

## Rural mail-carrier in 1913 had to sound his post horn

by Larry Martin

Rural mail-driving 1968 style, is still no easy job. The driver must contend with treacherous roads and inclement weather on the route. He must be prepared to handle multi-syllable names and swift homespreading sparrows from the delivery boxes.

"One thing he doesn't have to do, though, is provide each courier or driver employed in his service with a post horn which he is to sound distinctly on approaching and leaving the post office and occasionally along the route."

Providing horns was just one responsibility acquired with transporting E. R. I. Campbellville mail in early 1913 when Joseph Stokes began the route, according to the original mail contract which recently turned up.

For a yearly salary of \$650 plus one dollar per King Edward mail box sold, Mr. Stokes contracted the job under a bond of

\$700 supplied by himself; Matthew Job, farmer; and James Erwin, grain buyer; all of Campbellville.

The route included six round trips weekly at 22 and one half miles per round trip, six days weekly.

The mail left Campbellville Post Office at 10 a.m. on the Third Line (Glen Line) and proceeded north 10 and one half miles through Nassagaweya as far as the Nassagaweya-Eramosa Town Line. From there it travelled west seven-eighths of a mile along the Town Line to the Second Line, then turned south on the Second Line as far as the dividing road between lots five and six. It then went east seven-eighths of a mile to Campbellville, arriving in good time for connector with train No. 642 at 5:17 p.m.

Mail contractors were required to carry a stock of postage stamps and accept applications and money for money orders and

postal notes from boxholders, and to issue receipts.

It was clearly stipulated the driver was to carry the Postmaster General or any of his agents without charge.

Any assistants hired were to be sober, steady, honest men and over 16 years of age. No liquor was to be carried on the mail vehicle while it made its rounds.

Although the term danger was not clearly defined, the driver had to protect the mail from it.

A side-bag was slung over the shoulder for reception of way letters, and all mail was accepted provided it was further than one mile from the Post Office.

Five dollar fines were imposed for defaults including non-collection of mail from King Edward boxes, or failure to deposit mail at the next post office. The fines were imposed at the discretion of the Postmaster General.

If a driver was unable to make his rounds, it was his duty to pay for conveyance by some other person.

No member of the House of Commons or Senate of Canada could be admitted to any share of the contract or to any benefit arising from it.

Witness to Mr. Stokes's contract was Murray Crawford, Justice of the Peace of Campbellville at the time.

Today, R.R. 1 Campbellville is delivered by George Stokes, son of the man who in 1912 agreed, among other things, to sound a post horn distinctly on approaching or leaving the post office and occasionally along the road.



ACTON TEACHER Douglas Hines of Longfield Road escaped with only minor injuries when his car left the road and turned over on No. 7 Highway west of Acton Friday afternoon. Mr. Hines was taken to hospital but released after treatment for lacerations. (Staff Photo)

## Traditional trouble spots Glen, Norval not flooded

Serious flooding which has some southern Ontario communities asked to be declared disaster areas last week has almost ignored the traditional trouble spots of Glen Williams and Norval.

"A few wet basements are about all that Glen Williams got out of the high water days last week," Credit Valley Conservation Authority's field officer, Stan White said. "The cold weather Friday night saved the day."

The Credit branch and Black Creek through Norval were at the tops of their banks and overflowed in some places as the result of the mild spell, but again no serious flooding occurred. Friday, water threatened to

reach the River but the temperature drop reversed the creeping level.

Though the villages got off scot free some sections of Esquousing and Chingiacousy roads were under water because runoff from floods had nowhere to go.

Downstream at Huttonville, some families' homes experienced minor flooding, and residents near the river were jittery because of reported ice blasting in the Norval area.

"They're blasting again in Norval," Mrs. John Howard of Huttonville protested. "I've tried calling the police, county council, everybody, but they all turn their backs. Who do you get in touch with to have it stopped? Nobody knows and it seems nobody cares."

## Trees-for-a-penny program attracts many applicants

More than 30 property owners Grand River Conservation Authority's trees-for-a-penny program this year.

This is about five times as many as usual for this time of year, according to Richard V. Patrick, the authority's supervisor of conservation services. He credited an extensive publicity campaign last year with the unusually high demand. In addition to newspaper, radio and television publicity, several thousand pamphlets describing the program were distributed throughout the 2,600 square mile valley.

