Not a bit of it. When the troops were in trouble, when the tanks were held up by a nest of 88's, when the infantry was being belted by a nasty lot of mortars, somebody would holler for the Typhoons. A flight of eight could be airborne and plastering the trouble spot with bombs or rockets within minutes. I've never seen it from the ground, but those who have tell me that when a flight of Typhoons attacked, the sight and sound were incredible. Down out of nowhere they'd come, motors snarling, cannon crackling, until the moment the bombs or rockets were released, when they'd leap into the air like silver

darts, while all hell broke loose where they'd struck.

There is only one type around who has more respect for the Typhoon than the pilot who flew one. He is the infantry soldier who was baled out of a hot spot by the timely arrival of a flight of Typhoons. Once a year I meet one such. He's a weekly editor who was a lowly foot-slogger with the Canadians. And every year, he buys me a very expensive dinner, not because he likes my big, blue eyes, but because he has an abiding gratitude for the Typhoon and its ex-jockeys.

There were bigger aircraft and better ones, but there wasn't anything tougher than the old Typhoon. Twice I was hit by shells that would have torn the whole wing off a less rugged aircraft. All they did was jolt my old bird, and put a hole the size of a watermelon in the wing. The last time I flew one, a battered old relic called S for Sam, it was shot through the heart, but staggered with me into a plowed field and there deposited me so gently I didn't even bruise.

Those of us who had trained on Spitfires were desolate when we were posted to Typhoon squadrons. The Spitfire was the ultimate in the simple ambitions of a fighter pilot. The Typhoon was a sort of ugly duckling with a not too savory reputation.

But we soon grew attached to the big, ill-mannered brutes, as one does to a strong and willing mongrel. We revelled in living in the field just a few miles behind the lines, and looked with some scorn on the Spitfire boys who returned to tea in the mess after an operation. We decided we were winning the war, and the Spits were only for "glamour-boys." We went so far in some cases, as to label them the "avian air force."

Several hundred young Canadians flew Typhoons. A lot of them were killed because the type of job they did produced a high casualty rate. But any pilot who completed a tour of ops on Typhoons can look any man in the eye. Some of them can even look their wives in the eye.

It would be as foolish to write a sentimental ode to the Typhoon as it would be to compose a lullaby to a locomotive. But I'm glad I got these fond words written before my old friend is consigned to the dust-gathering statistics of a forgotten war.

## Acton Hi-Y Club Guests at Guelph

Thirteen members of the Acton Hi-Y Club ventured to Guelph Tuesday evening as guests of the Guelph club during their weekly meeting, and interchanged ideas between clubs.

During the evening the Acton members saw two films entitled "Alcoholism" and "Making a Decision." Following the meeting lunch was served and a social time was spent discussing various ways to improve home clubs.

## THE GOOD OLD DAYS

### BACK IN 1910

Taken from the issue of the Free Press, Thursday, Feb. 10, 1910  
Chief Lawson received notice from the Deputy Minister of Agriculture in Ottawa on Tuesday that owing to the prevalence of rabies throughout western Ontario, all dogs in this county must be either securely chained in an outhouse or other building or kept under lock and key or be constantly muzzled with effective metallic muzzles in a manner satisfactory to the veterinary inspectors of the department.

About six o'clock Sunday morning a car on a stock train going east was wrecked by coming in contact with the rear of a train standing on the cross-over. The side of the car was ripped off and two dozen cattle within were liberated. They were uninjured and ran off at once in all directions and the railway employees had a lively two hours' run to get them corralled again for re-shipment. The auxiliary train came up from Toronto and after an hour's time had the derailed train back on the tracks again.

Upon permission being given by the municipal council, Mr. Walter D. Beaumont had a score of workmen commence the restoration of the skating rink on the power house lot bright and early Tuesday morning and they have been at work there since. Today or tomorrow the premises will be in "apple pie" order again and skating is expected to resume this weekend. The entire property will now be under the complete control of the council.

The Methodist Sunday school orchestra concert in the Methodist church on Monday evening was highly successful. There was a good sized audience and the program was one of real merit. C. W. Mason, the leader of the orchestra, deserves credit in the manner in which he has maintained the orchestra and added to its numbers. There are now 13 members.

During the council meeting Monday evening, the clerk was instructed to prepare a by-law prohibiting the use of the town drains for sinks, cesspools or any other purpose, than that of draining cellars and giving free outlet for surface water. It was reported that measures to prevent this practice a year or so ago had not been adhered to and it was decided to impose penalties on anyone disregarding the rule.

