

## OUR READERS WRITE:

### Are we really powerless

R. R. 1, Acton, Ontario  
November 17, 1969

Dear Sirs,

It is always with a feeling of inadequacy that I read about things that seem inevitable, and I hesitate to write, because from long experience I have noticed that with all major issues, we, the little people are but a voice in the wilderness beating our heads against a wall. Many more clichés come to mind, but I believe we are still powerless, or are we?

I am referring of course to the demise of the C.N.R., more specifically, our gross lack of service.

I remember the "good old days" when the C.N.R. offered the \$1.50 Saturday special and the platform was filled with Actonites off for a day in the city. By the time it reached Georgetown there were many standing passengers on that train, but the C.N.R. still avowed that it was losing money, and it was not profitable to maintain this service, despite the fact that it was going through anyway.

Later we were told that it was unnecessary to have passenger service as there was an alternate route, namely the Grey Coach bus. Now the bus is fine if it is an express, but from Toronto to Acton, there is no such thing on a Saturday, and the nauseating ride home with all the stops and starts on Bloor Street usually mars an otherwise enjoyable day.

When I was abroad this Spring, I heard an American business man remark that one of the reasons he went to Europe every year was to simply enjoy the sheer luxury of the wonderfully efficient train services, a statement which I enthusiastically endorse. Local trains in England out of London run practically every ten minutes, and are fast. In France it is even better. Their punctuality is superb, to say nothing of their speed, comfort and availability. The old world can certainly teach the so-called New World about public transportation, especially in the line of railways and subways.

And yet, here in Canada, we could have unsurpassed service if the country really wanted it. I do not believe the Company is as much in the red as it professes to be. What about all its other assets? I suspect that it is simply not making as much profit as it would like. I also think that the C.N.R. should not be privately owned but subsidized by the Federal Government.

We small-town citizens are entitled and deserve public transportation, especially since the highways have become so jam-packed, one thinks twice before going anywhere of any distance. What we need ideally is a Go-train system, perhaps from Kitchener to Toronto. Or are we to have instead all the inconvenience of noisy whistles, dangerous crossings, wasted time waiting for slow freights on Mill

Street, etc., but none of the conveniences? Have you noticed that there are more trains than ever passing through Acton?

Yours sincerely,  
Mrs. E. Taylor.

### Credit to Louis Riel

Glendon College  
York University  
Nov. 10, 1969.

Dear Editor,

In your last edition dated Nov. 5, there appeared a letter from a certain Mr. Woods, regarding a new stamp honoring Louis Riel the "Father of Manitoba". After reading this letter, we thought we had better write and let the record straight as too many people who are imperfectly acquainted with what they are talking about or writing about, have frequently expressed opinions regarding Riel.

The Metis who lived in what is now southern Manitoba in the 1860's were half-breeds, both English and French speaking, who never quarrelled over language and religion, unlike their counterparts in the East. In 1869, this area of land was owned by the Hudson Bay Co. and when that wide, rich country became exhausted, when the buffalo and fur bearing animals had almost all disappeared, the Co. sold their no longer valuable possessions to the newly formed Dominion of Canada.

They did this without consulting any of the inhabitants of the area: Metis, Scots, and Indians. But when these simple, inoffensive people, the Metis, who were being sold and bought like live-stock, saw that they were going to lose their lands, their language and customs, perhaps their whole way of life, they unanimously acclaimed Louis Riel as leader. He also had the support of many of the white settlers in the area.

Riel didn't want to fight Canada but merely wanted to negotiate with Canada the terms upon which Manitoba was to enter Confederation. He kept the Union Jack flying at all times, and he expelled many of the Fenians, who wanted to annex Manitoba to the United States, from his camp. Record has it that the Governor-General of Canada publicly thanked him for it.

Riel finally got the rights for his people by what is now called the Manitoba Act 1870, and the province of Manitoba entered Confederation. We have Riel to thank for the fact that Manitoba today is a part of Canada. This certainly doesn't sound like the "renegade" Mr. Woods mentioned in his letter.

Of course, the Canadian government at the time was also short-sighted and it exiled Riel from his homeland because his government executed Thomas Scott, described by MacDonald's aide, Donald Smith, as "a rash, hot-headed, irresponsible, Orangeman whom no-one cared to have anything to do with".

### Ask for doctor Sundays

Monday, Oct. 27/69

Acton Free Press  
It is a shame that we can't have at least one doctor's office open on a Sunday.

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Just last Sunday morning one fellow playing hockey in an Industrial League had to wait 20 minutes for an ambulance from Guelph to take him to the hospital with a broken leg in two places. No doctor was available in town.

Just three weeks ago the same thing happened. No doctor when an Industrial Hockey player was cut for six stitches.

