

week shows the depot is definitely on the early building list.

Galbraith Move To Increase Pay Fails In Council

"The position of reeve and deputy-reeve is not meant to be, and never will be, a paying proposition," said Reeve Elmer Scott of Hope Township, when expressing his opposition to a move to increase County Councillors' pay.

Reeve George Galbraith, Cobourg, started the debate by stating that some councillors were losing money when they had to attend council sessions.

"It's all right with me and others who have a business of our own. We can just walk out. But there is at least one council member here who must pay someone to replace him at his job and he is losing money this way."

Reeve Galbraith urged the passage of a motion to increase the rate of pay to councillors from \$7 to \$8 each day Council is in session. His motion was seconded by Deputy-reeve Harry Brisbin, Hamilton Township.

It was then, before the motion of Cobourg's reeve was put to a vote, that Reeve Scott spoke up and addressed Council members:

"You owe a service to your townships, your municipalities. If there isn't, there should be a little honor attached to the position of reeve and deputy-reeve. It isn't meant to and never will be a paying proposition."

Reeve Roche of Port Hope voiced his agreement with Reeve Scott. He mentioned the Canadian soldier who went abroad to fight an enemy not because of material benefits but because of his sense of duty towards his country and the democratic way of life.

"If we were in this Council for the remuneration, we'd never be here," Reeve Roche concluded.

A standing vote was taken. Only the sponsors stood and the motion was defeated.

Woman Asks For Truancy Post But H. S. Denton Hired

Women have long taken their place alongside the supposedly stronger sex in many things and vocations including the medical field, law courts, science, journalism etc., but Cobourg Public School Board didn't seem to include a truancy officer's job in the female division when they hired a new attendance officer last week. Two applications were entered for the job, one of them from Mrs. Thomas Wilson, University Avenue, and the other from Harold S. Denton, a former member and former chairman of the Board.

Here To Oversee Job

The arrival here of government overseer and engineer, R. H. Richards, shows the new depot is on the move at last. Mr. Richards, a tall, well-built Englishman with clipped accents did not divulge the nature of the plans for the building, but he did say it would start, "soon." Mr. Richards' full title is "Project Engineer."

First move was made by the engineer this week when he set a surveyor to work with a local man, C. Parsons, as his helper.

Second step for the engineer was a scheduled conference between himself and H. J. McFarland for yesterday afternoon.

An office will be built on the depot site for himself and his staff. According to the engineer he will be stationed here, "at (Continued on page two)"

Rooms At The Town Hall For Women Jurors?

Possibility of women jurors next year has created a problem at the town hall and the property committee of the County Council took that into consideration last week when they viewed the town hall. Accommodations must be found if the ladies are selected for jury duty.

A new floor for the Sheriff's office and new lighting for the court room was also discussed by the committee.

Both the floor of the Sheriff's office and the court room lighting are outdated.

THIRTY!

Idell Rogers, Writer, Historian, Citizen On "News" 50 Years

"Lay down thy pen, good and faithful servant, the page is filled, the book is closed, the long day ended."

Thus was the career of Idell Rogers, good and faithful servant, written, till the page was finished, the book filled, the day ended.

Idell Rogers died early Saturday, after a career of newspaper work that covered over half a century of local news stories. That career might be likened to the story of the negro slave ship taken over by the poor tortured creatures who rebelled against and drove their cruel masters over the side into the small boats. The ship, without a navigator, drifted on the ocean for days and weeks while the supplies dwindled until none was left; water was the big problem and in supplication the leader of the slaves cried out to God asking for water. he thought he heard a voice saying:

"Put down your buckets where you are."

The buckets were lowered and brought over with the side filled with the salt brine of the ocean and again the leader cried out asking for water. Once again he thought he heard a voice crying, "put down your buckets where you are," and again they were lowered, with only salt water as a reward. The crew and human cargo were desperate for water and the leader knew they were ready to kill or maim each other unless the water was forthcoming. In a last trembling appeal he cried out again to the Lord and again heard the voice saying, "put



IDELL ROGERS

down your buckets where you are," they went overboard once more, but lo, and behold the water, this time, was pure and sweet, they had unknowingly entered the waters of the Yucatan.

