



Say, which tap is hot?



We don't need a bath, anyway!



Say, lady, have you seen our mothers?



Ewe may not be mother, but it's good!

NEW BORN LAMBS ON HOEY FARM OFTEN END UP IN THE BATHTUB

What do you do when you suspect a new-born lamb might be catching cold? You bring him inside the house and ensconce him or her in your bathtub. At least that's what Mrs. Elizabeth

Hoey of Nassagaweya township does at her Elm Tree Farm where lambs are arriving fast and cute as only new-born lambs can be.

Friday, when The Free Press arrived at the Hoey

farm, two lambs were in the bath tub and Mrs. Hoey demonstrated how she fed them with a bottle.

She admits there is very little spare time when it is lambing time on the farm. Read the feature inside.

Arrests follow night-long vigil

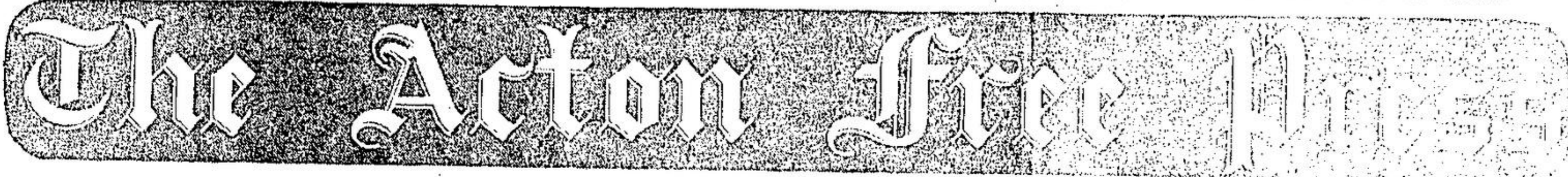
A truck loaded with color television sets, stolen in Toronto, was located in Acton and two men were later arrested and charged here early Thursday morning.

Cons. Bob Haines of the North Halton detachment, on temporary duty with Acton O.P.P., waited and watched all night long Wednesday in a Church St. home. In front was parked the truck loaded with

seven or eight TV sets. The local detachment had learned it was stolen in Toronto, and believed heading for Acton.

At 6.30 a.m. two men drove up, and the constable promptly stroled out of the house to arrest and charge them with being in possession of stolen goods. Both were taken to Toronto and are subsequently out on bail.

One man is from Acton, the other from Toronto.



Ninety-Fifth Year. — No. 29

ACTON, ONTARIO, WEDNESDAY, JANUARY 14, 1970

Fourteen Pages - Fifteen Cents

Winter drought caused by main line break

A break in the main water line on Churchill Road north Saturday night left the town almost completely cut off water from midnight to 10 a.m. Sunday while town workmen struggled to fix a leak in the large pipe.

Town superintendent Alf Duby and six men from the works department dug through several feet of frozen earth in sub-zero weather by the light of flashlights and headlights to uncover the main along Churchill Road, beside the fish pond property. They had to replace a piece of the pipe before repairs were complete.

The break was not unexpected since an engineer's report last fall recommended the line be replaced. It is weak in several places and it is estimated \$50,000 will be required to replace or build a parallel line.

Mayor Les Duby stressed the seriousness of the situation but commended town workmen for their sub-zero struggle to get the system working. He along with the town superintendent, was deluged with calls Saturday as residents observed water pressure drop and wondered if their own line was frozen.

"Most of the calls were very understanding," the mayor observed but there was real concern from ratepayers who coped with the drought as best as they could. Some melted snow to shave or make coffee. Others managed to squeeze enough water from taps to perform their Sunday morning ablutions.

Mayor Duby said in the event of an emergency like a fire the system could be switched over to the south spring but it would require large amounts of chlorine which would generate other problems.

Service was back in operation by 10 a.m. Sunday. Workmen had to haul fill Sunday afternoon to refill the huge hole as the mud removed had frozen.

It was the second leak for town workmen that week. Thursday they repaired a break on Longfield Rd., working to 11 p.m. in weather with a chill factor of 23 degrees below zero. Cut-off that day was restricted to two blocks.

The Free Press had some calls from residents commending

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No action from council on strip

No action will be taken by the town of Acton on a letter received from Beardmore and Co. Limited in connection with a proposed drag strip in Esquesing township. Members of the administrative committee of council, considering the letter, expressed concern about the development but felt that they could not recommend any definite action to council.

