

High Jumping Firefighters Parachute to Work

Aerial fire-fighters arrived in warg-proof suit prepared to jump.



Swirling 2,000 feet through the air, Saskatchewan's mobile company drops quickly at remote forest fires. Wearing specially padded clothing and two parachutes, they jump to protect the woodlands, the nation's most valuable resource. All forest fires are small in the beginning and their job is to prevent their growth.

Although preferring to walk or ride to a fire, jumpers "hit the silk" about twelve times a season to attack fires in areas that cannot be reached by land or water.

The work of these western aerial firemen, the detection crews that guide them to the fires, and the researchers who support them with the best fire control techniques were the chief items discussed at the Third National Forest Fire Research

Glen Girl Ice Fisher

Featured In Globe Item

Readers of the Globe and Mail in the Georgetown and Glen Williams district found their paper much more interesting on Monday morning of this week when they saw a picture and the following write-up about Sylvia Norton of Glen Williams and her favourite hobby.

A sport which usually leaves most people pretty cold is one of Sylvia Norton's favourites. Ice fishing, an old Canadian winter pastime fast regaining popularity, was discovered three years ago by this Georgetown girl.

And, after being confined in a business office all week, she finds winter fishing just as relaxing as being outdoors on a summer Sunday. Sylvia is shopkeeper of the Braumont Knitting Co. at Glen Williams.

"Honestly, it leaves me cold too, after a complete day on the ice, but pleasantly so," she says. "The little shacks warm inside but when you have to be in and out a lot, you need plenty of warm clothing, lots of socks and heavy mitts."

Ice fishing leaves her pretty excited too, especially when she catches a three pounder.

"That was two years ago, though," she says. "It was a real monster but a line, and we couldn't eat it. It was the best looking thing I ever saw."

In spite of the fact that she hasn't been too successful this winter, she looks forward to her Sundays at either the Jackson's Point or Belfair side of Lake Simcoe. She says about one of every four or five fishermen is a woman.

One interest leads to another for this girl who has many hobbies. She sews, swims and skis.

"I've started to play golf and I must not forget dancing. That's my favorite," she says. "Hockey is my favourite spectator sport and when she isn't busy with these other things, she usually has letters to write."

"I've had a pen pal in England for 13 years, have been writing to one in South Africa for seven years and to another girl in Hawaii for almost that long," Sylvia says. She is also secretary of the choir of St. Alban's Anglican Church. Sylvia Norton makes her home with her parents, Mr and Mrs Norman Norton.

In three years, the pert 23-year-old has become quite a proficient with winter fishing gear and outdoor winter meals as she is at her other hobbies. She looks continually for a fat whitefish, or herring on the end of her line. And who knows, next Saturday or Sunday might be her day.

NON-RESIDENTS

EFFECTIVE FEBRUARY 1st, 1960, non residents will pay a yearly Library Fee of \$2.00 per family.

In the case of only one child in a family belonging to the Library, a fee of \$1.00 will be charged.

Concrete Foundations
Brick & Block Work
Sewerage
New Homes
Moors
Garages

Commercial
Industrial
Residential
Institutional

BILL HAMILTON
HAMILTON CONSTRUCTION
"Every Building Need"
8 Reid Court - Georgetown
PHONE TRIANGLE 7-3480

OFFICIAL - OPENING -

BILL'S GARAGE

GLEN WILLIAMS

All Motor Jobs . . .
Specializing in Major and Minor Tune-ups
WORK FULLY GUARANTEED
and accomplished at reasonable prices

BILL MONTGOMERY
AT SID WILLIAMS RESTAURANT
GLEN WILLIAMS TR. 7-4311

Chatting

IT MAY COME as a bit of a surprise to you—but I really haven't finished talking about that trip we took in the fall. Many people have kindly remarked that they enjoyed hearing about our trip to Boston. But Boston wasn't the end. After that, we toured Cape Cod, and then drove down to New York for a few days, before returning home.

IF I REMEMBER rightly, the last place I told you about was the Durgin Park restaurant in Boston. It was a little cold day—too cold to really enjoy sight-seeing on foot. So, after our walk in the downtown and market-places, we sought the comfort of the car and drove around a little. Harvard University interested us, so we went into the grounds as far as we could. It is situated in the heart of the city, and the University buildings look very old, crowded onto as small a campus as possible.

