

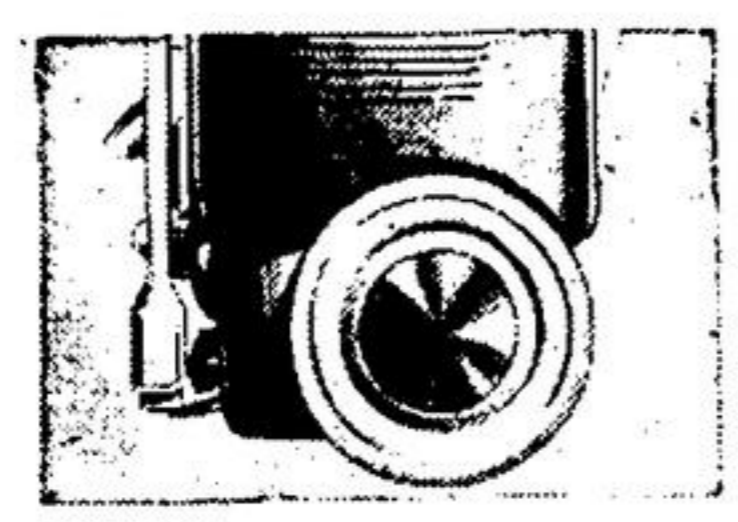
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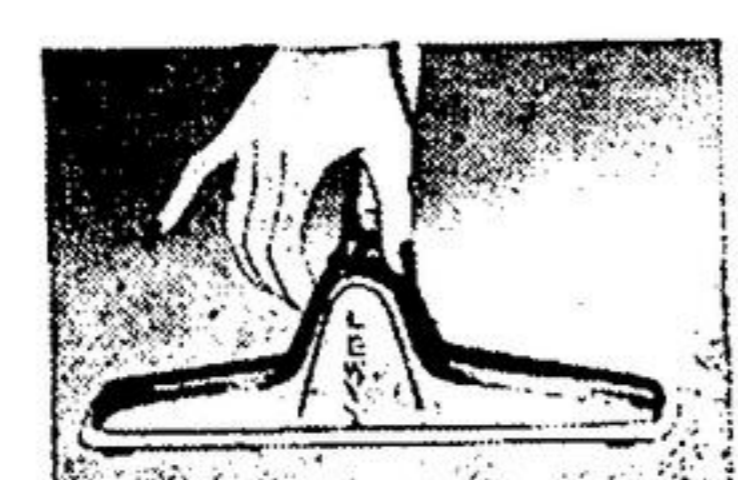
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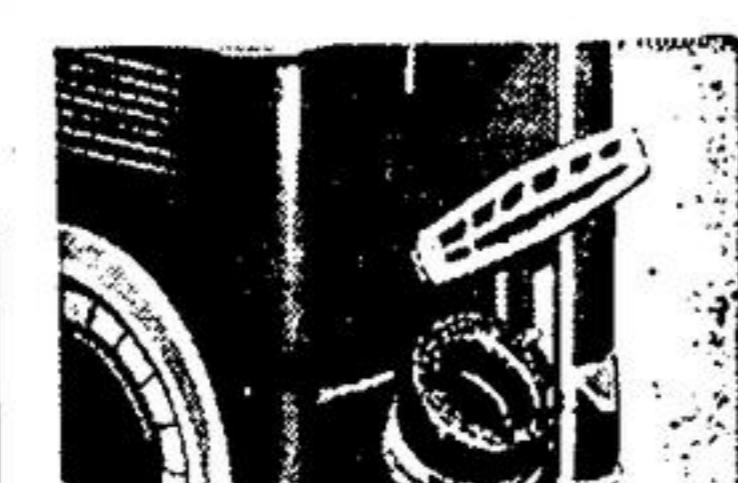
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SKYWAY SECOND IN LENGTH ONLY TO GOLDEN GATE BRIDGE

Horticultural News

by Tony Bradshaw

This week, with plenty of people going away on vacation, is a good time to remind you of that terrible menace of the countryside, poison ivy. Your arm has begun to itch, you continually rub it and then a rash appears and it becomes inflamed. The inflammation starts to spread and then watery blisters form, the itch becomes maddening. After contact with poison ivy these developments may occur within a few hours or possibly take a few days.

Poison ivy is a very adaptable plant and will grow in a variety of conditions wet or dry, shade or sunshine and in any kind of soil. To identify poison ivy, remember that it is the only native plant with three similar leaflets and with white fruit. The leaves arrange themselves alternately on the woody stems. They are not unlike the raspberry and strawberry leaf, but ivy has a smooth glossy surface. In early summer sprays of small inconspicuous white flowers appear, succeeding the clusters of white berries that last throughout the winter.

Its creeping habit is very much like that of the Virginia creeper, it is found covering trees, shrubs, telegraph poles, etc. The poisoning is caused by crushing or bruising of leaves, fruit, flowers or stems. Also it is possible to get it any time of the year, mostly however, during the early summer. Often it is carried on shoes, tools, even on animals and on contact with the skin will break out. So extensive care should be taken when handling poison ivy. Laundry soap and warm water is a good treatment, when available. Give special attention to areas where poison may lodge, between fingers or under rings and wrist watches. Do not treat with oily or greasy substances as they may dissolve and may spread the poison.

