

Santa has gifts for Mission Circle

Members of the Baptist Mission Circle enjoyed records of Christmas carols as they gathered for their Christmas party last Monday evening.

The president, Jessie Coles, opened the meeting with a Christmas thought followed by the singing of carols. During the business session, a letter was read from the Ruddy's in India thanking the Circle for their recent food parcel, emphasizing the need for prayer in their work.

Plans were made for plays to be sent to the shut-ins and another food parcel to be sent to Rev. and Mrs. J. Wolfe in India.

Marg Baillie read the Christmas story from Luke 11. Miss Coles read a beautiful article based on how the gifts given to the Christ child by the three kings were used in His life when needed.

Edna Ralston led in the playing of games and then Santa Claus came to distribute gifts to all. A delicious lunch was served by a committee of Ella De Vries, Edna Gordon, Elsie Quee and Hazel Cripps. Marg Landsborough was courtesy convener.

BELL LINES

by L. G. Denby
your telephone manager

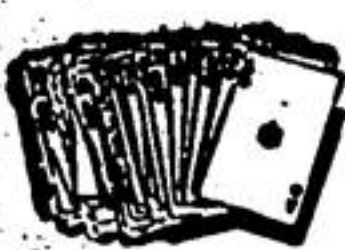
Canada's annual Safe-Driving Week is over for another year. By stressing defensive driving techniques during this week, the Canadian Highway Safety Council, hoped to make motorists aware of every known safe driving procedure so that they will better remember and practice them for the other 51 weeks of the year. We at Bell Canada at least all of us who drive our own cars on business or the familiar green vehicles — well know the importance of driving defensively. All of us who do any driving as part of our work at Bell Canada must take and pass a pretty rugged Company course even though we have provincial driving permits. And, in recent years this course has stressed defensive driving. Really, defensive driving is little more than common sense. It means learning how to recognize potentially dangerous situations, learning how to avoid them, then putting this knowledge to use. Since 42 percent of the people surveyed in connection with The Canadian Drivers Test television program some time back failed the test, it seems that few people know where danger lurks. With winter setting in with its snowstorms, sleet, ice, and sub-zero temperatures, defensive driving becomes more important than ever. Driver improvement courses have been held in many parts of the country this year and more are planned for the months to come. Driving conditions have changed drastically since many of us received our first permits, and a fresh look at our driving habits could make motoring safer and more enjoyable on our crowded streets and highways. And, it could make for a happier holiday season, when so many people will be travelling to join families and friends for Christmas and New Year's celebrations.

Did you happen to see the item in newspapers not too long ago about the man in California who has collected 20,000 telephone books from all over the world? Actually, what appears to be just an unusual hobby is really a tool of this man's profession. He's a tracer of lost persons, and his library of telephone directories often helps him to track down missing persons for his clients. You can use your telephone book to track down things too. Things like Area Codes, emergency numbers, instructions for making all kinds of phone calls, and in the Yellow Pages, lists of dealers, products or services that you may be looking for.

On Christmas day, 35 years ago, telephone lines carried the first radio broadcast of a complete opera—Hansel and Gretel. It was transmitted coast-to-coast from the Metropolitan Opera House in New York.

Best wishes for a very Merry Christmas followed by a Happy New Year from all of us at the Bell.

Lloyd Denby



Let's Play Bridge

by Bill Coats

Suppose that you were in a slam contract and had a choice of two plays in order to take 12 tricks. The first play offered a 30 per cent chance of success and the second play offered a 50 per cent chance of success. Which one would you choose?

I know that the answer would seem obvious but it could be wrong. The correct answer depends on what the plays are.

Let's take a look at this hand which occurred in a rubber bridge match. The dealer is North and North-South are vulnerable.

North
S-A J 5
H-A 4 2
D-7 3
C-A Q J 9 4

South
S-Q 10 8 4 2
H-J 10 6
D-Q J 10 9 6 2
C-7 3

West East
S-9 6 S-Q 10 8 4 2
H-Q 9 7 H-J 10 6
D-Q J 10 9 6 2 D-8 5
C-7 3 C-10 6 5

The bidding:
North East South West
1C Pass 3NT Pass
6NT All Pass

I was sitting North and my partner was my favorite partner — my wife. I opened one club for two reasons — we play a weak no trump and I had a weak doubleton diamond.