THE WHOLE BOSTON area is, of course, rich in points of interest connected with the history of the United States. I must confess that only the places which had some bearing on our own Canadian history interested me. Visiting this particular region brought home, however, the fact that the United States takes a tremendous pride in its early history. All possible buildings, landmarks, and places have been preserved. Well-kept museums abound. I felt they were a little overboard in commercializing some of them, but still they were performing a most important function in preserving the past.

PEOPLE THERE seem to take a great deal of pleasure in clinging to the customs and traditions of bygone days. We happened to be in Boston the day after "Columbus Day", which is a state holiday in Massachusetts at least, and perhaps elsewhere in New England. Even the new houses are built to look like "old" New England, very often in the original "salt-box" style. As we drove from Boston to Plymouth—an area almost so solidly suburban, comparable to the lakeshore drive between Toronto and Hamilton, we noticed many of the homes had a cluster of bright yellow ears of Indian corn decorating their doorknobs, and a big pumpkin on their doorsteps. This was the traditional New England way of welcoming the Thanksgiving holiday. Usually the corn cobs included one black or multi-colored ear—a reminder of the old Indian corn-husking bees, when the young man who husked the black corn ear had the privilege of kissing the lady of his choice.

WHEN WE ARRIVED at Plymouth it was nearly dusk, so we didn't have a chance to look around until the next morning. We found it was a small town, really, with a business section about the size of our own. But it is packed solid with historical sites, buildings and relics. There is hardly a block that doesn't contain something of interest, usually pertaining to the Pilgrims. Because of the landing of the Pilgrims there in 1620,

and because it was the site of their first settlement, Plymouth really itself "America's Home Town". There are numerous museums galore. A person interested in American history could spend days there. That is, if the pocket book held out, because, of course, there is a charge to see most things of interest.

HIGH POINT of our stay in Plymouth was an expedition down to the ocean front to see the "Mayflower". You probably remember reading a couple of years ago, about the epic voyage of this recently built reproduction of the original Mayflower. It was built in England, faithfully reproducing in every detail, the original sailing vessel in which the Pilgrims made their voyage from England 360 years ago. When completed, a captain and crew actually sailed it across the Atlantic, using the auxiliary engine only when absolutely necessary. It took them several weeks, as compared with the voyage of the Pilgrims which took over two months. But even with motor-power added, those men took their lives in their hands, sailing the ocean in the 20th century version of the Mayflower. Picturesque and all as it looks riding at anchor in the harbour, with its pastel pink, yellow and blue hull surmounted by the graceful geometric tracery of rigging and masts—it is a terribly crude craft by today's standards.

IT COSTS about a dollar each for adults to aboard for a tour of inspection. The fee is considerably less for children. Which reminds me. While we were waiting in line at the ticket office, a little boy whose family had just bought their tickets, suddenly darted back to the booth. Looking up at the attendant with big curious eyes, he enquired, "Did you come over on the Mayflower too?" No doubt the fact that she was dressed in Pilgrim costume, had set him wondering. There were ladies garbed in Pilgrim robes on board the Mayflower, too, to explain and answer questions. And if information requested by the sightseers was happened to be with any criterion, those attendants had to be extremely well-versed about all phases of life pertaining to the Pilgrims and that particular period of American history.

ONCE ABOARD, the Mayflower seemed small. There was just one deck for general use. Its ceiling was quite low. Apparently, however, this was the one feature that hadn't been kept quite authentic. The ceiling of the deck of the original Mayflower had been a full foot lower. This was very small in stature. Even the men were seldom over five feet tall. This could be seen in the life-size effigies of them in what looked like the captain's room, at one end of the deck. At the other end was the area where the cooking was done. This phase was well illustrated also, with life-size models of the Pilgrim women preparing food with authentic old utensils. How primitive it all looked. And that was all there was to the living space aboard the ship. Just a smallish bare-deck in between the stern and bow, and this space was also where they all slept. All one hundred of them. Their bedding was simply placed on the rough-boards, and just so much space allotted to each

person. Portholes were few. How they ever survived the trip, I don't know. Life was hard in those days. It must have taken every ounce of the Pilgrims' strength and ingenuity to keep going.

NOT FAR FROM where the famed Plymouth Rock where the Pilgrims are claimed to have landed, it is simply a good-sized smooth black boulder which has been enclosed in a shrine-like structure. I was quite disappointed in this. In my mind all these years, I had pictured Plymouth Rock as a big cliff-like promontory behind which the Mayflower had found shelter.