Poison ivy can easily be destroyed by chemical spray such as 24D. Use a pressure spray and apply heavily where the growth is thick and then follow up with a second spray a few days later which will kill the young plants that grow under the heavy foliage. Avoid spraying when leaves are wet from rain or dew, and choose a calm day. Remember if you are anywhere where there is a possibility of coming in contact with poison ivy try to wear washable clothing. If the property is your own destroy this menace quickly, if it belongs to someone else let them know as soon as possible, do this and we shall be helping to get rid of the terrible plague of poison ivy.

Highway plans, highway routes, access to highway and highway construction are of considerable local interest these days and the biggest of all highway projects is of course the Burlington Skyway.

Sidewalk superintendents who enjoy watching engineering projects develop from the ground up are in for a real experience in the months ahead as the \$17,000,000 Skyway begins to take shape. While heavy trucks — the mobile mixmasters of the construction industry — ply back and forth across the beach strip, hauling concrete for the 75 piers on which the 8,000 foot long span will be based, bulldozer crews are busy beginning construction of an interchange at the intersection of Highway No. 2 and the Queen Elizabeth. Also, tenders are being called for the approaches to the Skyway.

Along the Beach the footings are taking shape and the sight of a mechanical crane hoisting a bucket of concrete high in the air to the top of one of the arched piers gives the observer a feeling of insignificance by comparison in size and an indication of just how big and engineering project the Skyway is.

In fact, everything about the Skyway is big. Its length, making it second only to San Francisco's famous Golden Gate Bridge, 75 spans, maximum height 210 feet, providing a clearance under the bridge of 120 feet and the amount of material required in its construction; 20,000 tons of steel and 90,000 cubic yards of concrete make it an engineering project of considerable magnitude and importance even in an age of scientific marvels.

At the intersection of Highway 2 and the Queen Elizabeth near Indian Point, bulldozers and earth-moving equipment are up ending trees and piling up earth as they begin construction on the interchange that will provide the main intersection for getting on and off the Skyway from Burlington, according to the Department of High-

ways.

As is customary when a major highway project is underway, paved service roads will facilitate the movement of traffic when detours are required. In the course of the next week or so, service roads in the vicinity of the Highway 2 — Queen Elizabeth, intersections are expected to be completed so traffic can be rerouted while construction, on the interchange and approach to the Skyway is going on. There will be two service roads to reroute traffic, on either side of the present Queen Elizabeth.

With the Skyway providing four traffic lanes and pulling the cork out of one of the worst traffic bottlenecks in the world, planners looking ahead to the next 25 years are wondering if the bridge should not have been designed for at least six lanes.

However, the completion of the Skyway scheduled for December 31st, 1957, will at the cutting of a ribbon make the Q.E. what it was originally intended to be — a through express highway — with the exception of one remaining link at the Welland Canal—from Toronto to Niagara Falls.

As for what access local residents will have to the Skyway and the new Highway 401 being constructed north of the present Queen Elizabeth to provide access to the Skyway, unless the thinking of the Dept. of Highways changes radically, the intersection at Indian

Point will be Burlington's main point of access.

An official of the Highways Department said, "the policy is firm concerning access to controlled access highways." The intention is to prevent such highways from becoming clogged with short run local traffic cutting into lanes of through traffic and pulling off the throughway, creating accident hazards. Further, and this point is the Department's policy and a factor in the Department's decision to make Brant Street non access, the Dept. intends to prevent a ribbon development alongside its through controlled access highways and consequently, an official of the Dept. said recently it is not likely there will be any changes in plans for construction of the new extension of the Queen Elizabeth which crosses Brant St. north of Freeman

Photographs?
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PARENTS' NIGHT ENDS VACATION BIBLE SCHOOL

Orange Walk at Arthur District Lodges Attend

District Orange men joined a group from several counties for the 12th of July "walk" at Arthur on Saturday.

An estimated five thousand people marched in a huge parade and participated in a day of speeches, sports, ball games and dance. Some ten thousand people swelled the population of the town for the day.

Members of the local L.O.L. 245 and True Blue Lodge 384, and a good attendance of members of the Stewarttown lodge 68 paraded. Altogether there were eight Halton lodges, others attending from Oakville, Campbellville, Bronte, Milton, Acton and Hornby.

There were over 100 lodges participating, and some 25 bands. Orangemen were from Halton, Peel, Dufferin, Wellington, West York, Waterloo, Perth, Grey and Simcoe counties.

Halton dignitaries attending included Ernie Wilson Milton, county master; Ernie Rawson, Georgetown, deputy county master; and Jim McLennan, district master.

Next year's walk is planned at Oakville, where it will be a wind-up feature for that town's centennial year celebrations.

VISITING DAY FOR PARENTS OF CUBS

Parents of 58 Georgetown cubs will have an opportunity to visit them and see the camp in operation on Thursday night.

It will be parents' night at Everton where the boys are spending the week. The camp will disband on Saturday morning.

Rev. Morgan McFarlane and Gordon Padfield are camp leaders, and assistants include Tom Forgrave, Paul Ward, Jack Livingstone and Doug McGilvray. Mothers of some of the cubs have gone along as cooks.

The boy scouts are preparing to leave for Twin Lake Camp at Bala this coming Saturday.

Safe Speedy Silent