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HALIFAX (CP)—Being married to a sea captain doesn't mean a lonely life for Mrs. Johan Kvam. She goes to sea with her husband, master of the 1451 ton Norwegian freighter Hemsefjell.

Bsside being his wife, she's Capt. Kvam's secretary and radio operator. "I'm kept fairly busy but I like the work and love travelling," the pretty brunette smiles.

Female radio operators are not uncommon aboard Norwegian merchant ships and Mrs. Kvam was among a class of 22 girls who graduated from a women's radio school.

She married the captain in January, 1953. They have a son.

The Hemsefjell, a ship of the Oslo-based Fjell line, stopped here to take on cargo enroute from St. John, N.B. to Europe.

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**Halton's Pages of the Past**

**Celebration of July 12 in Hornby was Always A Gay and Colorful Day for the Village Folk**

BY GWEN CLARKE

Hornby, for the most part, has always been a stronghold of the loyal Orange Lodge. In years gone by it was a great occasion when Orange fraternities from other parts of the county assembled at Hornby for the glorious Twelfth of July celebrations. The village was gay with fairy lights, Japanese lanterns, evergreens and bunting, with an archway of decorations right across the Seventh Line from the Red Lion Hotel to McClelland's Store on the opposite corner. It was a gala day for Hornby and the village folk went all out to make it a success.

The first Orange Hall was a log building with a clapboard roof. This was built in 1823 on a corner of the farm owned by Abraham Stark, Fifth Line, Trafalgar. In 1858 a much larger hall was built at Hornby West, facing the Base Line.

The Orange Hall of today is that same hall and in the same location. The Hall has always been in great demand, not only by the Orangemen themselves but as a meeting place for political rallies, farm groups, tea parties and Women's Institute affairs. If the old walls could speak they would have great stories to tell of the days that have passed.

**Methodists First**  
Hornby residents have always been particularly fortunate in their opportunities for religious worship. The first denomination to establish a church was Methodist. In 1823 the Methodists built a small log church on the west corner of the 8th Concession.

In 1825 another Methodist church was built on the Sixth Line, Trafalgar. This was known as Bloomfield church. There was also an adjoining burying ground. All that now remains of the building are the embedded cornerstones by the old graveyard, wherein lie quite a number of the earliest pioneers. Tombstones that mark their resting place bear such names as Black, Camp-

bell, Cunningham, Rutledge and some others.

**Burials a Problem**

Living conditions in the early 1800's were, as we know, very hard indeed, so that even a burial sometimes created quite a problem. This was the case following the death of Robert Black who was to be buried in Bloomfield cemetery. But from where the Black family lived on the Base Line there was no road, no way of getting to Bloomfield except through the dense forest. So the coffin was carried on the shoulders of six men through the bush to the burying ground. And a coffin in those days was no light weight, very different from the caskets of the present time. It is therefore easy to imagine that the trip through the bush was no easy task for the pallbearers of Robert Black.

Perhaps the difficulties of interment was one reason why burials were not always made in a cemetery or graveyard. On quite a number of farms—in Hornby and elsewhere—a piece of land would be set aside as a family burial ground. One such place is on the farm of Edward Bridden where there are a considerable number of graves. There are also graves on the Brownridge farm and again on what used to be known as "the Brown Homestead" on the Ninth Line. On Clifford Wrigglesworth's farm there is a mound said to be that of an Indian grave.

But to return to the churches... Still another Methodist Church was built on Lot 2, Concession 7. This building was later used as a Grange Hall, a sort of Co-operative establishment. Then it was taken over by the Hornby Literary and Debating Society which flourished for a number of years.

As the population of Hornby increased frame churches were built to accommodate the various congregations, a number of whom had finally joined forces. In 1837 St. Stephen's Anglican church was built. It is a fine example of early architecture, standing on a hill-top, on ground donated by John Cowan, one of the earliest settlers in the district. Adjoining the church is a large well-kept cemetery, the last resting place of many of the pioneers, whose names have appeared from time to time in these pages of the past.

In 1838 the Presbyterians built a frame church on the corner of the 8th Concession. But the congregation outgrew the church and officially opened on April 4, 1878. We hope to deal more fully with churches in Hornby—and elsewhere—at a later date.