BETWEEN THE ROCK and the Mayflower, replicas of early Pilgrim dwellings have been built. Simple one-room affairs built of weathered wood, with thatched roofs, they were interesting to see and go thru. Many of the furnishings and utensils were original pieces and there were also excellent reproductions of household items used by the Pilgrims. Even down to the Mayberry candles, which were made from the Mayberries which still abound in the swampy land near the Plymouth sea-shore.

THE CAR LOOKED mighty comfortable and convenient as we climbed into it to start our trip around Cape Cod. It occurred to me that a visit to Plymouth and Boston probably are "musts" for every American who can possibly manage it. I am not terribly keen about United States history, but even for me it was intensely interesting. Certainly it brought vividly to life in my mind, a period that was formerly marked only by troublesome dates to be memorized for a history examination.

More Population Needed Canadian Economic Growth

Growth of manufacturing made possible Ontario's growth in population—to six million people this year—and created the atmosphere necessary to general progress of the province. Stuart Armour, economic adviser to The Steel Company of Canada, said in a speech to the Bradford Rotary Club.

"Other parts of Canada are as well endowed with resources, but none has created an industrial complex to match Ontario's."

"That is why this is Canada's banner province," Mr. Armour declared.

But although Ontario supports the largest population of any Canadian province, the State of New York is far ahead of it with nearly 16 1/2 million people.

"Perhaps if we had taken a leaf out of the United States book—encouragement and protection for manufacturing—we would not now find ourselves with only 17 1/2 million Canadians in this vast land while the U.S. has more than 178 million people."

Failure to look after our own interests inevitably finds us on the short end of the economic stick, Mr. Armour said.

"Other countries sensibly look after their own interests first. We in Canada always seem to be thinking in terms of helping other countries rather than ourselves."

If Canadians hope to progress in accordance with some optimistic forecasts, the nation will need to embrace less sentimentality and apply more hard-headedness, he said.

"What is important is how the volume of national production moves in unison with population growth."

"Our failure to get even farther ahead than we have seems to me to lie in our collective failure to want to be other than hewers of wood and drawers of water. We seem to like being tied to world markets."

Lack of population results in Canada's lack of a sound domestic market, compared to that of the U.S., so consequently Canadians cannot adopt mass production and mass distribution.

tribution on the U.S. scale. The result is that a people, on the average, enjoy a standard of living 30 per cent below that of the inhabitants in the United States."

And if the Gordon Commission estimate proves correct, by 1980 the population of Canada will only have reached a total of 27 million, 433,000 less than the U.S. added in the last 11 years.

"We must enlarge the size of our domestic market if we are to avoid disaster. Unless manufacturing is permitted to prosper and progress there is danger of a collapse of our social apparatus."

Mr. Armour emphasized that without the profits collected from manufacturing by all levels of government, the elaborate structure of state welfare in Canada would collapse, with ensuing social and political chaos. dim prospects for Canada's future.

"What remedies?"

"Immigration, by increasing our population enlarges our domestic market and encourages Canadian manufacturing," he stressed. "Manufacturing in Canada is not only the largest employer, but also the largest producer and the largest taxpayer, so it should receive the same sort of encouragement as manufacturing has been given in the U.S."

Canada's post-war progress and prosperity hinged on manufacturing production in Canada, yet many public and private projects have purchased from abroad items and material which could be manufactured in Canada.

He cited purchase of sheet piling during construction of the St. Lawrence Seaway electrical apparatus purchased outside the country by Ontario Hydro and the Toronto Subway rolling stock bought in the U.K.

The first "Formal" of the season will be on Friday, Feb. 12 . . . the I.O.D.E.'s annual invitation "Valentine Ball"

ECONOMICAL . . .

WINTER COMFORT

HEATING OIL

BILL BAILEY
"THE OIL MAN"
TR. 7-4031

Portrait of a POOR MAN

He has just paid for another load of fuel for his old-fashioned, wasteful furnace and he is feeling broke. What to do? With a new scientifically designed, economical SMARTY'S Furnace he could save money by saving fuel, pay for his new furnace and enjoy himself. Be wise, see your SMARTY'S dealer now and get full particulars.

