

Remove agents Acton, Rockwood stations



DAVID KATZ

David Katz new principal at high school

The Halton County Board of Education announced that David Katz of Burlington has been appointed the new principal of Acton District high school. Mr. Katz will succeed Ted Hansen who resigned in February, after 16 years as principal of the Acton school.

Newly married, Mr. Katz has been an active participant on many committees and program councils. Education has been the prime motivation throughout his life. He is presently vice-principal of Burlington Central high school. His official duties in Acton will likely commence on August 1.

Born in Hamilton, the new appointee lived and went to school there, graduating from McMaster University. He then obtained his Master of Science degree in mathematics from Purdue University in Indiana. In 1961 he joined the staff of Nelson high school and two years later was named as head of the mathematics department in

the same school. He received an appointment to his present position as vice-principal at Central in December 1967.

Mr. Katz is looking forward to moving into the Acton area. He told the Free Press that he was not entirely unfamiliar with small town life since his wife came from Concord.

"I also bought a farm near Dundas two years ago which my brother-in-law still operates," Mr. Katz said.

"Hobbies? I like kids and dogs," he joked, admitting he had little time to join service clubs or other groups since he was tied up with "all aspects of education."

Currently Mr. Katz is a member of the Organization and Innovations Council for the county. He served as chairman of the Innovations Committee for two years.

Mr. Katz hopes to be able to introduce himself to teachers and students at the Acton school before he assumes the principal's chair officially.

Acton and Rockwood railway station will lose agents who have been sitting twiddling thumbs and thinking up things to do over the past two years, along with fellow agents at stations in Moorefield, Preston, Elora and Hespeler.

The Canadian Transport Commission accepted the recommendations of transport commissioner J. M. Woodard, which came out of a hearing in Acton, January 13, and authorized the Canadian National Railways to remove agents at the six stations and conduct all business from the so-called Guelph master agency.

The Commission made one solitary concession, ruling that as long as any of the six points are served by passenger trains, the CN must keep the premises clean, heated and lighted for railroad patrons. It is expected a caretaker will look after these duties.

But then almost in the same breath, the Transport Commission announced the first public hearing in Guelph to hear railway

applications to close up the passenger service between Guelph and Toronto. The railway claims it lost \$147,313 on the operation in 1968.

Halton M.P. Rud Whiting, champion of the cause to keep the Acton station open, confessed he was "disappointed" in the result of the hearing in Acton.

"I thought we put up a good fight but they had the upper hand all the way with their background," he told The Free Press from Ottawa.

"The slide rule boys from the CN were well versed in the procedure to follow since they've been closing stations all across the country. We did the best we could under the circumstances," he said.

The agent's duties will be carried on by the on-hand representative in the towns where the agent is removed. "If service is not as good as the CN claims let's hear about it," Mr. Whiting advised railroad patrons.

Evidence heard at the hearing in Acton

was heavily weighted towards the brief from Acton, which claimed railroad service had deteriorated from the time the master agency was implemented. But the railroad claimed it would save \$75,000 in operating expenses by running the master agency at Guelph and insisted service was better. They produced no Acton witnesses to verify their claim, only statements by H. G. Veenis, western area manager, who was on the stand for almost two hours.

Spectators at the hearing laughed out loud at railway claims at one stage but the Commission ruled the agents must go.

Removal of the agent was just one in a series of steps taken by the railway that has led to the almost complete deterioration of railway services in Acton, the brief from the town said.

Express services when operated from Acton cost the CN only \$430 a month with a nine per cent commission. Today the railroad spends over \$300 a week for a service less efficient, evidence from the

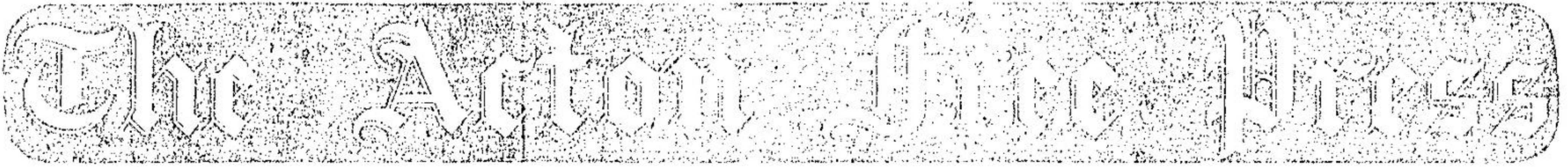
town showed. The railroad made no attempt to answer.

