

Former 'Ginger Farm'

# Turn sod for Maplehurst



It was a big project, so the sod-turning ceremony was done on a grandiose scale too, when officials launched the \$13,500,000 Maplehurst Correctional Centre construction project in Milton Friday morning.

Jim Snow and Syl Apps shared in the operation of a 30-ton diesel backhoe and scooped a yard and a half of clay from the ground to officially turn the first sod for the project. Snow, Halton East MPP, is minister of government services and his department will build the project for the ministry of correctional services headed up by former Toronto Maple Leaf centre Syl Apps.

rooms and shops. Maplehurst, when it is completed and opened in 1974, will produce the licence plates for all vehicles in Ontario.

The 90-acre property on which Maplehurst is being built is bounded by Highway 401 on the north, Highway 25 on the west and the elevated CNR by-pass line on the south and east. Its history goes back to a crown deed issued in 1825 and for many years it was the MacNabb homestead.

The brick house which still stands on the property was built in 1834 with hand-pressed brick four deep, presumably from the local brick plants.

One of the interested spectators at Friday's sod-turning ceremony was Mrs. A. L. MacNabb of Mary St., Milton. She remembers going to live in that house as a bride in 1917, and said she spent the first five years of married life at that farm.

**Writer's home**

In more recent times the farm was owned by the Clarke family. It was there that Mrs. Gwen Clarke wrote Halton's Pages of the Past, a county history published in 1955. Mrs. Clarke was also a columnist for the Acton Free Press and for many years her weekly article, "Chronicles of Ginger Farm" reflected the day-to-day happenings on the farm that was then on the outskirts of Milton in the heart of Esquesing's "Scotch Block."

# Good weather brings out 50 Golden Agers

**By Mrs. D. G. Robertson**

A mixture of good weather and better walking conditions boosted the attendance to over 50 at the afternoon meeting of Acton Golden Age Club held in Luxton Hall.

Euchre, lady's first, Mrs. D. Robertson, lady's second, Mrs. C. Cutts, gent's first, D. Robertson, gent's second I. Harris.

Birthday and wedding anniversary songs were sung for Mr. and Mrs. Earl Lambert.

A delicious lunch of biscuits, cheese and jam was served by the lunch committee.

President Ivan Harris presided, and welcomed all; the theme song followed with Mrs. A. Mann at the piano. Mrs. Robertson read the minutes and thank-you notes for gifts and remembrances. Mrs. A. Mann presented the financial report.

## Pay raise

Following the lead of other local boards, Acton Parks and Recreation Committee members voted themselves a \$5 per meeting raise Monday night. Non-council committee members will now receive \$15 per monthly meeting.

**Explains collection**

Mr. Harris explained the purpose of the 25c collection—this is for the purchase of lunch supplies. He also gave a few suggestions re the lunch.

A bus trip to Kitchener Ice Follies is being planned for early in March.

Following the business meeting euchre, crokinole and scrabble were played.

**Winners named**

Winners for crokinole, lady's first, Mrs. M. Spear, lady's second, Miss A. Akins, gents first, E. Healey, gent's second B. Davidson.

Councillor Orv Chapman, who together with Councillor Barry Insoce receives no pay for parks and recreation meetings because he is a council appointee felt the pay raise justified.

"This is no secondary board. There are a lot of hours and work that can go into doing a good job on parks and recreation," he said.

## Asks federal riding include Georgetown

A brief presented to a four man commission on redistribution of federal electoral ridings which represented views of a joint committee of local Liberals, NDP and Conservatives was presented in Toronto by Halton MP Terry O'Connor.

In the brief O'Connor asked the federal riding boundaries for Halton be as close to the

provincial ridings as possible. Under the federal proposals Oakville and Milton would be combined with parts of Peel to form a new riding, while the northern part of the Halton riding would be lumped in with a large rural Wellington-Dufferin riding.

