

Decide station's fate . . .

(Continued from page 1)
Transport Committee and disputed them point by point.
The railway was alive to its role in industrial development, Mr. Veenis said, and when the master plan was implemented there was no deterioration of service. He said it was his feeling service was improved and the master agency would help the area to grow.

He cited the expansion of Micro Plastics as an indicator industry in Acton was satisfied with service and didn't hesitate to expand under the master agency system. Mr. Goy reminded the railway official the Micro Plastics plant was established in Acton under the agent system later in the meeting.

Mr. Veenis admitted the C.N. made changes in the passenger information service for Acton customers after complaints revealed Georgetown train times were being given out. He blamed the telephone system and said it was now rectified.

At one point in the testimony the Railway Transport Committee commissioner presiding over the hearing asked Mr. Veenis:

"The impression you are giving is one of improved service. Where is the improvement?" Mr. Veenis replied that more hours were being spent providing it.

Final testimony at the hearing was given by grade 13 high school student Marianne Coles who scrapped the prepared brief

in favor of remarks on the evidence.

She said students at Acton high were 92 per cent opposed to closing of railway services in Acton and it was difficult to see where the railroad had a case for closing Acton station. Based on the facts, the town had a much stronger case than the C.N. She told of a student trip to Quebec City and the difficulties experienced in getting information.

Students had to board the train at Guelph and in the eastern part of the run it stopped at so many places it was called a "milk run". Why, she asked, couldn't the same courtesy be extended to smaller centres in this area.

She concluded by reminding the hearing that Acton opposition to the railway's plans had been a lot of hard work and the people involved were not there simply for their health. They knew the C.N. was wrong and only facts which hadn't been established at this hearing could change minds.

Mr. Woodard concluded the hearing at approximately 2:30 p.m., remarking he must return to Ottawa and put the facts to the Committee. He trusted there would be a speedy decision made.

Several interested spectators attended but most of the 31 in attendance were railway officials or from the Railway Transport Committee.



NANCY HURD A GRADE 3 STUDENT at Robert Little School received word last week she had won third prize in the 6-8 year old group, in the Ontario Department of Lands and Forests C.N.E. conservation poster contest. Nancy received a cheque for \$15 and a letter of congratulations from the Honorable Rene Brunelle, Minister of Lands and Forests. Nancy is the daughter of Mr. and Mrs. D. G. Hurd, 171 Tides Avenue. (Staff Photo)

Neighbors burn us up

Councillors were burned up about burning, and instructed the clerk to send a letter to the Minister of Energy and Resources, the Hon. George Kerr.

While the town of Acton is adhering as closely as possible to the rules concerning the burning of leaves, garbage, Christmas trees, etc., municipalities in the immediate area are prone to disregard such regulations, Mr. Kerr will be told.

If direction and control cannot be made more comprehensive, the town of Acton "would feel privileged to revert to dump burning of refuse, Christmas trees, leaves, etc."

Exclaimed Mr. Marks, "That's like saying if you won't dim your lights then I won't dim mine... SMASH! It's too small townish!"

However his objections were buried under the fire and smoke of the other councillors' determination.

(As a result of provincial legislation the Twelfth Night Christmas tree burning was cancelled, firefighters discontinued issuing bonfire permits, dump procedures were changed and many began bagging their leaves.)

Tyler loses

OAKVILLE'S REEVE IS HALTON WARDEN

Reeve Alan Day, Oakville was decisively elected warden of Halton County during the inaugural meeting of council on Tuesday.

He was opposed for the position by Deputy Reeve Ted Tyler of Acton who criticized member commitments of a month or year ago. He pressed members to realize the rules were changing. "How can you pick a horse before you see the program," he queried.

The deputy-reeve maintained voting in Halton County had been on the basis of "you scratch my back and I'll scratch yours", he charged. He emphasized he didn't want any strings on any votes for him.

Open voting on the two candidates resulted in a 13-1 decision for Reeve Day.

"I hold no grudges, I made my pitch and lost", Deputy-reeve Tyler declared as he extended best wishes to Reeve Day.

The lone vote for the Acton deputy was his own, cast as he observed since he was "pretty hard up for votes", he'd vote for himself.

In his address to members Reeve Day said he had felt a year ago, when he sought the position, more progress would have been made on regional government by this year. He suggested the Minister of

Municipal Affairs could share some of the blame for slowness. He called on the county to move ahead in regional government.

Promising full time service to the county, Reeve Day indicated he would take a leave of absence from his present employer for the balance of 1970.

Reeve F. Oakes, Acton, nominated for the position, indicated he had given the matter serious consideration but declined to contend this year. He told members if the county council continued in its present form another year he would be a serious contender.

