

# C.N.I.B. campaign best ever — chairman

Campaign chairman Vic Bristow told the Free Press that this year's canvass to aid the Canadian National Institute for the Blind was the most successful ever held in Acton.

Canvassers and donations realized by the volunteer committee amounted to \$1,611, which was turned over to the C.N.I.B.

Last year the canvass realized \$1,075.00.

Seventy-one canvassers called on residents to chalk up the highest total to date but some people not home when canvassers called, were missed. Donations can still be made by sending them to Vic Bristow.

Mr. Bristow, who took on the chore this year, when the Lions got involved in other community work, said he appreciated the work of the very dedicated group

who pushed the campaign over the top, and the generous donations from citizens, businessmen and industry. He said the C.N.I.B. also sent along their warmest regards and thanks.

Following is a list of the 71 people who canvassed:

Bonnie Bristow, Penny Bristow, Mrs. S. Wilson, Mr. and Mrs. H. Krzyzik, Eileen Boustfield, Beat Anderson, Laura Dittich, Mrs. C. Agar, Mrs. Eaton, Mrs. John Grahame, Mrs. G. Usher, Madeline and Cindy Lee, Mr. John Kaminga, Mrs. P. Marks, Mrs. Lorna Clarke, Mr. Arlie White, Mrs. Jackie Parker, Mrs. Mowatt, Mr. Bernie Freuler, Mrs. G. Ashley, Cynthia Blades, Mrs. J. Higgins, Mrs. Ed. Norton, Mrs. F. Robinson, Mrs. Les Doby, Mrs. K. Papillon, Mrs.

C. Lindsay, Mrs. Brenda Mainprize, Mrs. J. Arnold, Mrs. J. Sewell, Mrs. Lorne Norton, Mrs. Wendy Kamel, Mrs. Alice Wilkinson, Mrs. N. Aitken, Mrs. M. Anderson, Mrs. D. Wilson, Mrs. H. Dawson, Mrs. H. Halfer, Mrs. J. Turkosz, Mrs. A. Connee, Miss Barb Pratt, Mrs. G. Taillefer, Mrs. J. Lausten, Mrs. C. Mackenzie, Mrs. E. Patterson, Mrs. D. McEachern, Mrs. J. Thornhill, Mrs. J. Frizell, Mrs. Smiley, Mrs. I. McGillivray, Mrs. T. Ancher, Mrs. J. Gerth, Mrs. A. Holmes, Mrs. E. Mulder, Mrs. S. Sale, Mrs. A. Roach, Mrs. C. Gould, Mrs. B. Cargill, Mrs. M. McDonough, Mrs. J. Denny, Mrs. Len Grahame, Mrs. Ed. Foutill, Miss Andrea Broostad, Mrs. B. Baxter, Mrs. K. Conroy, Mrs. Keuchler, Mrs. D. Hunter, Mrs. G. Hargrave, Mrs. D. Farr.



A SURPRISE presentation of coffee table, two lamps and flowers was made on the final day of school Friday afternoon to Speyside school Principal Gary Dawkins and wife Rosalee. Shown with Mr. and Mrs. Dawkins are John

Newell Memorial Citizenship Trophy winner, Audrey Devries (left) and Margaret Schubert (right) who made the presentation on behalf of Speyside students.

(Photo by D. Gibbons)

## Three locations for large substation

Continued from Page 1

along the east-west connection.

Halton—two possible sites, just east of Milton and south of 401.

Woodbridge—west of the village of Woodbridge south of Highway 7.

Parkway—south of Highway 7 and east of Woodbine Avenue.

The links from station to station are as follows:

(i) Middleport to Halton: This link has two distinct alternatives, both of which begin by following the existing Hydro R.O.W. from Middleport north to the Beverly Swamp. From this point, one route passes south of Freetown, north of Carlisle and Kilbride, joining a gas pipeline R.O.W. to pass through the Escarpment Gap south of Rattlesnake Point and then into the Halton Station.

