

OUR READERS WRITE:

Need more respect for the living

April 30, 1973,
Acton, Ont.

Dear Sir:
A letter to the editor in the Free Press last week prompts me to write my opinion on the cemetery (playground).
I have lived in a home overlooking the cemetery for almost 30 years and have yet to see it used as a playground.
A few children play at times an innocent game of ball-tag or whatever they call it—fun to them—on a grassy stretch of land owned by the cemetery—harmless I call it. Our kids and many more through the years have done the same thing and there wasn't a bad one among them.
These kids are not damaging cemetery property. When the tombstones are damaged, look a little further than a few kids having a bit of fun. Boys running across graves—it's grass to them and most people going through the cemetery do the

same thing, only they happen to walk—and the golf ball—better a golf ball than hiding drugs or liquor.
The wreaths (probably artificial) are generally an eyesore after the winter, and if there was as you call it "respect for the dead" they should have been removed by now.
What is respect? It reminds me of people "showing their respect" by attending a friend's or relation's funeral service they haven't been in touch with for about 20 years.
If people would show a little more respect for the living—call on them when they need you and are alive to enjoy their company—they would at least die a little happier and then rest in peace.
Incidentally, there is a need for spring taps at the cemetery.

Sincerely,
M. Wilds.

Money in the bank good example

The Editor,
Free Press, Acton.

Dear Sir:
The quotation "A little child shall lead them," is a very worthy Bible statement, is it not?
I found it to be true, when I saw a little boy of six or seven years with a bank-book—his own.
He had deposited a portion of his spending allowance in the bank, ready as we would say—for a rainy day. But that is not what he said. "I want to buy a nice new

bike with blue wheels," he thought, "and if I keep on saving, I can go down to the bike store and get it."

No "chargex" or instalments for him, no worrying about payments. He had started a good habit early in life, and as I see it, he could lead many of us grown-ups to a happier way of life.

Yours truly,
Millicent Milroy.

Objects to money for run-a-thons

Dear Mr. Editor:

Another run-a-thon! This week it has been an endless knocking on the door—the question—Will you sponsor me in a run-a-thon?
My husband and I do not like to sponsor these activities, but would much rather pay

for the same program by having two or three lads rake our yard and bag our leaves.

Let us give the children work to do that they may earn their money and the people see the results.

"A Would-be Sponsor"

Present petition opposing proposal for steam train

Opposition to and requests for further investigations of the Ontario Rail Association's proposal to recreate a page from Canada's steam locomotive history on unused CN railway tracks extending from Cheltenham to Georgetown were presented to Esquimes Council Monday night by two separate parties.
On behalf of 75 township ratepayers who live within a quarter mile of the track somewhere between Georgetown and the northern boundary of the township, Terra Cotta resident Bill Zilio presented council with a petition asking that several points be cleared up before township support for a CN application to the Canadian Rail Transport Commission for abandonment of service on the old northern line was given.
"We reject the idea the railway will have sufficient advantages to the township to outweigh the disadvantages," Mr. Zilio said. "We feel the quiet life of the township should not be infringed upon by outsiders."

Mr. Zilio said he sympathizes with the railroaders, but sees no reason to go back into the past. "We are concerned about air pollution from the coal smoke. The proposal to run at a slow rate of speed will increase pollution," he suggested.

He added that the effect the smoke could have on the washing of women living near the track was a very important consideration for those women.

Vibration possibility
Noise and vibration from the trains, noise from increased road traffic and loss of privacy which would result were also cited by Mr. Zilio as points for council to consider. He said residents are concerned about possible damage to the walls of their homes resulting from the vibrations. Property owners are also concerned about trespassers, he added.

Mr. Zilio went on to point out that many urban people use the tracks as a walking path on hikes and that it would be dangerous for them if they were unaware a train was running on the tracks. "We would also like to know who will eventually operate the trains, about insurance for them, where coal will be stored and ashes dumped," he said.
Zilio also reminded council there is a bad blind corner near the point where 22 Sideroad crosses the line.
He said residents had been ill-informed, since they were first under the impression the railway would operate only on weekends during June, July and August. "I raised the question of why an unused part of the track in Chingacousy was not being used."

Accompanying Zilio in presenting the petition, former township deputy-reeve Russell Miller asked who would be responsible for crossings along the route.

"We were told the Association would install signals, until then they'd have somebody at the crossings as a safeguard," Reeve Tom Hill replied.
Miller suggested there has been a great improvement in township roads, since the track has been inactive.
"Twenty Sideroad used to be a

real mess. The last few years it's been very good," he told council.

Presented points
Also concerned about the proposal, Twenty Sideroad resident Don Lawson presented seven points to council which he asked be answered before any decision is made. He asked if in fact acceptance by council is a condition of the CNR agreement; if people using the right of way come under the jurisdiction of the Board of Transport Commissioners, where personnel will be loading and unloading; if control of whistle sounding comes under the jurisdiction of the Board; and for an investigation of traffic, concerning rights of way and a list of length of season, days and hours, times and schedules the proposed railway will use.

On behalf of the Association, director M. C. Black countered that when tourism is involved, it is difficult to put a tangible value to the township on this type of thing.

"I said the train would load in Cheltenham and unload in Georgetown. That'd be the value to the township," snapped Reeve Hill, who has already let his opposition to the proposal be known.

Black said one coach on the train would be named each for Glen Williams and Esquimes and this way the two names would get national publicity.