In his acceptance of the position of Warden, Reeve Day noted that in four years on county council he has not seen evidence of hard feelings between north and south as he was led to believe, before joining County Council. "In fact I've always found a free exchange and acceptance of ideas."

"I feel there is an acceptance by our public for government on

a regional basis. Halton should lead the way into regional government and not take the attitude that it is being forced on us. We must work to establish a regional government that will be efficient and acceptable for many decades to come."

The warden elect warned the premise of representation by population could be impractical "if large areas of low population are to be disenfranchised."

He called on members to "not put so much emphasis on internal boundaries for really they will be little more than ward boundaries."

"Let us put parochial feelings aside and use our efforts to bring about a viable unit of regional government."

January Clearance
Now On
At
HINTON'S

Oppose CN

Following is the complete combined brief presented by the town of Acton, Acton Chamber of Commerce and Halton's Member of Parliament, Rud Whiting, at Tuesday's public hearing of the Railway Transport Committee.

The brief was read by Mayor Les Duby who told the chairman he was "disappointed" in the restrictions placed on the town's case which took away much of its impact.

He pleaded earlier in the meeting that Acton's objections and brief should be heard before the railroad testimony was questioned. His request was denied.

"The residents of Acton appreciate the opportunity to present their views to the Railway Transport Committee of the Canadian Transport Commission with regard to the CNR's application to remove its agent from the Town of Acton and incorporate Acton under the Guelph Master Agency Plan.

We feel, however, that the terms of reference stated by the secretary in his letter of December 10, 1969, are too restrictive. Removal of the station agent is, in fact, only one step in a series of steps the CNR has taken over the last several years that have led to the almost total deterioration of its service to Acton.

In order for the Town of Acton to present its case to you today, we feel we must be in a position to show the members of the Commission how the railroad service in this community has deteriorated over the years in this community and especially since the implementation of the Guelph Master Agency Plan.

Going back as far as 1955 - 15 years ago - when 11 trains stopped in Acton to unload and load passengers and freight, you can detect the fine guiding hand of the railway gradually reducing service, although their operation here was a going concern. By 1965, the service had deteriorated to the point where only four trains stopped each day - two each way. Today, the status of the railway passenger service in Acton is one train each way per weekday.

The express service was removed from Acton to Guelph in 1965. While the express service was handled from the Acton station, a local carrier made the deliveries and a total charge to the CNR was \$450 per month. The only other cost to the CNR was the commission paid the agent which we believe was six per cent of revenue. And Acton residents had a very satisfactory daily express service. Today, the CNR is paying their subsidiary trucking firm \$61.80 per day to render what we consider a less satisfactory service.

To further illustrate the decline of railroad service in Acton: On November 6, 1967, the telegraph, passenger and carload freight services were moved to Guelph. The operator was transferred leaving only the agent at the station. He had no duties - even his telephone was taken away. It would appear that the actions by the CNR in this instance were designed to eliminate all relevant objections at a hearing with terms of reference such as this one.

With reference to a letter of October 13, 1967, from Mr. R. T. Vaughan, vice-president, to Dr. H. Harley, the then Member of Parliament for Halton, Mr. Vaughan said that the stages of implementation of the Master Agency Plan would be effective on November 6, 1967, and that all this means is that the work will be taken away from the station and placed into the master agency but the agent will be left on the premises although he will be performing no function as far as the public is concerned. Despite this letter, the reality of the situation was that the first steps had been taken in 1965.

To summarize this far, then: there had been a deterioration of passenger service taking place since 1955; the express service was moved to Guelph two years prior to what was said to be the planned schedule; the remaining operations were taken away in 1967 except for the agent who performed no public function.

And we have now been given the opportunity to have a public hearing apparently not to discuss the actions taken by the CNR since 1965 and prior but to discuss the removal of the station agent who was deliberately set up two years ago with no public function so that it would appear a reasonable step to remove him at this time.

Our desire and understanding of the purpose of this meeting today is to allow the CNR to prove to the Committee of the Canadian Transport Commission that the removal of the agent and the implementation of the Guelph Master Agency Plan will in no way be detrimental to the community.

Over the past several years, the deterioration of service by the CNR has led most of our industries to arrange other forms of transport for its considerable freight. We know, too, that one firm has extended its plant in Edmonton to take care of western shipments. Another firm is considering the removal of its railway siding. It is more difficult to state the difficulties and inconveniences that the CNR's deterioration of services have caused individuals in the community - or what potentially new residents to Acton have moved elsewhere because of the deterioration in this important factor of transportation.

We fail to see how the CNR can substantiate its claim to the satisfaction of the Committee and the people of Acton that it can provide the same or better services that were enjoyed by residents in the year 1965 and prior when we had full services in:

1. passenger service
2. ticket and timetable service
3. telegraph service
4. freight service
5. express service (including pick-up and delivery to private homes.)

