

**FAST FREIGHT
SAME DAY DELIVERY SERVICE**

**GEORGETOWN — ACTON — GUELPH
AND INTERMEDIATE POINTS**

Superintendent's Office: LYN 2101—Toronto
 LIST OF AGENTS
 Toronto Passenger Depot: JU 4434
 Toronto—Passenger Agent: ALB 5003—Local 422
 Toronto—Freight: JU 2213
 Georgetown: FIVE 13—Acton: Phone 17
 Guelph—Passenger: JU 4434
 Guelph—Freight: JU 4434

GENERAL INFORMATION

SIGNALING OF CARS.—Persons intending to board cars please signal the motorman of their intention. At night, by lighted match or other light.
TICKETS.—Passengers are required to purchase tickets at stations before boarding the cars.
CASH FARES.—In case of loss of tickets, passengers should demand a receipt showing amount of fare paid.
CHILDREN.—In arms will be carried free of charge. Children under 12 years of age and not in arms will be charged half-fare. Children 12 years of age and over will be charged adult rate of fare.
LOST ARTICLES.—In case of loss of articles left in train or at stations notify the Superintendent's office giving time and date of loss and description of article.
DISPUTES.—Should any difference arise between passenger and conductor, the passenger should pay the conductor's claim, take receipt for the amount and apply to the Superintendent's office.
BAGGAGE.—Passengers are entitled to carry a small quantity of hand baggage only which will not inconvenience other passengers. Trunks will be checked.
EXCURSIONS AND SPECIAL CARS.—For information relating to special and chartered cars or special service for excursions, please contact the Superintendent's Office or Passenger Agent.

Electric railway GO train of its day

Fast, efficient train service between West Toronto and Guelph was a reality many years ago. The GO service of the day was the Toronto Suburban Street Electric Railway.
 Actonians found it the best way to travel and send freight. There were frequent trains, all electrically powered.
 Of course, the steam engines operated along the car tracks as well, carrying many local passengers.
 The line was forced to close for financial reasons. The tracks were taken up in the 1930s.
 However, the route is still plain to see through this district. The station in Acton was on Main St. S., and it remains,

converted into a house. The route came through Limehouse, past Beardmore, to Main S., over the far end of Fairy Lake, and through the countryside to Blue Springs scout reserve.
 An old timetable lent to the Free Press by Kay Alger shows the frequency of trains of the Electric Railway route.
 Copies of employees, instructions and timetables of 1923 have recently been sent to the Free Press by former Acton resident and deputy minister of Highways Cam McNabb.
 The old pictures are from the Free Press files.
 The employees' timetable issued in 1923 is filled with special instructions.
 For railway buffs, here's a

sample:
Special Instructions Guelph Division
 "The position of the junction switch at Lambton Jct. is normal when set for the Dundas Street line.
 "Cars entering Lambton Yard at the west end will shut off power when passing the change-over switch and not proceed until the relays have changed over from 1,500 to 600 volts.
 "The change-over switch is situated 109 feet west of the west main line track switch of Lambton Yard.
 "Cars from the east whose run terminates at Georgetown will discharge passengers on arrival at Georgetown platform and unless meeting another car there

will at once proceed to the wye to turn. If the car is to start on the return trip before night, it will stand on the tail of the wye until time to proceed to the platform. If the car is to stay at Georgetown overnight it will, after turning, proceed to the passing track, where it will stand until morning. If meeting another car at Georgetown, it will take the siding before proceeding to the wye.
 "Spur to Noble's Mill at Norval, mileage 22.2, is on a very steep grade, and must be operated with great care.
 "The crossing at grade of the C.N. Rys. spur at Acton, mileage 32.37, is protected by a half interlocking plant. The normal position of this interlocking plant is clear for the T.S. Ry., and when crossing is

TRAVEL THE STEEL HIGHWAY
 Time Table in Effect May 17th, 1930
 Daylight Saving Time