The other possibility connects to a point on Highway 401, west of Campbellville, and follows the

highway alignment through the Escarpment to Halton Station. Variations of this connection are numerous in the Freetown area.

(ii) Halton to Woodbridge: Between Halton and the point where this route crosses 401 west of Meadowvale there are two possibilities, each following existing R.O.W.'s of a gas pipeline and a Canadian Pacific Railway line respectively.

East of 401 to the Woodbridge station the route follows the proposed Highway 407 alignment which passes north of Malton, crossing Highway 50 north of the Clairville Reservoir and Highway 27 just south of Highway 7.

(iii) Woodbridge to Parkway: From Woodbridge Station the alignment would follow the CNR by-pass east to Bathurst Street where it would loop north of Langstaff following the proposed 407 alignment, across Yonge Street and into Parkway Station.

(iv) Parkway to Cherrywood: Between these two stations there are various options, the most southerly of which connects to the existing Finch Hydro R.O.W.

One variation in this system (shown by the dashed line) would involve linking directly between Halton and the existing Kleinburg Station and then to Parkway Station, thereby eliminating the Woodbridge site.

(i) Halton to Kleinburg: This route branches off from the Halton-Woodbridge link north of Malton and runs north to Kleinburg.

(ii) Kleinburg to Parkway: Between these two stations there are variable options south of King City with two possible crossings of Yonge Street south of Oak Ridges. From here, there are two alternatives which skirt Buttonville Airport, one following an existing low voltage transmission line.

The north-south connections of this system would require two stations: Georgetown and Kleinburg.

(i) The Halton to Georgetown line would run north from Halton through the Escarpment at Limehouse, with three possible station locations at Limehouse,

Ballinfad and Crewson's Corners.

(ii) The line north from Woodbridge would be an expansion of the existing R.O.W. through the existing Kleinburg Station.

(iii) The most easterly north-south route would parallel the proposed Highway 404 alignment.

### SYSTEM "S"

This system follows a more northerly route and requires three new stations: Georgetown, Halton and Parkway.

The links in this system are as follows:

(i) Middleport to Georgetown: There are three possible locations for a Georgetown substation and there are numerous alternatives to connect Middleport to Georgetown. The westerly possibilities run southeast of Arkell, Eden Mills and Rockwood. To the northerly stations. To connect to the Limehouse site there are a number of options through the Sodom and Sayer Mills areas.

(ii) Georgetown to Kleinburg: This link crosses the Escarpment north of Limehouse, and continues directly east across the Peel Plain north of Snelgrove to Kleinburg.

(iii) Kleinburg to Parkway: Between these two stations there are variable options south of King City with two possible crossings of Yonge Street south of Oak Ridges. From here, there are two alternatives which skirt Buttonville Airport, one following an existing low voltage transmission line.

(iv) Parkway to Cherrywood: Between these two stations there are various options, the most southerly of which connects to the existing Finch Hydro R.O.W.

This system would require a north-south link between Halton and Georgetown. This line would run north from Halton through the Escarpment at Limehouse, Ballinfad, and Crewson's Corners.

### SYSTEM "T"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "U"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "V"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "W"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "X"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "Y"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "Z"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "AA"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### SYSTEM "AB"

An alternative to the system "S" would link from Georgetown to Penville, from Penville to Newmarket and then run south to Parkway.

(i) Georgetown to Penville: This link would cross the Escarpment north of Limehouse and run north-east to the base of the Escarpment. From Ferndale the route passes south of the Caledon and Albion Hills, crosses the Humber River south of Cedar Mills then into Penville Station, which is southeast of Lloydtown.