The program is open to any landowner who agrees to plant at least 2,000 trees and protect them for a minimum of 25 years. Trees are available for one cent each and the authority will supply a machine and man to plant them at no cost to the owner. If land is unsuitable for tree planting, the authority will pay a subsidy to the owner for hand planting.

## Fraud thefts investigated

Milton C.P.P. report 36 general occurrences during the past week, including one alleged break and enter and theft of a car. One fraud investigation, one person arrested and charged with having possession of stolen goods, one minor theft, one assault, one Liquor Control Act investigation resulting in two persons being charged under the Liquor Control Act.

During the week of Jan. 28 - Feb. 3 inclusive, personnel of Milton Detachment, Ontario Provincial Police, worked a total of 961 1/2 hours, and patrolled 6,987 miles on area highways. As a result of patrol 29 charges were preferred, 41 traffic warnings were issued and 35 vehicles were safety checked. There were 28 convictions registered in Magistrate's Court.

There were 11 property damage accidents investigated and 7 personal injury accidents resulting in 10 persons being injured. Total property damage of \$9,745. Causes of accidents were speed too fast for road or traffic conditions, driver lost control, did not have right of way and illegally parked. There were four charges laid as a result of these accidents.

## Railway tapes 52,000 cars

A letter to Nassagaweya Council from the Canadian National Railway points out 52,000 railway cars had been taped with illuminating tape and were being taped at a rate of 4,000 per year.

The letter says the illuminating tape is not the whole answer. It listed excessive speed, mental lapse, human error putting the foot on the accelerator instead of the brake, and suicide as other factors causing train-car crashes.

Under-or-over grade separation is the only real way to prevent collisions entirely. This must be approved by the Board of Transport Governors on the initiative of the municipality, according to the letter.

An inquest jury investigating a fatal accident that killed four youths in Nassagaweya late last year said railway cars should be marked along the side.

## Canada pension plan will pay survivors' benefits in February

Survivors' benefits under the Canada Pension Plan will first become payable in February, 1968. Benefits include a lump sum death benefit, a widow's pension, a disabled widower's pension, and benefits to the dependent children of a deceased contributor.

Details of this aspect of the Canada Pension Plan were made public by National Health and Welfare Minister MacEachen.

For a survivor to claim any of these benefits, the deceased person must have contributed to the Plan for at least three years. Any required contribution to the Plan is considered to be a contribution for a year. Thus, Canada Pension Plan survivor's benefits become payable in February, 1968, to the survivors of deceased persons who have made the required contributions for the years 1966 and 1967 and for the month of January, 1968, provided the contributor died in January, 1968, or had commenced to receive his retirement pension effective from February, 1968 and died at a later date.

As the retirement pensions under the Canada Pension Plan, survivors' benefits will be subject to annual adjustment to reflect variations in the cost of living.

The Department of National Health and Welfare, which administers the benefits of the Canada Pension Plan, has 126 offices across Canada to assist individuals in applying for benefits. Staff members are trained in all aspects of the Plan and are prepared to offer assistance and advice in individual cases.

Mr. MacEachen urged persons with questions about their eligibility for survivors' benefits to consult C.P.P. staff in the district and local Canada Pension Plan offices.

Amounts of widow's pension and disabled widower's pension depend on the average pensionable earnings of the contributor. The pension for a widow under 65 will be \$25.50 plus 37.5 per cent of the deceased contributor's retirement pension; a widow 65

or over will receive 60 percent of her deceased husband's retirement pension.

Widow's or disabled widower's pensions may be as much as \$65 monthly. Lesser amounts are payable, of course, where the deceased contributor's earnings were less than the maximum pensionable earnings.

Dependent children of a deceased contributor will qualify for a benefit of \$25.50 per month for each of the first four children and \$12.75 for the fifth and each additional child.

A lump sum death benefit is also payable. This amounts to six times the monthly retirement

pension of the deceased contributor, up to a maximum of \$510.

If a contributor had not reached pensionable age at the time of his death, a retirement pension would be calculated as though he had in order to determine the amount of the widow's or disabled widower's pension and the death benefit.

The calculation of a widow's pension is dependent on number of factors, including her age when widowed, whether she has dependent or disabled children or is disabled herself. Canada Pension Plan staff at district or local offices should be consulted for details in individual cases.

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## O.M.B. hearing for township

Nassagaweya Council learned they would have an Ontario Municipal Board hearing to air any objections to the Official Zoning By-Law for the township March 25 at 11 a.m.

Council has been working on the by-law for the past two and one half years along with Planning Board, and hopes it will be adopted at the hearing.

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