

"The last 500 feet" — that's how a friend phrased the rising up the escarpment to Acton our bus was doing on a trip from Toronto.

"I always think the 500 foot difference makes a different world out of Acton — a sort of plateau."

He was referring mainly to the weather and he was right.

It wasn't until we moved to southern Ontario and became aware of the variations of weather within a few miles, as we lived on the edge of several snow cycles, that I came to notice the weather so much.

In England all I remember is rain and two days each of snow and unbearable heat—not bad for 11 years.

Montreal and the Ottawa Valley were predictably hot, or very cold, with lots of snow.

We moved to Elora in early March, 1968, and I thought it was Florida. Spring, not due to another four or five weeks in the valley, was galloping full force in Elora. The snow was gone, crocuses were blooming and the birds were back.

I think now it was an exceptionally early spring. Now that I live in Acton, I, too, think Elora is part of the frozen north.

It's funny how, each time we moved a few miles further south, the winter weather was markedly different.

We farmed for four years one mile north of Highway 24. Wendy Thompson, living in the warm south below Acton used to phone and demand an update on our blizzardy weather before attempting to visit. Many a time she'd leave Acton in sunshine only to find blowing snow three feet deep up our way.

After moving south of the highway six years ago to God's country, I realized just what she meant in terms of weather.



Up until recently, the children went to school in Ospringe. When the buses were cancelled and I looked out on our south Highway 24 sunshine before phoning and complaining I was told north Highway 24 was having a roaring snowstorm.

Although Acton seems the benign south, it's a far

cry from towns on the bottom of the escarpment. How many times have you left home in thick fog only to have it dissipate as you slid down the escarpment to Milton? Or vice versa?

Whatever weather we're having way up here, you can almost guarantee the reverse is true down that 500 feet.

Recently, we were having a couple of inches of friendly snow wafting around the back yard. However, the two Toronto radio stations I listen to were screaming blue murder about a blizzard in the city. Storm warnings were out, traffic announcers were predicting an accident filled rush hour, people were warned to get home early. Knowing the distinct possibility of Toronto getting different weather from us, I was pretty nervous about my impending supper time trip to the airport.

However, when I took off nice and early, to tackle the great storm below the escarpment, I found only wet roads, a sprinkle of snow on the road banks and Toronto traffic doing the usual.

What a fuss about nothing—those traffic announcers should live north of Highway 24—or Elora—or better yet, in the Ottawa Valley!

Whether—favorite Canadian conversational topic—without it we'd be an uncommunicative nation never being able to start a conversation.

St. Joseph's parish inducts ministers

Three new extraordinary ministers in the parish to ten, according to Father Leo Speagle.

Extraordinary ministers help with communion and bring communion to the sick. Father Speagle said. The term of office which lasts two years, is one of the

highest the church can give.

"It's giving the layman a significant office in the church," he said.

The church revived the lay office ten years ago, and the local parish has used the office since 1974.

Extraordinary ministers played a part in early church history but later the office disappeared.

The office is open to women, too, Father Speagle said. However, there are so far none in the parish.

Only local severances: lawyer

Out-of-towners can't get severances charged a Toronto lawyer as his client's bid for a property separation was denied by Halton Land Division Committee (LDC) last week.

"The only people who are going to get sever-

ances are people in the area," Paul Valenti the lawyer told LDC members in Halton Hills Seventh Line office.

The lawyer's comments grew out of a discussion with LDC members concerning restricting in Halton Region and Halton Hills official plans.

LDC member Des Morrow told Valenti there is two per cent growth planned for the rural area. The application was denied because it contravenes official plans which are to keep lands rural.

Valenti's client, Armando Mauti of Downsview, applied to sever

Doesn't want a union

Dear Editor:

As an employee of Superior Glove Works Ltd. in Acton, I feel it is time for one of the majority to be heard from.

Up to now the Canadian Union for Brewery, Flour, Cereal, Soft Drink and Distillery workers have had statements published that have created a working atmosphere far worse than that quoted from Union Director Mr. Bill Rannachan that "Sweat shop working conditions exist at Superior Glove Works."

I am one of 57 employees at Superior that feel it is time for the Union to recognize defeat and leave us alone. Had we wanted help from this Union

they would have had their majority long before now. In the last two weeks there has been some very disgusting incidents that have been originated by union members that has caused some of us grief to the point that medical aid has been received. This is not the way unions are formed.

As we boast about having a democratic life style, how is it that a group, and I might add a small group, has the right to continue to bother us with this union. They have had their meeting and got closer together as the union director pointed out last week. However, they still don't have the

majority required to form a union.

Superior Glove Works Ltd. has provided us with employment in a town where jobs are virtually non-existent. Therefore I suggest for those that see the need for a union in a company they have the right to seek out employment where a union is already established and then for the rest of us we will have the peace that we want, so Mr. Rannachan take your union and your trouble makers and leave us alone.

Sincerely yours

One of 57 concerned employees at Superior Glove Works Limited.

Opinions expressed ignored

Dear Sir,

This letter is to express my disappointment with the planning board for the way in which they handled the plaza situation and the public meeting.

They listened to BIA members and others criticize Sprackman's honesty and integrity; how about theirs? It was known they were reluctant to hold the meeting to begin with, and it now appears the decision had already been made.

Three hundred people left a meeting believing the effort had been worthwhile, that they had performed their part in assisting the planning board in

such a serious and important decision, by giving them an idea of what the townspeople wanted.