South's three no trump bid shows 16-18 points and adding my 16 points and a five card suit, I raised the three no trump directly to six.

West led the diamond queen and declarer made her plan. There are 14 tricks on top and two chances for the 12th. The hearts might split three-three (a 30 per cent chance).

or the spade finesse might work (a 50 per cent chance). Declarer correctly led a small heart and played low from dummy. Why try a 30 per cent chance first? The answer is rather simple. If the spade finesse fails, then it is too late to test the heart split. But if the hearts don't split you can still try the spade finesse.

Often the order of plays is more important than the chance of success.

Next time you make a plan at contract bridge, keep this in mind. If you have two plays in mind, decide which one to try first on the basis that if it fails, you can still try the second one.

Last week's winners at the Acton Bridge Club were: tied for first, Jack Coats and George Solty, with Pat Jeffares and Cam Sinclair; third, Kay Campbell and Bill Coats.

First card

The first Christmas card known was printed and hand colored in England 123 years ago. In 143, Henry Cole, who was behind in his correspondence, commissioned an artist friend — J. C. Horsley — to make him a greeting card.

It was a single page, rectangular in three panels. The outer two sections showed acts of charity — feeding the hungry and clothing the naked. The large centre panel pictured a jolly family toasting each other with wine.

This convivial scene so upset the temperance faction of England that the Christmas card idea didn't catch on for almost 25 years. Only 1,000 of the Cole cards were printed, of which just 12 originals are still in existence.

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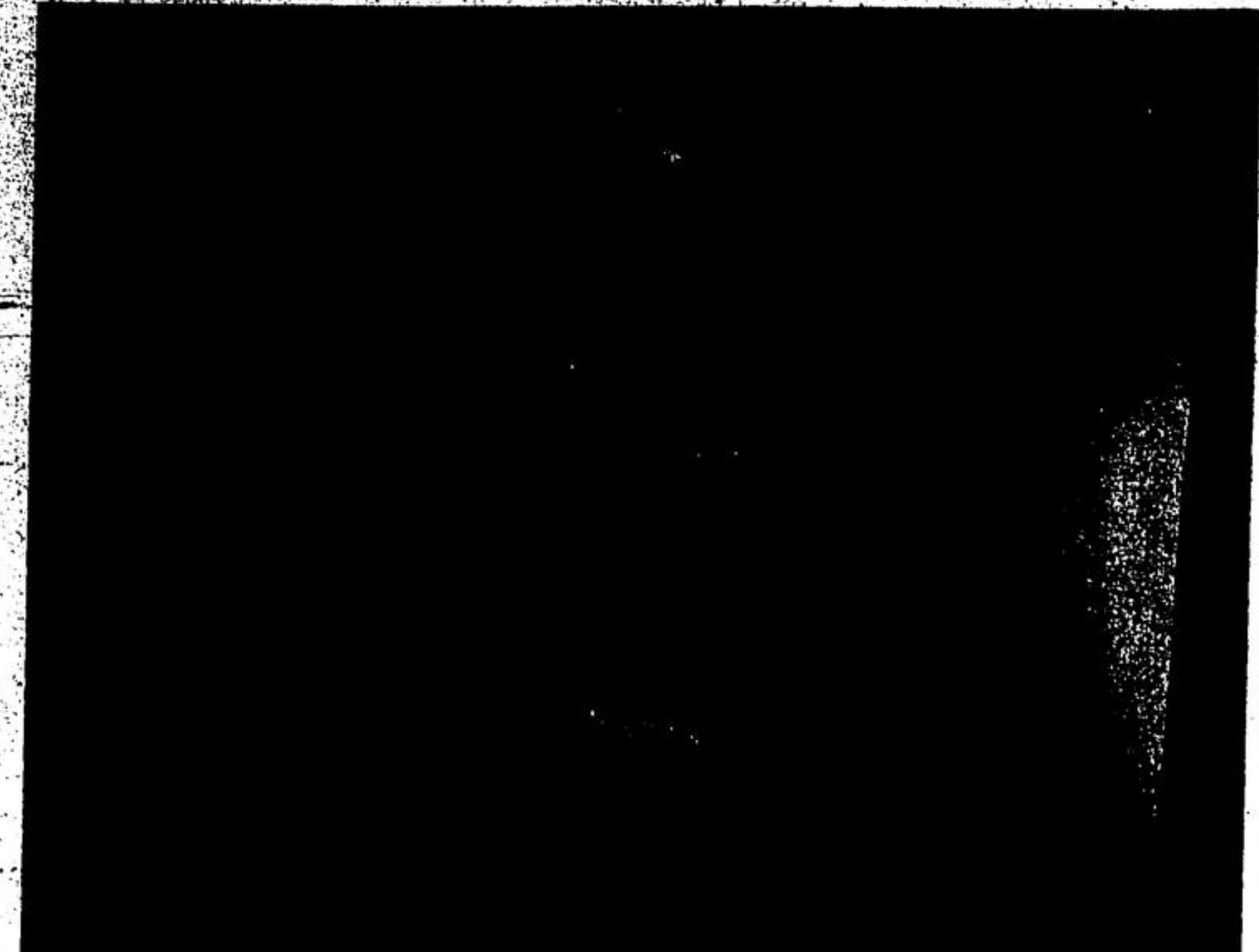
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FIRST BOOK presented to Acton Centennial Library is leafed through by library board members George Lee, Doug Copeland and Fred New. The Clear Spirit was given Milton and Acton libraries and Milton and Acton high schools by the University Women's Club of Milton and district, which has Acton members. The book includes biographies of 20 well-known Canadian women, and is a centennial project.