PICNIC AT ELDERADO PARK
 Low Excursion Fares
SPECIAL EVENING RATES
 Single Fare Return to effect After 8:00 a.m. daily From all points
DANCING WEDNESDAY and SATURDAY NIGHTS
 Special Club Rate for Parties of Ten or more
TWELVE RIDE
 Special Low Rate Weekly Tickets and School Tickets
 Summer Cottages for Rent

HIGH SPEED ELECTRIC TRAINS
 Via the Scenic Route between
TORONTO
 Terminal Keele & St. Clair
ELDERADO PARK
GEORGETOWN
ACTON
GUELPH
 Terminal C.N.R. Depot Centre of City
CANADIAN NATIONAL ELECTRIC RAILWAYS

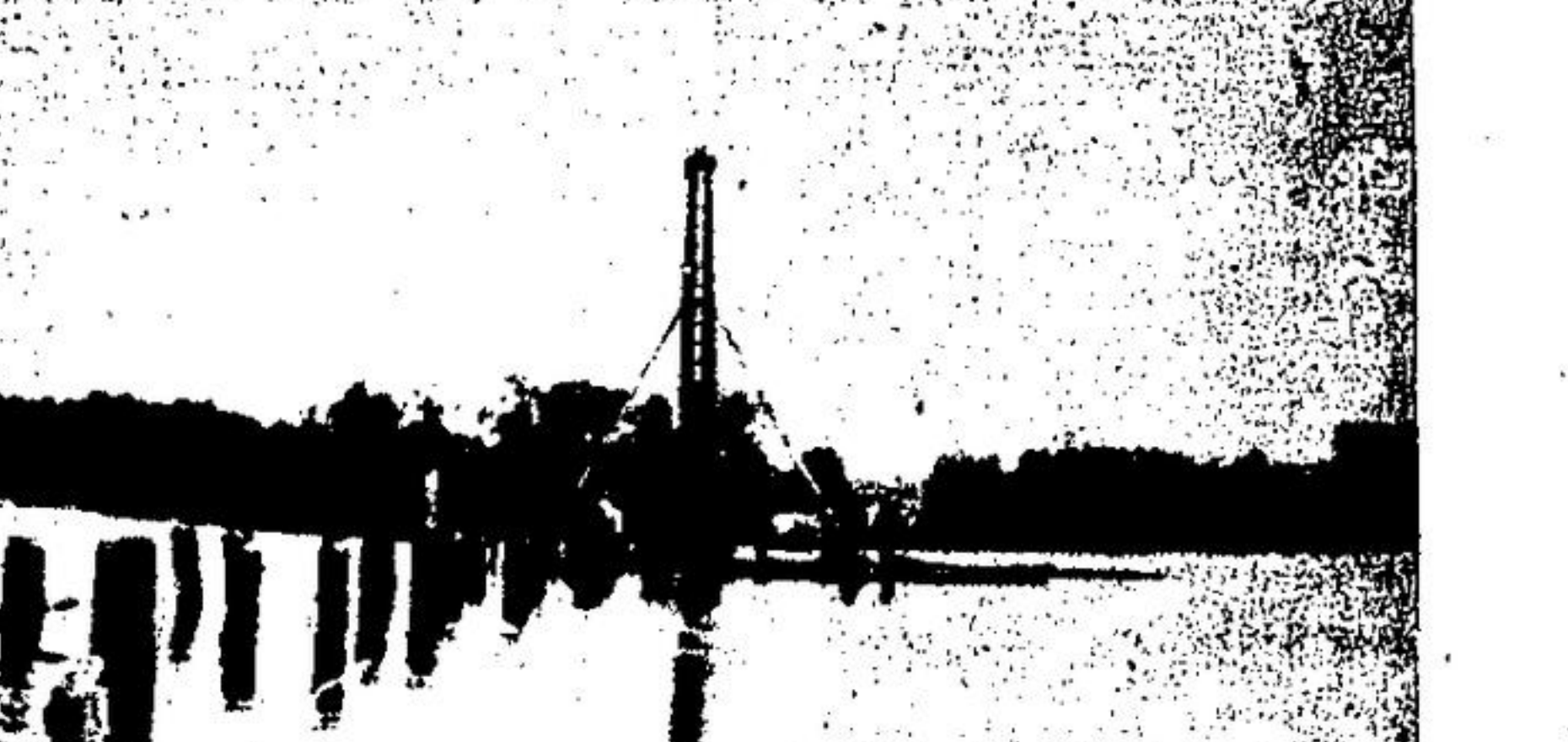
General Offices: 4006 Dundas St. W., Toronto
 Phone: LYN 2101 Freight Phone: JU 2213
 Passenger Depot: JU 4434