Idell Rogers put down her bucket (Continued on page two)

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on Friday, Jan. 11, at Orland Church with Rev. A. B. Moffatt officiating assisted by Rev. H. G. Lester of St. Paul's Church Warkworth. Pall bearers were Frank Moran, Robert Hazelwood, Wm. Sullivan, Harry Reddom, Adrien Plew and Gordon Reycraft, Flower bearers were Grant Allen, Bryce Hazelwood, Allan Loomis and Randolph Potter. Burial was at McPhail cemetery.

JACK HUYCKE

War veteran of World War I, Jack Huycke died suddenly on Sunday morning. He felt poorly on Saturday but his death was unexpected. He was born in Cobourg and lived here all his life except during his service in the Cobourg Heavy Battery during the first war.

Jack Huycke was always willing when his talents as an entertainer were needed and he took part in many amateur shows particularly minstrel shows. He was interested in all community events and was a good organizer. He is survived by his widow and three sisters, Miss Lillian Hoveke and Mrs. Smithers both of Cobourg and Mrs. Flanagan of Toronto.

The deceased was assessor for the town of Cobourg for a number of years, was one of the first officials at the dance pavilion and a pioneer in Cobourg Legion work. He was also a leading automobile salesman in the twenties and had been employed at Edwards and Edwards in latter years.

The funeral service was conducted by Rev. E. C. Kelloway with interment in Union Cemetery, Tuesday afternoon.

Pallbearers were Ted Houghton, D. Burnet, Fred Dufton, Milton Niles, Mert Gerald and Jimmy Miskelly.

MRS. H. P. CLIMO

The death of one of Cobourg's senior citizens, Mrs. H. P. Climo, occurred at Newcastle, January 18. Mrs. Climo was in her 91st year and had been a semi-invalid for twelve years. A daughter of John Haw, she was born at Dale, just north of Port Hope and came to Cobourg fifty-six years ago. Her husband predeceased her in 1940.

For many years she was an active member of the Congregational Church, and later of Trinity United Church. She was greatly interested in the missionary work of the churches, as well as the Sunday school and young people's work.

Surviving are four sons, Percy, ...

afternoon, Rev. W. Bedford-Jones conducting the services, assisted by Rev. T. A. Nind. Entombment was in St. Peter's Cemetery, Cobourg, with burial to be made in Centreton at a later date. Pallbearers were Alden Coffey, William McBride, C. Nichols, R. McKenzie, Bruce McKenzie and Henry Prettie.

MRS WILLIAM BRISBIN

Resident of Cobourg for half a century, Mrs. William Brisbin died at her residence, 199 University Ave., January 20. Born in Cold Springs, she was Elizabeth Sandercock before her marriage. Her husband predeceased her some time ago. She was 81 and had been in ill health for about a year.

A member of the United Church she leaves one son Vance of Cobourg and a stepson, Harold, of Vancouver.

Funeral service was held in McFadyen's, Wednesday with Rev. E. C. Kelloway officiating. Interment was in St. Paul's Cemetery, Cold Springs. Pallbearers were Eric Melville and Albert Sandercock, Merwin and Kenneth Grieve and Roy Gillespie.

MRS WILLIAM FENNELL

After an illness of six months, Mrs. William Fennell died in the General Hospital, Saturday, January 19. Deceased was born in England 53 years ago and had lived in Cobourg for 20 years. Before her marriage she was Ethel May Luckie.

A member of the United Church, she leaves her husband, two sons, Kenneth at home, Eric of Toronto, two sisters, Mrs. William Jones and Mrs. Arthur Wells both of Montreal and one brother George Luckie, of Brockville.

Rev. E. C. Kelloway conducted the funeral services at McFadyen's Tuesday, at 2 p.m. and interment was in Union Cemetery. Pallbearers were Cliff Stevenson, Joe Goldring, Fred Hempstead, Dr. F. Robertson, M.P., Ed. Cowin and Victor Seymour-Taylor.