"We all have to look to the future, but we can't look to the future without looking at the past. Any type of monument to the past is being established so that other people can have a guideline. I can guarantee Mr. Zilio diesels would be six times objectionable," Black continued.

Black maintained the Association has no present intention to run daily, but Reeve Hill reminded him another spokesman had said that if the time came and the demand was there they would operate daily. He said present plans call for the train to operate in daylight hours only with one and one half to two hour return trips between Cheltenham and Georgetown, beginning at 8 or 8:30 in the morning.

"So that's about two trips in the morning and three in the afternoon," Reeve Hill replied.

"You prove to me you're going to burn white coal, until then I'm agin it."

blowing. Black said that if a local objection to it were raised it would be discontinued. He said whistle-blowing is prohibited in Mississauga, although Reeve Hill and Councillor Dick Howitt, a regular passenger on the Georgetown-Toronto C.N.R. line, recalled hearing whistle sounding in Malton.
Councillor Wilfrid Leslie, who is familiar with the size of the engine to be used said he didn't think it would produce much vibration.
Tom Henry, another member of the Association said the group was looking at perhaps a five year lease with the CN, with a six month or one year termination clause.

"Will the CN put the line in shape?" asked Councillor Leslie.
Black said his organization would be responsible for that. He also expressed the opinion the situation at crossings along the line could be improved by the railway's presence.
Go connection the

Henry mentioned the

Trained engineers
Replying to a query from Deputy-reeve Len Coxe, Black said engineers on the train would all have to pass the same regulations and take the same tests as engineers on regular runs.

"All the men we have in mind are currently in the railroad's employ," he said.

He also said the Association would be bound to follow the same regulations on pollution as regular railways do.

"Well I've never seen the government get too strict with themselves yet," Hill said in reference to the C.N.R.

On the subject of whistle-

possibility of the train meeting the GO train in Georgetown. This train would bring passengers who would otherwise have to travel by car out from the city.
"The area the track passes through is bound to become the recreational playground for the Toronto Centred Region Plan," he said.
After hearing the Association's proposals, Lawson rose to say he was even more concerned.
"It seems to be giving total license to a group to operate as they see fit," he said.
Councillor Howitt wanted it made clear it is not Esquimes who will give the license.
"They've just asked us if we'll write to railway transportation board saying we have no objection," he said.
Council promised to consider the points raised in Mr. Zilio's petition and by Mr. Lawson.

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Let's talk about HORSES



My unhorsey father often used to shake his head at our horses and exclaim, "How can you spend so much time and money on something that is always biting you, kicking you, or tossing you on the ground and treading on you?"
He has a point.
Owning a horse is rather like raising a teenager—the rewards must be there but they are quite obscured at times. Riding is an enjoyable sport, good exercise, mildly or wildly exciting, and produces a euphoric feeling of power to control (?) a thousand pounds of volatile muscle.

thing non-horse lovers cannot fathom?
Positive side
After the first snowfall, when we tiptoe out to the barn before bed and are greeted by a friendly chuckle from a warm steamy stall—we know.
When we wake at early dawn and look first to the pasture to see the timeless picture of grazing horses—we know.
When a lost horse comes galloping in panic over a hill looking for his human—we know.
When we see the look of trust in a horse's eye as we caress her to be hurt and worried by a vet or blacksmith—we know.
When we carelessly fall off a horse and he comes back and noses us with concern—we know.
Corny and sentimental maybe, but oh, so good for the soul.

Negative side
But most people soon tire of renting a horse for five dollars an hour and they become horse owners. After investing enough money to buy a hundred hours or more of riding, they then proceed to destitute themselves still further to the tune of 40 or 50 dollars a month maintenance—for a horse they ride twice a week.
Not to mention getting up early EVERY morning; eternally fixing fences; hauling bales, sacks, manure, bandages; doctoring a horse that does its best to maim itself (or you) at every opportunity.
When you acquire a dog, a simple booklet of instructions is sufficient to insure a lifetime of devotion. Twelve large volumes of equine encyclopaedias would not prepare you adequately for maintaining a horse.
On a scorching summer day, I rarely have the chance to swim. No, I'm usually covered with perspiration and hay-dust, with blistered hands, piling hundreds of bales of hay for my ungrateful horses to muck about next winter.
Why do we do it all? Are we all masochists? Do we know some-

Friends elect new officers

The Friends of the Museum elected their officers for the year at a meeting in the county building. President is John McDonald, Georgetown; past president Mrs. Irene Saunders Hornby; vice-president Mrs. Judith Goebelle, Georgetown; auditor Raymond Trace, Nassagaweya; historian Ron Harris, Milton and representative to the museum board Mrs. Goebelle.
This year's project is the installation of a fountain in the terrace at the county museum in Kelson conservation area.

Pollution Probe has local branch

A branch of Pollution Probe has been organized in Georgetown. Unanimous support was pledged for G.U.A.R.D. (Group United Against Rural Dumping) who oppose the depositing of garbage in Indusmin quarries.
A clean-up of Hungry Hollow was organized for last Saturday.

"NOTICE" EFFECTIVE MAY 7th, 1973
THE REGIONAL ASSESSMENT OFFICE for the COUNTIES OF HALTON AND PEEL
presently located in the Town of Brampton will move to

55 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 2C8
at Highway 10 and Burnhamthorpe Road,
The Oakville Sub Office, serving Oakville and Burlington, will remain in its present location
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