Auctioneer W. A. Gibson retires after 26 years

Well-known district auctioneer W. A. Gibson of Guelph this week announced his retirement. He has been conducting auctions in this district for the past 26 years. He is also with Sun Life Insurance Company.

Before moving to Guelph in 1946, he farmed near Orton in Erin Township.

Mr. and Mrs. Gibson will celebrate his retirement with a trip around the world in the spring.

Last Saturday evening a surprise family party was held on the occasion of their 40th wedding anniversary, and their two sons and daughter, their wives and husband presented the Gibsons with luggage for their expected tour.

Sisters and brothers presented them with an oil painting and TV tables at the same time.

The happy party was held at the home of the son Rea and his family in Guelph. He is a

teacher at John Ross College in Guelph.

Attending were sons Robert, a squadron leader in the RCAF stationed at Trenton, with his wife, both from Belleville, who have three children who didn't attend; daughter Mildred, a part-time nurse, and her husband, Mr. and Mrs. John Grivich, Hamilton. Mr. Grivich is with the Hamilton police force and sings with the police chorus; they too have three children who did not attend. (There are eight grandchildren altogether.)

Present were five brothers of Mrs. Gibson's, Mr. and Mrs. Earl Jessop, who moved recently to Guelph from above Ospringe; Mr. and Mrs. Harvey Jessop, Hamilton; Mr. and Mrs. Ed Jessop, Goderich; Mr. and Mrs. Frank Jessop, Waterloo; and Mr. and Mrs. Leslie Jessop, who came from Cleveland, Ohio, especially for the celebration; and a sister of Mr. Gibson's, Mr. and Mrs. Wallace Nodwell, Guelph; and a cousin, Miss Irene Gibson of Toronto.

Mr. Gibson's brother was unable to attend, Mr. and Mrs. Harry Gibson of Inglewood; and a sister, Mrs. Thomas Cox of Fergus is in hospital.