Idell Rogers

(continued from page one)

ets where she was; daily they brought her up the fresh water of local news, the stories of the men and women of the town and district.

The growth of the town, the births and deaths all came to Idell Rogers and took form on her desk at the old Cobourg World.

Her buckets reached out into the countryside and brought back the correspondents' copy sheets telling of the picnics, the gatherings, the people who came to spend the weekends, all the news that is news to a village, or district.

Time and time again Idell Ro-

eyes that had seen so much of the town and district.

When her history was finished and in the paper, Idell Rogers didn't stop, she felt the news must go on. She watched the press of the day and wrote articles comparing the past and the present.

Her last article was carried on page 2 of the Sentinel-Star issue of November 29, 1951, entitled "Voting In Olden Days," and carried a comparison between the times of the past at the polls and the elections of today. They weren't changed much, the voters were people and people don't change much, the method was different, Idell found, being of an open vote nature where a man called out the name of his choice defiantly and then left the polling booth; one man declared "no one should be ashamed to vote for the man of his choice," when he was offered a secret ballot.

Idell Rogers found other comparisons, too, all of them interesting and most of them taken from the place where she was and where she had dropped her buckets.

One of Idell Rogers' great stories was the death and military funeral of a fellow townsman, Colonel C. T. Peterson. The late Colonel died during the second world war and when the time came to take him to his last resting place, the pomp and pageantry of the Canadian army was on display. The muted music, muffled drums, brilliant clad fellow officers all contributed to the way an officer and gentleman should be laid away and one man watching the display said: "Cecil would have loved to direct this show himself." In the same way Idell Rogers would have loved to have written this story herself. She was a member of the newspaper world first and last. Her career entitles her to a place in the files of Cobourg's history, among the topmost ranks.

Towards the end, her trips to this office became more infrequent, though her hand faltered and her step feeble she offered encouragement and help to the Sentinel-Star. She remains in character and in the print.

Wherever newspaper people gather with the Great Editor there will be a desk for Idell Rogers and when the bell rings for copy, the carriers will pause and take what Idell has written from her, "buckets dropped where she is."

"Lay down thy pen, oh good and faithful recorder; Enter into my house for I have rooms of panelled gold and desks of ivory hue; Pencils of obsidian, silver pages crowned and waiting for such as you."

New Plant

(Continued from page one)

pend on orders from the United States.

The Martin-Baker ejector seat is a revolutionary change in the life-saving method of pilots of disabled aircraft and is being used in both fighter and bomber planes. The present model enables the pilot to leave his aircraft in the most comfortable way imaginable. All the pilot has to do, once he decides to abandon his plane, is to reach above his helmet and pull down a lever.

The lever, an intricate mechanism in itself, does many things at the same time. First it pulls a curtain of soft cloth over the pilot's face. This blind is mainly used as a psychological device, as it covers the pilot's face at the very moment when the pilot is likely to try and guard his eyes.

This face guard also protects the pilot's face against strong air currents to which he will be exposed as he emerges from the plane itself. The lever which is pulled down, is furthermore effective in bringing the pilot's arms into the correct 'escape' position, across the chest.

Once the mask is pulled across and downwards over the face, a firing-pin detonates an explosive charge behind the seat and the entire seat is catapulted upwards well out of the aircraft. As soon as the upward force of the explosive charge has spent itself, and the pilot is more or less comfortably resting in his seat, approximately sixty feet above the spot where he had abandoned the aircraft, he gives a turn to his belt buckle, thus releasing the harness, which, until then, strapped him securely to his seat.

His descent from then on, follows the more orthodox parachute descents. The empty seat, to which is attached a small-sized parachute, is, of course, not meant to be recovered. It has often, however, explains Mr. Murison, been the case during trials in England that the parachute's softening effect on the fall saved the seat effectively from damage as it hit the ground. Under the orthodox system of abandoning aircraft, the seat would be lost with the aircraft in any case.