Supposing we had a crisis like Malton or another Hurricane Hazel on a Sunday. We would be in a bad situation.

I plead with the doctors in town to try and make at least one doctor available on a Sunday.

Yours truly,  
Ross Budgett

### Wants train service

Dear Sir:

Re your questionnaire in the Free Press, I would like to see service maintained.

If the hours were more regular I would use the trains to go to Toronto. I have had a great deal of difficulty trying to get information and making reservations.

I would definitely like to see a "Go" service between Kitchener and Toronto. It would certainly ease the traffic jam on the highways and provide a needed service for workers and students that have to go to Toronto or Kitchener daily.

I have never had reason to use the express or freight service but I have heard local business men complain and have run into difficulties with mail-order service to Eaton's and Simpson's.

Yours truly,  
Mrs. E. Browne  
96 Churchill Rd. S.  
Acton, Ontario

### Whiting delegate to United Nations

Rud Whiting, Halton's Liberal M.P., is off to the United Nations.

M.P. Whiting has been appointed a parliamentary observer with the Canadian delegation to the 24th regular session of the general assembly of the U.N. in New York. He reports he will be in New York from Nov. 17 to 29 and was really looking forward to this experience. "I will be reporting on the events and issues which come before the United Nations in a future column," he promises.

Yours truly,  
York University History students:  
Robert Bonnette  
Geoff Brooks  
Elizabeth Cowan  
Robert Butler  
Doug Piper

## Golden Age club members enjoy Burlington zone rally

By Mrs. Elsie Reed

Thirty-two members of the Golden Age club went by bus on Thursday, November 13, to attend the 7th annual Zone Rally of United Senior Citizens. The rally was held in the beautiful Senior Citizens building built recently by the town of Burlington.

The mayor, George Harrington, welcomed the gathering and said Burlington was getting increasingly more aware of its senior citizens and what they had done in building up the town. The Burlington council was very proud of the senior citizens building and had given dollar for dollar to what was raised in other ways. The building was considered the best senior citizens' centre in the province and other buildings

were being built adjacent to it which would be very convenient for the senior citizens.

A telegram was read from George Kerr, MPP and a letter from Jim Snow MPP, both regretting they could not be present owing to the press of other duties but both extended their best wishes for the success of the rally.

Jack, Fulton, London, and Harry Cousins, Burlington, of the United Senior Citizens Inc. both spoke and extended a hearty welcome and best wishes. Mr. Colbert, president of the Burlington club, read the 26 points which had been sent to the federal government from the national federation of senior citizens. Acton club was pleased to know that all the resolutions they had forwarded were contained in this brief.

president of the zone, led in a short remembrance program. He asked all veterans of the Boer War, the first and second World War to stand for recognition.

Georgetown also gave a remembrance program.

A varied program of readings, solos and musical numbers and song songs followed.

Mrs. Moore of Streetsville gave two solos Danny Boy and Bless this House which were tremendously enjoyed by all. She was accompanied on the piano by Mrs. J. Richardson. This was totally unhearsad. Acton's contribution to the

program was instrumental numbers of old-time tunes with Harold Bell, violin; Bob Weston, piano; Bert Davidson, bass drum. They were heartily applauded. Tickets were being sold on a beautiful crocheted bedspread by the senior citizens to raise funds to help send the Burlington Teen Band to Pasadena. This young band had been invited to participate in the Rose Bowl parade and the senior citizens of Burlington were very proud of this and anxious to help them with the big expense of the journey. After the program all had time to inspect the centre, the kitchen, craft rooms, library and games rooms and came away very envious of the facilities the town of Burlington had provided for its senior citizens and were more acutely aware of the need of a similar centre in Acton.

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### Okay \$552,632 school contract for Georgetown

The tender of A. Petersons Limited for \$552,632 was accepted by the Halton County Board of Education for construction of the Joseph Gibbons Public School in Georgetown.

The firm's bid was the lowest of 12 received ranging to a high of \$708,000.

The school will have 12 classrooms, a music room, two kindergartens, general purpose room with change rooms, library resource centre, health unit,

guidance area, administrative area and auxiliary areas that will provide for later addition of 10 classrooms.

It was reported the \$21 square foot cost was high but it would be in relation when the school was built to its maximum size. Inclusion of future services affected the current cost.

Total cost of the project including architect's fees, equipment and site development is estimated at \$640,000 indicating \$1,422 per pupil place.

How to keep the traffic moving when rush hour hits the hot water.



Rush hour. Every family has one. When there are dishes to be washed, kids to be tubbed, Dad scrubbing up. Then Sis decides she has to have a shower. It takes a lot of hot water to keep the traffic moving.

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