No recommendation was made and the matter was not discussed at Tuesday's meeting after being read in committee minutes.

No approval for drag strip council assures Bowman

Esquesing Council, Monday night, assured Peter Bowman, a resident of the area near the proposed drag strip on the Matthews property on the Fifth Line, that owner Karl Bristow has been given no approval for his drag strip, yet.

Mr. Bowman told council he understood Mr. Bristow had been interviewed on a Toronto radio station Friday night about plans for the drag strip.

"No matter what Mr. Bristow said on the radio, he's had no approval from this council," deputy-revee Tom Hill assured Mr. Bowman.

Mr. Bristow previously applied for a building permit for a control tower but council refused the application until Mr. Bristow receives approval from the County Health Unit.

"The Board of Health is really only a stalling point," Mr. Bowman contended, "they'll do whatever the Health Board says."

Earlier in the meeting clerk-treasurer Delmar French read council letters of objection to the proposed drag strip from township residents W. Hamenetzky, Charles Hildebrandt, Mrs. F. Hannah and Mrs. Blanche Sheppard.

The letters cited noise, air pollution, vandalism, traffic congestion and property devaluation as probable results of the establishment of the drag strip.

30 trees toppled

The current tree cutting program will be over today (Wednesday). About 30 trees were earmarked over a period of time awaiting the contractor's arrival. Some of the trees, which had been known to be rotten, proved to be in very dangerous condition when cut down.

DECIDE STATION'S FATE IN OTTAWA

The future of railway stations in Moorefield, Elora, Hespeler, Preston, Rockwood and Acton will reside with the Railway Transport Committee of the Canadian Transport Commission following a public hearing which took over three hours in the Acton council chambers Tuesday. No decision was handed down but there was promise of a speedy decision in Ottawa to the 30 people crowded in the room.

Support for the application by the C.N.R. to remove station agents at the six points and opposition from the town of Acton was heard in front of Transport Commissioner J. M. Woodard and neither side pulled punches as they outlined their case.

The railway, with Richard M. Veenis, manager of the Southwestern Ontario Area, from London, fielding questions from C.N. commission counsel H. J. G. Pye, claimed the Guelph Master Agency was providing at least as good a service, if not better, at a lower cost to the railway than existed previous to the inception of the master agency.

Up to bat for the town of Acton, the Chamber of Commerce and the Development Commission were Halton M. P. Rud Whiting, Mayor Les Duby, Paul Nielsen and John Goy respectively, and Marianne Coles representing the students at Acton district high school. They claimed both in a combined brief and in testimony at the hearing that railway service in Acton had deteriorated since the inception of the master agency and traced a phasing out process beginning when the first passenger trains were cut off in 1959.

Acton was the only community to oppose the application.

M. P. Rud Whiting changed the complexion of the meeting from a dull, dry mutual question and answer forum between the two railway representatives, Mr. Veenis and Mr. Pye, by charging that the methods used by the C.N. were irresponsible and had no regard at all for the community and the hearing was the first opportunity to present views on the erosion of railway service in Acton.

Counsel H. J. G. Pye denied Mr. Whiting's allegations and the Halton M.P. got only a few vague answers from Mr. Veenis

regarding rail operations in Acton.

Was the railway getting their share of the business?

Getting a good share, said Mr. Veenis.

Was the Acton operation successful from a monetary point of view?

It is growing with the economy, answered Mr. Veenis. Express business is picking up but later information showed express is less than half what it was before the introduction of a master agency.

Are people happy with railway service?

As near as we can determine, Mr. Veenis replied.

One passenger train stops in Acton each way each day. Would you keep the station open for one train?

Yes, as long as we are using the station, was the reply. The railway representatives continually impressed the hearing with the opinion that it made no difference whether a station was making or losing money when it was incorporated in a master agency.

The railway claimed in testimony, however, that it was saving \$75,000 a year by operating the master agency from Guelph, a fact challenged by Acton representatives.

Development Commission chairman John Goy said express service in 1963 under the old plan was operated in Acton for \$430 a month, with a 9 per cent express commission for the agent. Express service now costs over \$300 a week under the master agency.

"You are not saving \$10,500 a year in Acton," he cheerfully

Eavesdropping

Overheard by an eavesdropping Free Press reporter during the lunch break at Tuesday's railroad hearing:

One official of the railway told another he was anxious to get to Toronto after the hearing. How could he go? he asked. Could he catch a train from Acton?