O'Connor suggested Georgetown be included with Oakville and Milton

## K. C. explains railway bonus fund

K. C. Lindsay, former clerk of Esquesing and treasurer of the Railway Bonus Fund, has explained the story of how the fund originated. Recently, Esquesing township council disestablished the fund and transferred the \$38,000 to the township's working reserve fund.

Mr. Lindsay was treasurer of the Railway Bonus Fund for 29 years, so is one of the few people who could speak with authority on the subject. He says: "The fund originated in 1872 when the now defunct Hamilton and North Western Railway Company applied for a bonus from the County of Halton for the privilege of having the railway line run through the County from South to North."

then sold out to the Grand Trunk Railway Company and became the Hamilton-Allandale branch of the Grand Trunk Company.

"The County of Halton sued for the fulfillment of the contract and after carrying the suit to the Privy Council in London, won the suit and recovered the money and interest less the legal expenses incurred by the county, which were heavy. The amount paid by Esquesing township with interest was \$44,241.50 by Nelson Township \$27,189.00, and by Trafalgar township \$17,464.50 with the other municipalities paying less than \$4,000.00 each - a total of \$109,345.00. This amount less expenses when prorated, gave Esquesing a return of \$25,099.84.

This bonus or grant was approved by the County but also had to be approved by a vote of the Electors in the several municipalities through which the railway ran i.e. Burlington, parts of Nelson and Trafalgar, Milton, Georgetown and Esquesing.

"The vote was taken in Esquesing and the Bonus was defeated but then Reeve of Esquesing, Wm. Clay, noticed that the electors in the northern part of the township were in favor while those in the southern part were against the Bonus, so he had a second vote taken of those rate-payers owning property in Lots 16 to 32, in Concession 1 to 7, and also Lots 11 to 32 in Concessions 8 to 11. This time the vote carried and since it also carried in the other municipalities the county went ahead, and by-law 78, passed on the 28th day of April 1874, made a grant of \$65,000 to the Hamilton and North Western Railway Company, and issued debentures therefor.

"Today \$65,000 may seem like very small potatoes indeed, but when you consider that at that time a skilled tradesman only earned 50 cents a day or less, it makes \$65,000 look like a lot of money.

"This also necessitated special rates in that portion of the township known as the Railway Bonus group, namely those properties in Lots 16 to 32 inclusive in Concession 1 to 7, and Lots 11 to 32 inclusive in Concessions 8 to 11 of Esquesing Township.

"However there was a provision in the agreement with the Hamilton and North Western Railway Company, I have always understood put there at the instance of John Warren (Deputy Reeve of Esquesing at that time) that the Company must operate as an independent Company for a period of 20 years or repay the amount of the bonus with interest. The Hamilton and North Western Railway operated independently for 17 years and

"This money could not be returned to those who had paid it since some were dead and some had sold their properties and moved away, so the Council, in their wisdom, set up a Trust Fund to be known as The Railway Bonus Fund, to be reinvested from time to time and the interest on the fund to be prorated according to the Assessment Roll of 1884, and paid over to the local School Trustees to reduce the school taxes on those properties in the Railway Bonus Group, which had originally contributed the money for the fund and it is worthy to note that not infrequently in some of the Sections that the General School Rate with the Railway Bonus Money was sufficient for the year's expenses without a levy by the trustees at all, and that situations prevailed right through until the inauguration of a township school board.

"Of course, it still prevailed right up to the present that is that every few years sufficient interest had accumulated, that it made a difference of one mill in the school rate between those properties which were within the Railway Bonus Group and those which were not.

"It may be of interest that there was a previous Railway Bonus, approved by County Council By-law 69 of the County of Halton, Dec. 1871, which provided for a bonus of \$75,000, to be paid to the Credit Valley Railway Company and debentures were issued and paid for for approximately 10 years but the railway was never built and the money was afterward used to build the Milton Campbellville road."

## New P.O.

A post office will be constructed in Hillsburgh. The government bought land for \$3,000 from the Royal Bank of Canada. Tenders have been called and the building might be completed this spring.

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