



MILDRED B. BARONS.

1961.

Name Area No. 2 School for Belmont Teacher, Miss Mildred Barons

A London township public school in School Area 2 was re-named in November, 1960, in honor of a Belmont teacher, Trustee Mrs. Catherine Scott announced at a dinner for 200 area No. 2 teachers.

Argyle School will now be known as the Mildred B. Barons school, in tribute to Miss Barons who has taught in the school since 1923.

Built about 1913 and expanded in 1948 the Miss Mildred B. Barons school was known as S.S.23 before 1951 when Gordon Sleightholm became principal and began calling the school Argyle. Area 2 was formed the following spring. Mr. Sleightholm became superintendent of schools and the name stuck although it was never officially named Argyle by the school board. Hugh Bremner, news director at C.F.P.L. radio was guest speaker. He compared the education system of the Soviet Union with the Canadian system.

Jan. 5th, 1961 was "Mildred Barons Night" at the regular Institute meeting held at the home of Mrs. Bert Taylor, when the Belmont Womens Institute honoured the daughter of Our Founder, Mrs. John Barons, on the occasion of the naming of the Mildred B. Barons School after her.

CANADIAN PACIFIC RAILROAD

The present C.P.R. was first known as The Credit Valley Railroad.

Some of the agents from 1883 until 1962 were - Adam, Allison, Cook, Lusty, Forsythe, Gilky, Baker, Waterfield, Doerr, and Parsons at the present time, 1962.

Before cars came into being it was an important link between Belmont and St. Thomas, Belmont's main shopping centre.

Many pupils also attended schools in Ingersoll and Woodstock before bus transportation.

For many years it has been a source for shipping products from The Borden Company, Limited of Belmont.

BELMONT C. P. R. STATION HISTORY

In 1881 the Credit Valley Railroad was built with a station on the north side of the track. This was burned and replaced by the present station, now sold and being moved away. Return fare to St. Thomas was 25¢. Trains were crowded as people took their produce to the city and spent their money there. Belmont had voted \$1,500 towards the construction of the railway, but when the local business was being ruined the railroad was petitioned to end the cheap fares. The Credit Valley Railway became the Canadian Pacific and through the decades proved its worth, carrying freight and livestock, as well as, for passenger service. After 76 years, passenger service was withdrawn September 9, 1957.



ANOTHER LANDMARK ON THE MOVE.. the old C.P.R. Station house at Belmont about to start on the trip down the #76 to a new site at Appleton. It has been hoisted up for some time and is seen here at the onset of one of Wednesday's snowstorms



Instruments like the long distance set shown here were in use in telephone offices in Ontario in the early 1900's when the Belmont Telephone Association was formed.