No, was the reply. Best thing to do would be to go to Oakville, board a GO train and speed in from there.

Couldn't the phone Guelph and get a train to stop in Acton?

Again the reply was negative. Trapped by their own policies, smirked one bystander.

told railway representatives who made no attempt to dispute the figures. He also disputed that the dollars and cents figures did not enter the picture. "As a trucker, I feel every dollar," he testified.

He asked the C.N. men to put themselves in the place of a representative of an industry wishing to locate and they were taken to Guelph, Fergus, Georgetown, who have agents, and Acton has none. He'd pick any of the other three places because they had agents at the station, Mr. Goy said.

"Industry was attracted to Acton when there was a full time railway service," Mr. Goy maintained but the town hasn't been too successful attracting industry lately. An everyday agent is important to the community.

Our experience, said Mr. Veenis, has been that the presence of an agent was insignificant in attracting industry.

Chamber of Commerce representative Paul Nielsen told

the hearing Acton suffered from the poorest express service ever for a three year period from 1965 to 1968 during the master agency but admitted it had improved since the last hearing to hear complaints.

My contention is the railway took all the work away from the agent so it could take the service away, Mr. Nielsen said. He also said the C.N. started implementation of the master agency in 1965 when the express was removed.

Mr. Veenis said express was taken off the passenger trains to make passenger service better.

Passenger service? The C.N. operated to service the market as they saw fit.

Earlier railway representatives rehearsed reasons for implementing the master agency, claiming that all services were retained and improved. The witness picked out various points in objections to the closing of Acton services addressed to the Railway

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HALTON'S NEW WARDEN, elected at County Council Tuesday afternoon, was Oakville Reeve Allan Day. Mr. Day was one of three nominated for the position and his election was unanimous. Warden Day, center, is seen having his chain of

office adjusted by last year's warden George Currie, right. Judge Alan B. Sprague of the County Court, left, officiated at the swearing-in ceremonies of the new warden and County Council.—(Staff Photo)

Three objections to housing filed

Three objections were filed with council to the proposed rezoning of land for the senior citizens and geared to income homes in the Cobblehill area. All three were rejected by council by resolution at their meeting Tuesday night.

The matter goes next to a hearing.

Objectors were neighbors Mr. and Mrs. R. R. Olsen, Victoria Ave., a group of Cobblehill

residents, and Danoble Construction which purchased the neighboring Jennings property.

Councillors speedily reviewed the objections stated and the fact that the location was the best one they had been able to find, after much searching.

The planning board had recommended the rezoning to allow for the Ontario Housing units.

Three newcomers elected to parks, recreation board

By vote, Mrs. Diane Spielvogel was appointed by council to parks board and recreation commission for a three year term, and both Gil Malcolm and Art Gordon for a two year term.

All three are newcomers to the board. Terms were determined by the number of votes, and several ballots were cast by council before the clerk announced the names chosen.

Parks board and recreation commission had recommended three names, Art Gordon, Norman Elliott and John Shadbolt. However as the voting began Peter Marks said Mr. Shadbolt wished his name withdrawn.

Deputy-revee Tyler briefly reviewed attempts to have a woman on the board, and stated the names of three who said they would consider it another year.

Mr. McKenzie introduced the name of Mrs. Spielvogel whom he had approached. Three other names were also tabled, with one of them withdrawn as the man had not been contacted.

"I'm concerned about stacking the committee for sports," commented Mr. Tyler.

During "enquiries" at the end of the meeting councillor Marks returned to the subject of parks and recreation appointments charging the procedure was an "ice-age approach". Council should establish the validity of the endorsed candidates, and the present method of naming members would increase public apathy. "This isn't good enough for those who are willing to stand."

"This could have been said at administration committee meeting," rebuked Mr. McKenzie.

"Our procedure is very much in order" retorted Dr. Oakes.

The board is like a nominating committee, and at council other nominations were made from the floor.

"I had a constructive reason," Mr. Marks continued, urging the method be changed.

Advised Mr. Tyler "Get on the agenda at a committee meeting and propose a change. Maybe you'll get shot down, like I did at county council, but it'll get recorded."

Let tenders

Halton East M.P.P. Jim Snow reported this week that the Department of Highways will let tenders for a contract for the clearing, grubbing and fencing of a seven mile stretch of Highway 7, between Acton and Georgetown.

The contract calls for the preparation for planned road re-construction in the area.