RADIAL CARS stop in Acton at the station on Main St. South, en route from Toronto to Guelph. It was the GO train of its day, but eventually failed. The right-of-way remains. This station is now a house.



STEAM ENGINES were used to help in the construction of the radial railway line which ran through Acton. The railway was completed in 1917 and the tracks were taken up in 1928.



TRACKS FOR the radial line were to be laid over these stumps, shown being placed in Fairy Lake. Vestiges of the popular old line remain visible in the lake.

School board reviews six-year objectives

The philosophy, theme and direction of public education in Halton may be in for a facelift.
 Recently Halton Board of Education approved formation of a committee which will examine all aspects of curriculum.
 Thursday the board took a second step towards eventual change in education throughout the region by deciding to review its six year old set of objectives.
 Veteran Burlington trustee Fred Armitage urged the entire board meeting be devoted to a review of the board's objectives since they "go to the heart of what this board is trying to do".
 The following is the board's

objectives, a framed document which is in every school and the board's chambers:
THE OBJECTIVES OF THE HALTON BOARD OF EDUCATION
 "We believe in the individuality of all children. School programs should allow each child to develop his potential to the fullest extent within the limitations of the resources available to the Board."
 "Although we recognize that schools should establish their own priorities, the type of student we hope to develop should be one with:
 a) the skills of reading, listening, speaking and writing, and the skills of

arithmetic computation required for daily life as a citizen;
 b) the ability to research information from a body of knowledge;
 c) the ability to select and evaluate information;
 d) the ability to make reasoned judgements;
 e) an inquisitive attitude towards knowledge;
 f) a wholesome conviction of self worth;
 g) an awareness of the needs and rights of others;
 h) an understanding of the rights and responsibilities of a citizen in Canada; and
 i) the awareness of that which is creative within him and some experience of the intellectual discipline of the arts."

"We believe that these objectives can be achieved best through the application of the principle of continuous progress. Children learn at different rates, at different times, in different areas of study, by different methods of teaching. Learning must have continuity so that gaps or unnecessary duplication in instruction do not appear. Within the policies of the Board each school should be allowed latitude to evolve a program. Patterns of staffing, design of schools, integration of program, and varieties of program between schools should all be directed towards the objectives listed above and based on the principle of continuous progress. Ultimately, children should be allowed to progress in every learning area and from division to division at any time during the year with the concurrence of the principal, parent and teacher."

The board's objectives were drawn up in 1973 and haven't been "re-evaluated" since, Armitage reminded his colleagues.
 He noted the board came up with objectives thinking it was "vital" important to "identify what we are trying to do here."
 Armitage said the objectives need to be relevant on an ongoing basis and should be reviewed even if the board decided not to change a single word.
 When the board decided recently to review its curriculum for regular high school, elementary school, special education, adult education and other programs, Director of Education Em Lavender warned some of the special committee's recommendations might run counter to the board's objectives. The

Oakville Trustee Judy Alexander called for public input into the board's objectives review.
 She said public opinion must be "tapped" and noted it has changed since 1973. "We must go the consultative route. Public input is essential."
 Armitage said he supports "tapping public opinion wholeheartedly" but warned against another board committee being set up and months passing by before the review takes place.