In spite of evidence, the Canadian Transport Commission chose to disregard the wishes of the council and people of the town, one individual at the meeting commented.

Wellington MP Alf Hales has jumped into the fray since it has been announced the railway wishes to close off the Guelph-Toronto passenger run as well as the Owen Sound to Guelph run. He said he would fight the proposed cancellations. He promised his help to keep the trains running.

He also charged the railroad with running a poor service that did not attract people to save themselves the cost of parking in metro Toronto. He said if the railways improved their stock and service they wouldn't be losing money, a country-wide lament.

The Guelph hearing will take place in the Wellington county courthouse.



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ACTON, ONTARIO, WEDNESDAY, MARCH 4, 1970

Sixteen Pages — Fifteen Cents

Police recover stolen tools

A break-in at MacKenzie Lumber company was reported to police Friday and Cons. Nick Farion is continuing the investigation.

A jig saw and seven combination wrenches valued at \$28 were taken and later recovered by police.

Entry was gained into the shop by breaking a pane of glass and slipping a latch, and then into the showroom by a repeat performance.

Newsy feathers

Maybe humans don't feel spring in their bones yet, but birds apparently feel it coming in their feathers. Many flocks of raucous crows and a few honking geese spotted the grey skies this week.



HOURS AND HOURS of precision construction went into this model of the ancient American warship "Old Ironsides". The model won builder Bob Collerton of R. R. 1 Acton first prize in the over 15 classification of the Sports Corner model building contest. Store manager Fred Yates presented Mr. Collerton with his trophy.—(Staff Photo)

JETPORT FOR ESQUESING?

A rash of surveying throughout Esquesing and Nassagaweya Townships in recent weeks has many of the township's residents firmly convinced the proposed new super jetport under consideration by the federal government will be built in the North Halton area.

To date, the welter of surveying parties and a number of other indications point to the jumbo jetport occupying about 50,000 acres of land in Esquesing Township — or about 80 per cent of the township's present 66,000 acres.

Official sources refuse to confirm Esquesing has been chosen. But township residents aren't waiting to hear it officially announced — some have already sold their farms and moved out because they heard from "high sources" the jetport would soon squeeze them off their lands. Residents reported at least two farms in the area south of Norval have been sold for this reason in recent months.

One Esquesing farmer predicted the jetport would occupy most of the lands between the Third Line and the 10th Line, from Georgetown on the north to Highway 401 on the south.

Surveyors now rambling up and down the country roads say they are working for Ontario Hydro. Meanwhile a major Hydro line is being strung from Georgetown out 17 Sideroad, down the Fifth Line to 10 Sideroad. Observers note as many as nine new wires are being strung on ordinary hydro poles, with crossarm supports.

Farmers said the surveyors appear to be just taking grades of the land, not actual surveys. One source reports there are at least three deep wells already installed in the township — one of them was put in two years ago on 10 Sideroad near the CNR Milton-Georgetown line.

Esquesing's access to four major area highways — 401, 6, 7 and 25 — qualifies the township as a prime area for such a government project. Toronto International Airport at Malton is already overcrowded and its expansion has been turned down. Government sources said five prospective sites are being considered, all of them west of Toronto.

Meanwhile Halton Region Conservation Authority is circulating a protest against a jetport in Halton County, to the nine municipalities represented on the Authority. The petition went to Esquesing Township Council Monday of this week, and council took no action.

Jumbo jet airport for Nassagaweya?

Nassagaweya Councillor Allan Ackman voiced the fear the federal government could locate the proposed jumbo jet airport in his township, Monday night at council.

"They could locate here," he said, "since we have lots of gravel. It's heresy now but I'm not too easy," he complained.

Mr. Ackman's comments came as council was being asked to endorse a resolution from the Halton Region Conservation Authority, opposing the location of the jetport in Halton County. The resolution was endorsed. Mr. Ackman explained his fears about the location, claiming he had seen surveying

Driver fails breathalyzer

A local man was charged with impaired driving and failed the breathalyzer test early in the morning of Thursday, Feb. 26. He had driven through the Mill-Main red light at a high rate of speed, according to police. A passenger was charged with having liquor in other than his residence.

High school blaze ruins \$1100 clothing

A fire started in a staff room clothes closet at Acton district high school Thursday afternoon destroyed approximately \$1100 worth of clothing and caused minor smoke damage to the staff room.