### BACK IN 1940

Taken from the issue of the Free Press, Thursday, February 8, 1940  
Acton Tanners emerged from their slump again on Friday night when they took the Fergus Thistles in tow and won 10-6 in a game that belonged to Acton all the way. The local squad put the most energy and fight into the game, and right from many starts, and well deserved the win. Norm Morton continued to pile up his scoring average and Herb Woods, guarding the Acton nets, played a stand-out game as he made save after save when the Thistles broke through the Acton defense.

On Monday night the Tanners defeated the league leaders from Waterloo 7-4 and moved to top spot in the standings. Norm Morton once again had his eagle eye pinned on the opposition's goal and rattled in four goals during the game. Jack Kentner showed the Waterloo lads the fine art of playing defense when on many occasions he was sole man back and broke up rush after rush as the Waterloo players ganged into the Acton zone. Woods was a stand-out in the Acton nets and turned in an excellent performance to assist in the local win.

The second shipment of Red Cross supplies was made on Tuesday from Acton and district headquarters in the government building and will be sent to the main headquarters for distribution overseas. Evidence of the many hours and hard work being given by members of this worthwhile organization was the large shipment of knitted goods, bandages and seven articles gathered for shipment the past few weeks.

Acton juniors were the right to enter the final in the junior 'C' ranks on Monday night when they defeated the Milton team 5-3 in a hard played and fast skating game of hockey before a large crowd. R. Brush and E. Nichols shared in the top billing for the local scorers with assists from J. Goy, and L. Marzo. Play was fast throughout the night and Holmes guarding the Acton nets came through like a veteran when Milton attempted to overtake the local lads. Penalties were plentiful when tempers flared occasionally. Johnny Goy played 53 minutes out of the total 60.

Mr. Harry Norton left on Sunday to assume his new position with the Imperial Oil Company in Columbia, South America.

## PROFESSIONAL DIRECTORY AND TRAVELLERS' GUIDE

MEDICAL	FUNERAL DIRECTORS
<b>DR. W. G. C. KENNEY</b> Physician and Surgeon Office in Symon Block 43A Mill St. E., Acton Office Phone 78 Residence 115 Church St. E. Phone 150	<b>Bumley Shoemaker</b> FUNERAL HOME Phone 606 night or day Bruce E. Shoemaker, Mgr.
<b>DR. D. A. GARRETT</b> Physician and Surgeon Corner of Willow and River Sts. Entrance River St. Acton, Ont. Phone 238	<b>CHIROPRACTOR</b> <b>A. D. MOORE, D.C.</b> Palmer Specific Chiropractor 17 Mill Street Phone 404 or 66 Office Hours: Wed 2-7 Sat 2-5
<b>DR. ROBERT J. BUCKNER</b> Physician and Surgeon 39 Wellington St., Acton, Ont. Phone 679 Office Hours 8-4 p.m. Afternoons by Appointment	<b>OPTICAL AND HEARING AIDS</b> <b>E. BUCHNER, R.O.</b> Optometrist and Hearing Aid 46 Mill St. E. Phone 115 Office Hours Wednesdays only 1:30-6:00 p.m. Evenings by appointment House calls for invalids
<b>F. L. WRIGHT</b> 20 Wilbur St. Acton, Ontario Phone 85 Appraiser, Real Estate and Insurance	<b>ROBERT R. HAMILTON</b> Optometrist Eyes Examined Hearing Aid Service 181 Guelph St., Georgetown, Ont. For appointment please phone TR 7-3071
<b>REAL ESTATE AND INSURANCE</b> <b>DR. H. LEIB</b> Dental Surgeon Office Corner Mill and Frederick Street Office Hours by Appointment TELEPHONE 19	<b>AUDITING - ACCOUNTING</b> <b>LEVER &amp; HOSKIN</b> Chartered Accountants 51 Main St. N. 212 King St. W. Hamilton, Toronto 1 Phones GL 1-4824 EM 4-9131
<b>DR. A. J. BUCHANAN</b> Dental Surgeon Office 5A Mill Street Office Hours 9 a.m. to 6 p.m. Closed Wednesday afternoon Telephone 148	<b>TRAVELLERS' GUIDE</b> <b>GRAY COACH LINES</b> COACHES LEAVE ACTON
<b>LEGAL</b> <b>C. F. LEATHERLAND, Q.C.</b> Barrister & Solicitor, Notary Public Office Hours: 10:00 a.m.-12:00 p.m. 1:00 p.m.-5:00 p.m. Saturdays by appointment only Office 22 Phone - Res 151 ACTON.	Standard Time Eastbound 6:33 a.m. (Daily except Sun. and Hol.) 8:58 a.m. 11:33 a.m. 2:08 p.m. 5:06 p.m. 6:35 p.m. 8:33 p.m. 10:06 p.m. (Sun and Hol.) Westbound 10:27 a.m. 12:57 p.m. 2:57 p.m. 5:27 p.m. 7:27 p.m. 9:12 p.m. 11:32 p.m. 1:12 a.m. (Fri. Sat. Sun and Hol.)
<b>A. BRAIDA, B.A.</b> Barrister, Solicitor, Notary Public 173 Main St. S., Acton, Ont. Phone 578 Office Hours: 9 a.m. - 9 p.m. 1 p.m. - 2 p.m. Saturdays 15, Cork St. E., Guelph Phone 42242 Office Hours 9 a.m. - 5 p.m. Saturdays 9 a.m. - 12 a.m.	<b>CANADIAN NATIONAL RAILWAYS</b> Standard Time Eastbound Daily 6:44 a.m. Daily except Sundays 9:12 a.m. (flagstop); 7:00 p.m. Sunday only 8:01 p.m.; Daily except Sunday Flyer at Georgetown 8:27 p.m.; Daily Flyer at Georgetown 10:11 p.m. Westbound Daily 11:44 p.m.; Daily except Sunday 8:30 a.m.; 6:44 p.m.; Saturday only 2:22 p.m.; Sunday only 9:43 a.m. (flagstop); Sunday only Flyer at Guelph 7:05 p.m.; Daily except Sat. and Sun. 8:12 p.m.