3 - CABS - 3

RADIO EQUIPPED
RELIABLE DRIVERS

GLEN TAXI
Operated by Jim Ball
Service Every Day
Including Sundays
TR. 7-2432

R. H. THOMPSON

HARDWARE
OIL & GAS HEATING
HARDWARE & PLUMBING
TR. 7-2971

RALPH DAVIES
A.C.I.S., F.A.
Accountant and Auditor
122 Guelph - Georgetown
TR. 7-3351
Office Hours 9 a.m. - 5 p.m.
Mondays to Friday

WALLACE THOMPSON
3rd Division Court
Clerk & Commissioner
TR. 7-2843

Lever & Hoskin
Chartered Accountants
51 Main St., Brampton
(Lendale 1-4824)
44 Victoria St., Toronto
Phone EM. 4-9131

A. M. NIELSEN
D.C., N.D.
Doctor of Chiropractic
and Naturopathy
For appointment: TR. 7-3612
Lady Attendant
164 Guelph - No. 7 Hwy.

DR. J. BURNS MILNE
DENTAL SURGEON
X-RAY
Mill St. TR. 7-3271

DR. JOHN R. KERBY
Practice of Dentistry
X-RAY
TRIANGLE 7-3641
Main St. - Georgetown

DR. P. W. W. KURYLOWICZ
Practice of Dentistry
TR. 7-3641
13 Main St. - Georgetown

DR. K. W. MCCAULEY
DENTIST
6 MAIN STREET NORTH
TR. 7-4641

FOR EXPERT EYE CARE
— consult —
O. Y. WALKER
Oculist prescriptions filled
Hearing - Aid Glasses
12 Main St. - Brampton
GL 1-4474; Res. GL 1-6243
Hours: 9 am. - 6 pm. daily
Friday 9 am. to 9 pm.
Evenings by appointment

S. M. FAIRISH, R.O.
OPTOMETRIST
Georgetown

McNAMARA JEWELLERS
Georgetown

ROBYN HAMILTON, R.O.
OPTOMETRIST
Eyes Examined
For Appointment: TR. 7-3971
60 MAIN STREET
GEORGETOWN

GEORGETOWN ANIMAL CLINIC
C. W. Spayes, D.V.M.
106 Guelph Street
Clinic Open 7 p.m. - 9 p.m.
MON., TUES., WED., FRI.
Afternoons by Appointment.

ARNOLD RATHBUN
Life Insurance & Estate
Analysis
SUN LIFE OF CANADA
12 Gower Ct., Georgetown
TR. 7-4792

FRANK PEYCH
LICENSED AUCTIONEER
Prompt Service
P.O. Box 413
TR. 7-2884, Georgetown

PREVENT
Chimney Fires
Use Fire Chief Chemical
Chimney Cleaners
To eliminate soot and
scale from your stoves and
pipes. The smaller the
flame the more soot and
carbon. For use in Oil,
coal and wood-fired units
for sale at
Halton Co-Op
SUPPLIES

MAURICE MANDERSON, O.C.
Barrister & Solicitor
61 Mill St. - TR. 7-3444
Roxy Theatre Bldg.

Tom Van Sicker B.A.
Barrister, Solicitor, Notary
36 Main St. - TR. 7-4331
(Dr. Williams Bldg.)

Dale, Bennett
and Latimer
Barristers & Solicitors
LeRoy Dale, QC (1914-58)
S. Bennett QC (1930-88)
DOUGLAS V. LATIMER,
TRIANGLE 7-3381
23 Mill St. - Georgetown

Hewson, Ord
and Helson
Barristers & Solicitors
39 Main St. S.
(Beside Knox Church)
120 Guelph St.
(Hunter Bldg. No. 7 Hwy.)
GEORGE C. HEWSON
JOHN D. ORD
FREDERICK A. HELSON
TR. 7-2548 TR. 7-9781

W. H. CARR
Professional Engineer &
Ontario Land Surveyor
Georgetown - Ont.
Res.: 81 Pr. Charles Dr.
Office: Guelph St.
Telephone: TR. 7-3300

MONUMENTS
POLLOCK & CAMPBELL
DESIGNS ON REQUEST
Inspect our work in
Greenwood Cemetery
PHONE 3048
83 Water Street North
G.A.L.T.

Robert W. Fletcher
Licensed Bailiff
Prompt Reports
Victor 4-6923
275 Allan St. N., Oakville