Teachers Alan Eastwood and Robert Swallow were in the staff room when flames burst forth from the closet. They immediately used hand extinguishers to snuff out the blaze.

The internal alarm at the

school was sounded and students evacuated the building.

Acton firefighters were called but the blaze was under control by the time they arrived.

Smoke ejectors were brought into the building but were not used. Firefighters opened doors and windows to clear the smoke-filled corridors.

As a precautionary measure, both Acton fire trucks were summoned to the school.

The fire did not delay the start of an exhibition basketball game

in the gym and classes resumed on schedule Friday morning.

The fire was the first at the school in the memory of principal Ted Hansen, since December 1955, when a small fire occurred in the chemistry lab.

Watson team alerts O.P.P.

A Hamilton man is in county jail, after an alert brother-and-sister team informed police of an incident at Watson's restaurant on Saturday.

The "quick change artist" was paying Ann Watson at the cash register and had just left when she quickly realized something was wrong. Brother Dave took chase and got the license number as the man drove away.

Cons. Doug Noseworthy later arrested the man and he was charged with fraud. He apparently has a record of similar charges.

One injury

Three car crash \$4,100 damages

Approximately \$4,100 damage resulted from a three car collision on Highway 7, west of Acton, near the Eden Mills Road junction, last night.

A 1970 Ford, driven by Chalene Smith of R. R. 1 Acton received an estimated \$1,600 damage. She suffered abrasions to the right knee.

Damage to a 1970 Rambler, driven by Grant Frederickson of 73 Pennington St., Georgetown was estimated at \$2000.

A third car, a 1968 Dodge, driven by Edward Parent of 168 Tidy Avenue, Acton received approximately \$500 damage.

Mr. Frederickson and Mr. Parent escaped uninjured.

The collision occurred about 7:20 p.m. Constable Don Emmerson of the Guelph detachment O.P.P. investigated. Charges are pending.

Ice closes schools

This morning's rain and sleet covered country roads with sheets of treacherous ice.

School buses had to cancel some of their routes and some schools in the country were closed in the area. Acton high school is open, but not all the students are there.

Acton residents hurt in mishaps

Two Acton residents received minor injuries in two separate accidents Friday, and both were involved in single-car mishaps.

Friday morning a car driven by 29-year-old Patricia Patterson of 66 Roseford Terrace left Highway 7, west of Nassagaweya's Sixth Line, receiving \$600 damage. She

suffered a slight bump on the head.

The same afternoon a car driven by 56-year-old Albert Marshall of 71 Roseford Terrace left the road, receiving \$1,200 damage. Marshall received minor ear and hand lacerations.

Both mishaps were investigated by Milton OPP.

\$950 damage two-car accident

Two cars were involved in an accident on Main St. N. at 5:12 p.m. Sunday. The car driven by Siena Ancker, Main N., was making a turn and received an estimated \$350 damage. The second car, driven by Trevor Swan, Tidy Ave., received \$600 damage.

Overheated stove summon firefighters

Acton firefighters answered a call to the home of Charlie Thomson, R. R. 2 Acton early Friday night.

An overheated oil stove was quickly administered to by firefighters. No damage resulted.



A CLOTHES CLOSET FIRE in the staff room of Acton District High School, Thursday afternoon destroyed approximately \$1,100 worth of clothing. Teachers Alan Eastwood and Robert Swallow discovered the fire and immediately used

hand extinguishers to snuff out the blaze. Students evacuated the building and Acton Firefighters responded quickly to the call. The fire also caused minor smoke damage to the staff room.—(Staff Photo)

Eclipse Saturday at 12.22 — beware!

Saturday will be the last chance to see an eclipse of the sun in this century and if the weather is right Acton and district people will be out in thousands to observe the spectacle.

People in this area will see the moon, moving between earth and sun, begin to cover the sun at 12.22 p.m. The eclipse should be at its maximum around 1.30 covering over 80 per cent of the sun's face. By 2.30 it should be over.



Eclipse it will be necessary to travel to Halifax or eastern Newfoundland. Eclipse-watchers are warned about looking directly at the

sun. Permanent blindness can result from viewing the sun directly even for a second or so. Safest method is to see it on TV or through two completely exposed thicknesses of black and white film.

Do not attempt to look directly at the sun, either with your eyes, through dark glasses or the viewfinder on a camera. The sun's radiation remains at full strength through the eclipse and rays can damage the retina of the eye without the viewer being aware of it.