## The Acton Free Press

Published by the Dilla Printing and Publishing Co. Limited  
Founded in 1875 and published every Thursday at 59 Willow St., Acton, Ontario. Member of the Audit Bureau of Circulations, the C.W.N.A. and the Ontario-Quebec Division of the C.W.N.A. Advertising rates on request. Subscriptions payable in advance, \$3.00 in Canada; \$4.00 in the United States; six months \$1.75; single copies 7c. Authorized as Second Class Mail, Post Office Department, Ottawa.

The only paper ever published in Acton

G. A. Dilla, Editor-in-Chief  
David R. Dilla, Managing Editor

BUSINESS AND EDITORIAL OFFICE PHONE 600, ACTON

## ...Dodging 'Round the District

BY ROY DOWNS

**TALKING BACK**—In case you find a mistake in this paper, please assume that it was put there for a purpose. We publish something for everybody, and some folks are always looking for a mistake. (We swiped this from the Brampton Conservator, which swiped it from a church newsletter, which probably swiped it from somebody else. Wonder who will swipe it from us?)

### Airport in Trafalgar

**TRAFALGAR**—An airport located in the southern part of the township may prove to be a big attraction to prospective industry, say the Oakville-Trafalgar Chamber of Commerce and Trafalgar Township. The groups are now studying all the phases of airport operations and costs. One small existing air strip, on the Third Line north of the Queen Elizabeth Way, has often been used by industrialists and officials believe a new airport would certainly help industry.

### Dead Horse

**CALEDON**—Taxpayers may have to pay the \$25,000 bill for putting telephone lines back in action after the recent ice storm. The phone system has been sold to the Bell Telephone Co. but the Bell doesn't take over until February, 1961. Until then, Caledon pays the bill. It's like feeding a dead horse.

### Mutt Motels - What Next?

**STREETSVILLE**—A lady here said tramp dogs button holed by police need a shelter, and council agreed. The vacant sign now hangs over council's three "mutt motels" erected on her property. The recent inclement weather has stalled the dog tourist traffic, but any hoboos appear on the streets, they are assured of emergency housing in the new kennels. It's a dog's life!

### Recount Falls to Upset

**BURLINGTON**—A recount of last December's mayoralty votes in the municipal election didn't make any changes in the town's chief magistrate. John A. Lockhart received a reduced majority of 18 instead of 29 votes. The count was Lockhart 3519, C. W. Biggs 4501, R. P. Pennington 3266. Judge W. N. Robinson conducted the recount.

### No Benefit

**WATERDOWN**—William A. Wingrove, who operated a farm near Campbellville, has been chosen Warden of the 10th council of the County of Wentworth. In his inaugural address, he criticized the government's annexation policy and asked for a study of the economic justification for the expansion of greater and greater cities. Warden Wingrove said he had yet to hear of one case where annexation had resulted in lower taxes.

### New Ford Head Office

**TRAFALGAR**—Ford of Canada will have a new head office, right across the corner from the Queen Elizabeth Way assembly plant, it was announced last week. Cost of the six-storey office building, to be erected on the northeast corner of the Ninth Line, is estimated at \$5,500,000. It is to be completed early in April, 1961, and accommodate 600 persons.