One member in opposition accused us of having impressionable minds, believing Mr. Sprackman was there to offer us something which could only be good for us. Maybe we have, although no one without having a personal or selfish reason has said it wouldn't be good. It would provide competition to what we have now and competition has always been good for the consumer.

But even if we weren't impressionable, it seems we were certainly naive. We believed the board was

concerned with our opinions.

"Mr. Nielsen your time has expired, it's time now to hear from the public." Like hell! They heard from us, now let's hear from them if they don't approve of what Sprackman has to offer—do better.

I wish Sprackman all the best. If he never has his plaza in Acton at least he helped us motivate some of those people who seemingly know what's best for us. Even if it is our money, too.

Ben West
40 Churchill Rd. S.
Acton—853-2555

Need applicants for geared-to-income apts.

A 21 unit townhouse project for rent-geared-to-income families in Milton is not attracting enough applicants to warrant the project on Bronte Street so the Ministry of Housing is opening the project to residents of Halton Hills.

The residency clause limiting the housing to Milton residents has been waived, and the MOH will advertise in this area for applicants.

Councillor Marilyn Serjeantson asked if the town supports it would town residents have a certain percentage of the priority list.

Clerk Administrator Ken Richardson said the Milton people would probably have first call and the remainder would go to Halton Hills. Any operating loss would be

borne on the proportion of town residents.

"I hope people in Halton Hills will feel free to submit their application."

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Joanne Stevenson elected president

The Erin Township and Village Progressive Conservative Association Monday elected a rural Acton woman president at Brisbane School.

Joanne Stevenson, R.R. 2 Acton, took the top job in the association. Also that evening MP Perrin Beatty (Wellington-Dufferin-Simcoe) talked mainly about economic issues and the up and coming election to 40 people.

Other association officers elected were village vice-president John Holmes, and township vice-president Rita Green.

The secretary is Marg Goring, Hillsburgh, and the treasurer is Barb Graham of R.R. 1 Erin.

Association directors are Eric Haynes, John Cook and Eleanor Taylor R.R. 1 Orton.

SHALL WE DANCE?

(An urgent invitation)

Ballet is beautiful... and perhaps the most demanding and painstaking of all the arts.

This makes it one of the most expensive as well. And in this age of soaring costs and cutbacks, our excellence is harder to maintain than ever before.

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If you send us just \$20.00, we'll give you an early choice of seats for our Toronto seasons (or ticket information when we perform in your area), our newsletter, a membership card, a vote at our annual meeting, and a tax receipt.

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So please consider the high cost of dedication—and the importance of its rewards.

Then shall we dance? With your help, yes we shall.

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THE NEW MAZDA 626 WILL BE KNOWN FOR ALL OF THESE. PLUS IT'S AFFORDABLE.

The better cars of the world are better because they are engineered better, they perform better and they are built to last longer. Trouble is, for most people these cars are out of reach. Not anymore.

Now there's the Mazda 626. This new, exciting European-style car is going to make a lot of people happy. Happy because, they can now afford to buy a car that combines some of the outstanding features that go into cars like the Mercedes, BMW and Volvo.

In fact, the price may be the major thing that sells you on the 626, but let's take a look at what you'll be buying.

Take engineering. The combination of MacPherson strut suspension in the front and a 5-link suspension in the rear, gives the 626 the ride of an expensive European car. And the cornering of a sports car. Handling is superb because the 626's steering system is patterned after the Mazda RX-7.

Take performance. The 626 is probably the finest aerodynamically designed car in its class. It was literally shaped to slip through the air. For example, the remarkable 0.38 drag coefficient of the 626 hardtop is almost the same as the Mazda RX-7. What this means is the 626 gets the equivalent of 10 more horsepower at top speed, improved acceleration (0 to 100 km in just over 12 seconds) and better fuel economy. In effect, the 626's body serves an important function besides looking beautiful.

Under the hood of that beautiful

body is a 2000 cc overhead cam piston engine that not only delivers an excellent thrust of power which is common with luxury cars, but also delivers excellent fuel economy which is uncommon with many luxury cars. Transport Canada's comparative fuel consumption rating for the 626 5-speed is 8.4 litres/100 km (54 km/gal).

Take durability. The 626 was built to cut up the road, not vice versa. That's because extensive rust-fighting measures were taken. There's plastic separating

the vulnerable metal-to-metal contact areas, electro-coated paint application on body parts, plastic inner front fender liners, a chip protective vinyl coating on the rocker panel and anti-corrosive oil sprayed inside key areas.

To prove how well a 626 is expected to stand up, Mazda stands behind a 3-year anti-perforation warranty.*

Last but not nearly least, the 626 includes luxury standard features that are anything but standard.

Like orthopedically contoured front bucket seats with a lumbar support and height adjustment in the driver's seat. Versatile split rear seats where either or both seats fold down for more trunk space. Push velour interior. AM/FM stereo. Electric door. Electric trunk release. 5-speed transmission. Rear window defogger. Styled steel wheels. Tinted glass. Map pockets. And more.

All these features make it hard to believe you're paying under \$7,300***. Which may seem like a lot. Until you price Mercedes or BMW or Volvo.

So if you want to own a car that will be known for all the great things great cars are known for except a stiff price, take a serious look at the Mazda 626. In either the 4-door sedan version or 2-door hardtop. Now at Mazda dealers.

The new Mazda 626.

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