We should also point out that at no time has the CNR said, to

Douglas Wood new chairman

Douglas Wood of Oakville was elected chairman of the Halton County Board of Education during the group's first meeting of 1970 in Oakville Thursday.

Mr. Wood, a former chairman of the Oakville Board of Education is manager of development in the Toronto office of Continental Can Company of Canada Ltd.

Three other trustees nominated for the position withdrew. They were John

Ronson, Bruce Edwards and Liberty Pearce.

W. J. Priestner, a Burlington trustee, was elected vice-chairman when the only other contender for the position, Bruce Edwards, indicated this would be his last year with the board. E. Bodner, T. Watson, W. Lawson, J. Noble and L. Pease declined to seek the position.

Some Ospringe-area pupils still missing kindergarten

Some Ospringe area kindergarten children are still not going to school and others are being kept home during the winter months. Mrs. Eleanor Taylor of R.R. 1, Orton told the Free Press this week.

The Wellington County Board of Education closed the kindergarten at Ospringe school in September and decided to have Ospringe area five year olds bused to schools in Hillsburgh and Brisbane.

Mrs. Taylor headed a group of

parents, who protested the Board's decision. The group complained that road conditions in the area leave a lot to be desired, especially in the winter months and that a return route of some 30 miles per day was unreasonable for five year olds. The board refused to reverse its decision.

Mrs. Taylor says she knows of no minor bus accidents, but reports that all buses were forced to stay off the roads one day, after a particularly heavy snowfall.

Winter drought caused . . .

(Continued from page 1)

town workmen for working all night in bone chilling weather to repair the break. One Esquering resident said there had been an apparent leak there last summer and he claimed the leak could have been fixed then but other nearby residents said the road is

full of springs and it would be impossible to tell a spring from a leak unless there was a large hole in the main.

Meanwhile, Acton council was told by the mayor Tuesday that the town will have to do something about the main line this year or the droughts could be a recurrent situation.

our knowledge, that the Acton station operations were losing money. At least, not in the period when they were giving us full service.

Further to all this, what assurance is there that even the present status of service will be or can be maintained in the future?



During the reporting week of Jan. 4 to Jan. 11, the men at the Acton Detachment, Ontario Provincial Police, worked a total of 200 hours while patrolling 640 miles of the town roads.

Occurrences investigated included a break and enter, and two cases involving the use of alcohol by an adult and a teenager. A local man was charged under the new section of the criminal code in regard to having more than 0.08 PPT alcohol in his system and driving a motor vehicle.

Provincial Court in Milton Monday, Jan. 5, saw two convictions registered and a total amount of \$200. in fines and costs levied.

Police warn: "It's necessary to slow down when driving under snowy conditions. And you should slow even more when approaching a flashing blue light, the warning signal of a slow-moving snow plough or sander ahead."

"We would again like to urge you to remove your cars from the town streets during the night and give the plough a chance to clean up the streets. Remember, you could face a fine for parking overnight, and have your vehicle towed away in the bargain."

Prov. Const. Roy Wood, No. 2838.

Approve hydro appointments

At their first meeting of the new year Thursday night, Acton Hydro Commission approved the following appointments for 1970:

Chairman, Wilf McEachern. Vice-chairman, E. G. Tyler Sr. Finance committee, E. G. Tyler Sr. and Bob MacArthur. Property committee, Orval Brown and Mayor Les Duby.

County council history made

"I wrote county council history today", deputy-reeve Ted Tyler told Acton council Tuesday night. "It was the only deputy-reeve ever to challenge the wardenship!"

He cheerfully reviewed his overwhelming support of one vote - his own.

"I think the deputy-reeves will get a better shake from now on," he felt. "I went on the reform bit. When you knock the system you'll get knocked down. The roots go deep."

He recalled someone said to him, after the county council meeting, that it was better to have tried and failed than to have done nothing and succeeded.

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8 pair	72" x 45"	Reg. 15.98	Sale 11.88
3 pair	96" x 45"	Reg. 19.98	Sale 13.88
3 pair	48" x 63"	Reg. 12.98	Sale 8.88
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9 pair	48" x 90"	Reg. 15.98	Sale 11.88
6 pair	72" x 90"	Reg. 23.98	Sale 16.88
3 pair	96" x 90"	Reg. 31.98	Sale 22.88
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Annual Dinner
ACTON CHAMBER OF COMMERCE
WEDNESDAY, JANUARY 21st
AT
HALTON HEIGHTS COUNTRY CLUB
MEMBERS ONLY WELCOME
STEAK DINNER SERVED 7.30 P.M.
Bus provided leaving Tyler Transport 6.45 P.M.
TICKETS \$7.00
Includes Bus and Dinner
TICKETS AVAILABLE FROM C. OF C. EXECUTIVE
OR ANY LOCAL MERCHANT