### Personals

Miss Elva Pearen, Mrs. Geo. Wallace, and Mrs. Gordon Johnston of Greenock and Mrs. Alec McPhedran of the Rockalong Women's Institutes attended the sixth national convention of the Federated Women's Institutes of Canada at Banff, June 18-22 held at the Banff Centre. Highlights of the trip were a banquet first night at the centre, an all day mountain tour in the middle of the week to Lake Louise, Emerald Lake Takakkaro Falls, Yoho valley and others, and the last evening a barbecue, western style.



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## Principal Dawkins honored at Speyside

Presentation of a coffee table, two lamps and flowers to Speyside school Principal Gary Dawkins and wife Rosalee highlighted an assembly on the final afternoon of school Friday.

Margaret Schubert made the presentation on behalf of students of the school. Mr. Dawkins will become principal of M. Z. Bennett school, Acton, in September. He has been a teacher at Speyside since it opened 13 years ago. For 10 of those years he was principal.

Earlier in June staff members of the school held a surprise party for the Dawkins' and presented them with a set of luggage.

The John Newell Memorial Citizenship Trophy was presented to Audrey Devries and sports achievement awards went to Mike Dickson and Laura Walsh.

Piano and guitar numbers, dancing and a short play were also on the assembly program.

Volunteer mothers who work in the resource centre presented Mr. Dawkins with a sketch of the school.

A special presentation of a silver engraved tray was made by the Slaven family who had four children attend the school during the time Mr. Dawkins was there.

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### OUR READERS WRITE:

#### Community always kind to school

Messrs. David and James Dills, Acton Free Press, wrote me and said:

Dear Dave and Jim:

In a few days I shall walk down the school lane and happily commence another career in Acton... retirement from the field of education. May I, once again, solicit your help so that I may officially express my sincere thanks to the citizens of Acton.

The community has always been very loyal and kind to Robert Little School. I vividly remember September, 1909, as if it were yesterday, and have always appreciated the fine traditions established by Miss M. Z. Bennett. With students that didn't shun hard work, understanding parents and a loyal community we tried to carry forward these traditions and meet the needs of a growing community.

I have always been grateful for the co-operation between the schools in the community, to the members of the I.O.D.E.'s, the Women's Institute, the Canadian Legion, the local churches and

clergy, and the local service clubs for their help and support throughout the years. I remember the men who willingly served on the local school board, our representatives from the Department of Education and the members of the Home and School that worked unflinchingly for better educational facilities in Acton. I have always been fortunate to be surrounded by staff members who have made an outstanding contribution to the school and the community.

I'm also thankful that Acton has always been served by an enterprising newspaper. It is impossible to measure the contributions. Acton is very fortunate indeed to have men of your public interest and concern promoting and co-ordinating its interests through your weekly newspaper.

Mary and I are happy to have this opportunity of saying "Thank-you" to the community. We are looking forward to many more happy years in Acton.

Yours sincerely,  
Garnet W. McKenzie

#### Must ensure skillful stay on land

Dear Editor,

At present the policy in regard to land use in this province is a major disaster. We are in effect forcing people to leave the land, using the argument that it is better and more economic to have fewer farmers on larger units of land.

The N.D.P. objects to this rapid, unplanned and unjust division of people from the land in this province. We in the N.D.P. feel that we are losing people who have valuable skills. Skills that feed us and with which we cannot do without.

In almost all cases farmers who have left the land cannot be blamed. From the sale of their land, they get the money they need for retirement and this they deserve. Unfortunately, some farms that were once productive are now owned and run by ob-lan-d. Ontario must be kept a food producing region instead of an asphalt covered parking lot!

This will involve direct challenge to speculators who are at present willing to sell Ontario for any abuse as long as it is profitable. We can't continue as we are and escape the consequences of the loss of the skills

sentee owners who are in effect making a hobby out of the way of life of several generations of Canadian farmers.

We suggest that there must be a planned land policy in this province. This policy would ensure that young men and women with farming skills can afford to stay on the

Sincerely  
Brian Holstein  
President-Wellington Dufferin  
Riding Association.

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