A more modern version of the ejector seat, the Martin-Baker automatic seat, is in its planning stages at present and may ultimately be also manufactured at the new Cobourg plant. The automatic seat requires practically no effort at all from the pilot for its proper operation. Once the first lever is pulled down, the seat is catapulted out of the plane and the pilot remains seated until a certain altitude is reached. There, the pilot is automatically released from his seat-harness and his parachute is automatically opened. The automatic ejector seat would be of in-

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al Church, and later of Trinity United Church. She was greatly interested in the missionary work of the churches, as well as the Sunday school and young people's work.

Surviving are four sons, Percy, of Temiskaming, Que., Sidney of Vancouver, Cecil of Niagara Falls, Ont. and Victor of Cobourg.

Service was conducted by Rev. E. C. Kelloway, at McFadyen's, with interment in Union Cemetery. Pallbearers were Jas. Pearse, E. Gutteridge, Fred G. Hempstead, J. Alf. Winter and two grandsons, Bob Climo and Reg. Climo.

E. F. McNICOLL

Superintendent of the city branches of the Bank of Toronto, in Montreal, a former Cobourg man, E. F. McNicoll, died there Monday. He was the son of the late Dr. E. H. McNicoll, a well known Cobourg doctor of the early part of this century.

The funeral was held in Montreal, Wednesday.

MRS. JAMES R. BREWSTER

Mrs. James R. Brewster passed away Thursday, Jan. 17, 1952, at the Peterborough Civic Hospital. She had been ailing for some time. Her husband predeceased her a few years ago.

For a number of years Mrs. Brewster and her husband lived in Centreton, where Mr. Brewster owned and operated the general store and Post Office.

Before her marriage she was Elena Johns, the daughter of the late Mr. and Mrs. Jacob Johns of Cobourg, and the last surviving member of her family.

The funeral took place Saturday

Her buckets flying over the countryside and brought back the correspondents' copy sheets telling of the picnics, the gatherings, the people who came to spend the weekends, all the news that is news to a village, or district.

Time and time again Idell Rogers' buckets brought up big news, the coming of the ferry boats so long ago, the description of the people on the pier, the long wailed whistle of the iron water monster outside.

Other news, too, the announcement and subsequent settling up here of a shell factory during the first great war, comparable in that time to our own new depot of this day.

The elections of the days when horse and buggy was the means of drawing the voter, then as the automobile replaced them. Idell Rogers chronicled their coming, the results of their vote, she told of the politicians of those days who predicted wrack and ruin, or pointed with pride; the council members, too, all came in for their share of the political news that she brought up daily, by dropping her buckets where she was.

Idell Rogers saw the horse era merge into the automobile age. From her window in the Cobourg World office she saw, and chronicled, the butcher boy's horse running away, told of the new steed purchased by this or that merchant and when the truck came in she wrote of it.

The summer holidays, filled with news, some bright, good to read, others grim, tragic, all passed over her desk and left a record in the files of the day.

Time after time Idell Rogers left her desk at the front of the Old Cobourg World and carried back to the linotype the biggest news of the year to be set in type and printed for local and district readers to see and digest.

Of United Empire Loyalist stock, Idell Rogers saw three Cobourg papers printing and competing at one time during her half century of news reporting and to her last day she was associated with one, the biggest of them, while the other two have gone the way of oblivion.

Hired by publisher Williams of the World "for a few days," Idell Rogers stayed 48 years on the job, retiring in 1946 to begin writing her history of the town and to contribute to the press.

In 1948 the Sentinel-Star absorbed the World and Idell Rogers, still dipping her buckets where she was, became a regular contributor and had her history of Cobourg published in serial form by this newspaper.

The history of the town she knew so well, took 53 chapters; her material came from the dusty files of forgotten papers, letters from and to forgotten people and clippings of the past, library references, etc., all adding up to a monumental task, a task that would have phased many a younger journalist but which was meat and drink to Idell Rogers; the lure of the printer's ink, the rolling of the press, the stories of the heartbeat of a town, were in her blood, filled her being and she went on while the light faded slowly but surely from the

gold and brass crowns, silver pages crown-cils of obsidian, silver pages crown-cil and waiting for such as you."