Halton Hills sued for \$27 million

S. B. McLaughlin Associates is suing Halton Hills for \$27 million.
 Lawyers for the giant development firm filed a "statement of claim" against the town and region Tuesday in County Court, Milton, for breach of contract.
 The suit is another step in the firm's legal battles with the town to build 1,740 homes south of Silver Creek, below Georgetown.
 Last November, at the start of a month long Ontario Municipal Board hearing examining the McLaughlin plan, one of the firm's lawyers, Robert Jarvis, announced a writ had been issued citing a number of legal actions which would be sought by the firm against Halton and Halton Hills. At that time the amount of damages was not revealed.
 In an interview Tuesday another McLaughlin lawyer, Spence Stewart, revealed the \$27 million damages amount and reviewed other requests the developer will make of the court.
 Looking ahead, Stewart said the town and region will likely file statements of defence and various legal steps will follow leading up to a date in court in a "couple" of years. He noted the statement of claim sets out the facts on which McLaughlin's case "relies". It was filed purposely in Milton because a court date would be obtained sooner there than in, say, Toronto. The writ started the law suit and set out the case in general terms.
 Besides \$27 million McLaughlin is also asking the court for an interim injunction to stop any new development from being hooked into the sewage treatment plant pending the suit court case.
 The suit also calls for the court to impose an injunction

against the town giving allocation in the expanded sewage treatment plant to anyone but McLaughlin.
 McLaughlin is asking the court to order the town to give its 1,740 home development sewage capacity and live up to previous agreements permitting the development. McLaughlin claims the agreements force the town to not only allow but support the development.
 McLaughlin contends agreements made between Georgetown and Delrex Developments in 1954, 1955, 1958 and 1965 permit the land to be developed and forces the town and region, to provide sewage allocation. The agreements between the town and region were acquired by McLaughlin through a firm called Brumac which later became Focal Properties, a new subsidiary

of McLaughlin.
 The 16 page statement of claim reviews the four agreements and ways the development has been delayed over the years.
 Stewart said the 1954 agreement covers the purchase of lands by Delrex stipulating property will be annexed from Esqueping by Georgetown and the town will service it. He noted most of this land has been developed.
 The Ontario Municipal Board approved annexation of 1,247 acres in 1954 which became effective January 1, 1955. It also approved annexation of another 498 acres and it came into effect in February 1955, he said.
 Besides the court fight, McLaughlin, and the town and region have already battled it out for six weeks of OMB hearings in 1976 and 1977.

The income tax return has been improved this year, making it easier for you to do it yourself. And to make it even easier, read the six basic steps in the Guide. You'll probably find all you need to know there. But if you have any additional questions, you'll find the answers in the detailed portion of the Guide.

DUAL CONVERSIONS AND CUSTOM WORK
Superior Muffler
 Lifetime Guarantee (For as long as you own your car)
 At a price you can afford!
 Over 1,000 dealers coast-to-coast
Rich's Service Centre Ltd.
 R.R. 2, ACTON
 PHONE 853-2940

Denture Therapy Clinic
 Gabriel Szocs D.T.
 878-1100
 155 Main Street, Milton

With the Guide, you can do it.



And remember:
 1. Include all your original receipts.
 2. Double check your return before mailing it. If you have a refund coming, you'll get it sooner if your tax form has been done accurately.

Go ahead! You can do it.

Revenue Canada Taxation
 Hon. Joseph P. Guay Minister

Revenue Canada Impôt
 L'hon. Joseph P. Guay Ministre

Acton Figure Skating Club Presents

We Wish You A Rainbow

Saturday April 8, 1978

Tickets available at the arena or from any member of the executive.

Afternoon 2p.m. - 4p.m.
 Evening 8p.m. - 10p.m.

Children 1.00
 Senior Citizen 2.00
 Adults 3.00