**Plank Road**

Stretching right across Hornby, West and East, runs the Seventh Line Esquering and the Seventh Line Trafalgar. This section of road was for years known as part of the Plank Road. Perhaps this is the time to give a more detailed description of this type of road, which we have mentioned so often in previous columns.

Plank roads were in use in some parts of Ontario from 1836. Their purpose was to facilitate the movement of lumber, wheat, and other haulage at a time when the roads would otherwise have been impassable on account of the mud. The Plank Road through Hornby was officially known as the Trafalgar-Esquering and Erin Road. It was started by a joint stock company in 1846 but it was not until April, 1850, that the actual road building was begun. The stock was raised by subscribers in the townships through which the road passed. Private shares totaled £2,000 a grant from Trafalgar Council £2,000 and loan from the County Council of £3,000, making a total of £7,000.

The road building programme included grading to a width of 20 feet, with a plank-way eight feet wide for a distance of 19 miles—that is, from Oakville to Stewarttown. There were 81 culverts bridging the swamps and creeks. Four-inch sills were packed solidly into the earth as a foundation and then three-inch planks were laid across the sills or sleepers. No nails were used, the planks being held down by their own weight.

**Dinner to Celebrate**

The road was officially opened in December, 1850. A public dinner was held at Stewarttown to mark the historic occasion. Once the road was in operation plans had to be made immediately for its future repair and maintenance. For this purpose toll gates were set up every few miles. The fees collected were supposed to pay for the upkeep of the road.

The road was in constant use and it was largely due to its popularity that so many taverns located in this section of the county. Some say there was a tavern for every five farms. However, the Plank Road, although so popular, was not as successful as had been hoped. It was soon evident that planks would have to be replaced every five years. For this reason it was felt the cost of maintaining the road would be prohibitive.

Actually, before five years had passed, the directors of the Company announced that funds had already been exhausted and that no money was available for repairing

the road. Since the road could no longer be maintained the collection of tolls was discontinued and the County Council was asked to relinquish its claim on the £3,000 loan. Planking was removed bit by bit—not always legitimately—and in a short while travellers along the Seventh Line were once more mired in mud and misery.

**Pioneer Farms**

There are still a few farms in the Hornby district owned by descendants of pioneers who settled on Crown property—Cunningham and Brooks, for instance. There are also other farms worthy of note.

Among them that of John Coulson, Hornby West. Mr. Coulson has for several years carried out a one-man reforestation and conservation programme, and now has seven acres in hardwoods and evergreens, providing sanctuary for many species of game birds and the four-footed creatures of the woods. An attractive gateway and an avenue of evergreens leads to a well-kept house and barn. At 96 Mr. Coulson is still planting trees, while his nephew, James Cunningham, a direct descendant of pioneer stock, works the farm.

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**AUTHOR'S NOTE**

Hornby residents will be interested to know that a reader living on the Fourth Line, Trafalgar, sent us the information that he used to live as close to Hornby in Lancashire, England, as he now does to Hornby in Halton.

He says Hornby Castle is well known to him and is a very beautiful castle. He also thinks there is a place named "Farlton" not far from Hornby Castle.

We are very grateful to Mr. Thompson for this addition to our Pages of the Past.

**HALTON CENTENNIAL MANOR**

**Burlington C.G.I.T. Girls Tour Manor**

On Thursday, April 21, 18 teenage girls belonging to the C.G.I.T. group of the Burlington Presbyterian church, motored to the Manor in order to be conducted on a tour of the building. The girls were accompanied by their leader, Mrs. Douglas and two other ladies.

The girls were conducted through the building by Mrs. Marjorie Brant, R.N., who is the head nurse of the infirmary and Mrs. Viola Cavell of Milton. At the end of their tour the girls presented the residents with gifts of flowers, magazines and candy.

**Sunday Service**

On Sunday, April 24, the service in the chapel was conducted by the Rev. Mr. Blair, pastor of St. Paul's United church, Milton. Mr. Blair gave a very helpful address on the theme of, Jesus Christ Lord of All.

Miss Milree Wilson sang a very sweet and acceptable solo, Bless This House. She was accompanied on the piano by her mother, Mrs. Campbell Wilson, who also played the accompaniment for the hymns.



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