New Plant

(Continued from page one)

A new firm here, Canada has now obtained the consulting services of one of the world's foremost aircraft designers, James Martin. Numerous of his postwar inventions will be assembled and later manufactured here, including the M-B automatic seat, the Martin flat feed for the 20mm Hispano Cannon, and an automatic feathering device for propellers. The Company expects to participate in both Canadian and United States defence production.

The British Government once made Mr. Martin a tax free gift of \$30,000 for his invention of a balloon barrage cable cutter which enabled RAF bombers to strike through the centre of German balloon barrages without difficulty. In a two-week period he designed the Jettison hood for Spitfire pilots, a device that is credited with having saved numerous lives.

In the final stages of World War II, Mr. Martin perfected a device which was added to the British balloon barrages, and which succeeded in bringing down the German Doodle Bugs, or V1's. On the aircraft offensive side, he designed the 12-gun Havoc nose for fighter aircraft, which provided intensive fire power.

"After some two years of negotiation, much of it with the assistance of the Ontario Trade and Industry Branch, we are happy that the principals have been able to form a company to manufacture in Ontario," said Ontario Minister of Planning and Development, Col. Griesinger. "It will be an important addition to our manufacturing know-how."

Of the three officers of the new firm, Mr. Murison has been laying the groundwork for the establishment of the local plant. Arriving in Cobourg early in November, the company's president has been supervising the arrival and installation of manufacturing equipment and precision instruments from England, and looks forward to the day when operations are commenced. Mr. Murison, who comes from England but had previously been living in Canada, is making his home in Cobourg. Both his partners, J. Craig and Peter Wright, are situated in Toronto, where the company operates an office.

The local plant, sole manufacturer of the Martin-Baker ejector seat in North America, is at present only employing about five people. The plant requires during its initial stage a large proportion of highly skilled personnel, many of whom may have to be brought from England in about six months' time. Mr. Murison feels more local labor may be taken on at the plant.

"We are set up now," said Mr. Murison, "and we will expand and keep on expanding." Much of the firm's expansion program will de-

pendent out of the plane and the pilot remains seated until a certain altitude is reached. There, the pilot is automatically released from his seat-harness and his parachute automatically opened. The automatic ejector seat would be of valuable service to jet-plane pilots who are more likely to black-out at the critical moment.

Ejector seats were originally used by the German Air Force during World War II; the more developed German models, however, were far inferior to those later manufactured by the British. The German ejector seat, it is killed about as many pilots as saved; Canadian and U. S. air manufacturers are now solving the future expansion of the bourg plant appears well assured.

A trial-rig, a testing device for the ejector seats, may eventually be set up locally. In appearance and action it will be much like 'ringing-the-bell' at a fair. The stroke of a mallet sends a projectile flying towards the target. In this case the stroke will be administered by an explosive charge which will send the seat's occupant to a height of sixty feet along a pair of rails.

"There is nothing to it," Mr. Murison, "in fact, who had a trial rig set up in England it was used by many of the girls during their lunch hours."

So if you see some of our citizens one of these days greased lightning into the remain stationary way at roof tops, it will only be a test carried out by the Cobourg newest industry, the Cobourg Flight Equipment Ltd.

Sewer Bid

(Continued from page one)

to whether or not a bond limit should be required for a contractor. The McFarlane suggested the work would be completed in four months, the McCrory tender suggests months would be required for construction work.

Town Engineer Saunderson suggested to Council that an inspector should be appointed to supervise the sewer construction work. He felt he would be able to devote sufficient time to this additional job. Councillors Curtis and Richardson recommended the Engineer be asked to recommend somebody for the

Garbage

(Continued from page one)

Jenkins' services. Mr. Jenkins has been doing a good job as a councillor and felt that calling for a new councillor would be a reflection on his past performance. Councillor Chas. Johnson explained how he had been a citizen for an opportunity for the job of collecting in Cobourg. As a representative of the citizens, the council

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