Our Readers Write

"BIG QUARRY MONEY" SLOWS TO TRICKLE

Dear Sir:

Since I began calling on homes in Esquering, I have heard a number of complaints which residents claim are caused by the quarries. They list as follows — cracked plaster, foundations and windows, dry wells or low water levels, rough roads with plenty of dust in the summer from truck traffic, flying gravel and stone from speeding trucks, and speed limits that are too high along the Fifth Sideroad.

plain of trucks using a road until it becomes rough, and then switching to another one again, creating the same conditions. Trucks hauling from the Dufferin Quarry often continue across Highway 25 and down the Fifth to the Seventh Line, to avoid weigh scales, causing needless damage to gravel roads never intended for such heavy traffic. I have been unable to determine how many short cuts are used by the trucks and how many miles of roads are being used, nor do I know what added maintenance costs are. Even at the low estimate of \$1,000 per mile, the cost quickly mounts.

Hearing so many of the ratepayers complain about the quarries, I wondered how many tax dollars we were getting from quarries along with all this trouble. So I went to the Esquering Township office to find out. The people at the office informed me that there are only two stone quarries in operation in the township. The other pits are of little consequence since they are either out of operation or truck out only a load now and again.

A suggestion of a gentleman at the County office, I think, offers a partial solution to the problem. If the Esquering council passed a by-law establishing load limits for side roads, trucks would be forced to use the highway or roads designed for heavy traffic.

The Dufferin Quarry paid \$9,777.47 in tax and the Acton Quarry paid \$14,049.23, a total of \$24,726.70. Approximately 10 per cent of the total is claimed by the County, and a portion goes for school tax. This appears to be quite a tidy sum, but when the cost of road maintenance is taken into consideration, this seemingly big flow of money slows to a trickle very fast.

If there is ever to be any peaceful co-existence between the quarries and the residents, two conditions are essential. First the quarries must pay a higher tax to provide for better road maintenance. Second, no more blasting. They will have to develop new means of getting rock for their crushers. If homes and the escarpment must continue to sustain blast damage, then no amount of taxation will suffice.

Three years ago the First Line, which is a dead end road, was graded and hard-topped or prime-surfaced from the Fifth Sideroad to the Dufferin driveway. The Township and Dufferin split the cost. Next, the County took over the dead end road and paved it to the Dufferin driveway at the cost of \$12,000 for eight-tenths of a mile of road. Pretty special treatment for a road that leads to nowhere, and the ratepayers living beyond the Dufferin driveway still travel on a gravel road. Plus, there is the upkeep of the Fifth Sideroad which is also paved.

Wulf Fortowsky.

According to the Phunkett report, the cost of maintaining a mile of road is about \$2,700 per mile. At the nomination meeting it was stated that the cost of maintaining a mile of road in Esquering is about \$1,000. Some residents complain that the roads along which they reside receive very little attention. So it seems probable that the township would save considerably by providing less service for these roads. I would suggest that if any money is saved on some roads, a great deal more than the stated \$1,000 per mile is spent on the roads used by the heavy trucks hauling from the quarries.

A few days of heavy truck travel will cause more road damage than weeks of normal car traffic. Residents com-

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MONDAY, DEC. 26, 1966

and

MONDAY, JAN. 2, 1967

NOTICE

REGULAR GARBAGE PICKUP

WILL BE COLLECTED ON

TUES., DEC. 27 AND JAN. 3

instead of

MON., DEC. 26 AND JAN. 2

JACK McGEACHIE, Clerk-Administrator

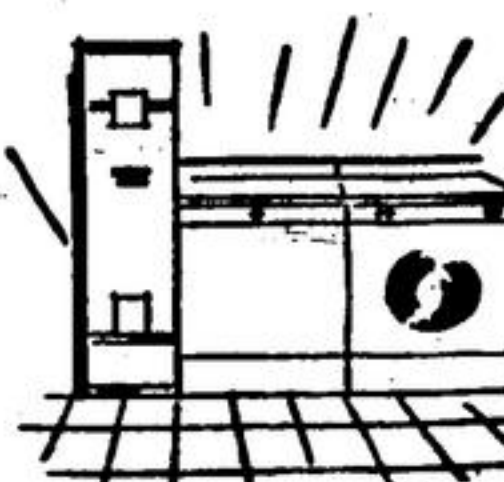
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