



— Gordon Campbell, Brampton

ST. ALBAN'S WEDDING

MR. AND MRS. JOHN DOHERTY, married in St. Alban's Church, Glen Williams, have made their home at 24 Hewson Crescent. The bride is the former Lorraine Garvin, daughter of Mr. and Mrs. Lorne Garvin, R R 1, Glen Williams, and the groom is the son of Mr. and Mrs. Jim Doherty, 22 John St. West.

Hundred Million Cost Estimate, P.E.I. Bridge

— How long does it take a government to prepare a report? Ask this question of the people of Prince Edward Island and they are likely to suggest that more than five years are required. For this is the length of time that has elapsed since the federal government first initiated preliminary studies of the much talked about and long awaited causeway linking PEI to New Brunswick.

And the latest word from Ottawa officials is that the report will not be ready in the immediate future. In fact, no one will predict with any certainty that it will be made public before the end of 1961.

The dream of a land connection with Canada's first province has intrigued Canadians for many years and has been the hottest single issue for PEI and New Brunswick members of parliament. The causeway project has cut across party lines to engender support from members of all political parties and has involved both Liberal and Conservative governments.

With the present ferries to the island hard pressed to keep up with a steadily mounting tourist traffic in the summer, to say nothing of heavy icing conditions in Northumberland Strait in winter, the demand for a causeway link has increased steadily in recent years.

In fact, islanders look upon the construction of a land and bridge link as a sacred vow made at the time of confederation. When PEI Liberal member N. A. Matheson rose in the House of Commons on January 24, 1956, to urge federal study of the project, he declared that a causeway would translate in terms of modern development and modern thinking the pledge of confederation to provide continuous communication between Prince Edward Island and the mainland.

Many Delays

The Liberal government of the day did initiate some preliminary studies that year but since Mr. Matheson's opening plea, questions and comments about the causeway have arisen some 65 times in the house as members of all parties sought to hurry up the feasibility report which is a necessary first step toward eventual realization of the land link to PEI.

At one point it appeared as if the report would be ready by the end of March, 1959. But this proved another disappointment as engineers found that a solid causeway would create a serious problem with respect to tides. So the engineers went back to their drawing boards and have been working for the past couple of years on an alternate plan which would connect some solid causeway sections with a series of bridges, thus allowing a more normal tide flow.

It is perhaps not too surprising that the report should be so long delayed considering the magnitude of the project. If it is built, the causeway will be some nine miles long. In addition to the problem of tides, engineers have to consider such matters as the effect on fisheries, the availability of suitable kinds of rock and fill, the serious problems created by heavy winter icing and whether the structure should support a railway track as well as a highway.

High Cost

In 1958 it was estimated that the structure could be built for between \$50 and \$60 million.

NORVAL

Norval, Town Merchants Have Something in Common

Mrs. E. McLean TR. 7-3152

Norval store owners can sympathize with Georgetown merchants while Main Street is undergoing a new face-lifting job. Dust, noise, confusion and dangerous walking is the order of the day in downtown Georgetown as well as in Norval but there is no lack of entertainment as those who find they have time on their hands can watch the work crews going about getting the work done quickly and efficiently. In fact it is hard to keep one's mind on shopping with so much activity going on all around.

In Norval the curbs are all finished through the village, but driveways and sidewalks are still in bad shape. The highway is watered regularly to keep the dust at a minimum and is in fairly good shape for travel.

Mrs. C. Robertson and family received quite a scare on Tuesday morning August 15th when the back frame kitchen of their home was completely burned from an undetermined cause. Mr. Robertson, with one of his sons, was away on holidays to New Brunswick. Neighbours assisted in keeping the fire to the back part of the house until the fire truck arrived and they soon had the fire under control. The wind was blowing away from the farm buildings which was a great help in keeping the fire from spreading. Mr. Robertson is manager of the farm which is owned by Mr. H. McPherson.

The farm, situated on the corner of the 10th Line and No. 10 Sideroad, was purchased by Mr. McPherson from Mr. and Mrs. Lorne Cleave who now reside on Maple Ave., in Georgetown. Mr. McPherson also bought the farm of Mr. and Mrs. Wm. Anderson near Hornby and after remodeling the house has made this his home.

Dean Leslie, Wife Injured in Car Crash

An Acton couple, Mr. and Mrs. Dean Leslie were injured, the latter seriously, in a two-car collision late Sunday afternoon, August 13th, on the fourth line of Esquesing Twp. about 4 miles from Acton.

Mrs. Leslie was taken to the Georgetown Hospital. She suffered chest injuries, head lacerations, cuts and bruises to her legs and possible concussion. Mr. Leslie who was driving, received a fractured wrist. Constable Tom Dube of the North Halton OPP detachment said the Leslie car and one from Toronto driven by John Gaber, 38, were travelling in opposite directions, along the gravelled sideroad. The two vehicles crashed head-on near the brow of the hill.

The Toronto driver, his wife and two children escaped injury. Mr. and Mrs. Leslie were taken to hospital by Georgetown ambulance.

Damage to each car was set at about \$1,000.

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Georgetown great Fall Fair this year to be held on Friday and Saturday, September 22nd and 23rd. Be sure to attend.

INTERESTING COMPARISON

Building Permits totalling \$20,975 were issued during July. This was a considerable drop from the May and June totals which were approximately \$250,000 each.

In an interesting comparison between Georgetown and supposedly rural Esquesing township, the following building permits were issued in the first seven months of 1961:

	Georgetown	Esquesing
January	\$ 650	\$ 44,000
February	23,200	22,200
March	52,500	28,000
April	66,000	104,500
May	243,370	66,300
June	239,596	135,700
July	20,975	257,870
Total	\$ 646,291	\$ 658,570

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Weed Control News

By V. E. McArthur
Halton Weed Inspector

Creeping Root System Propagates Couch Grass

It is said that Couch Grass has been called more names than any other weed — twitch grass, quack grass, scutch grass, quick grass — as well as some that are quite unmentionable. The Field Crops Branch of the Ontario Department of Agriculture reports that Couch Grass is hard to equal as a tractor-spreading chaff by creeping root stalks that vary from two to eight inches or more in length, with new roots and shoots developing from each node or joint on the underground stem. Because any piece of root containing a node will send out roots and shoots, cultivation with drag toothed implements often does as much harm as good, since pieces of root are scattered by the equipment.

When a whole field is infested regular cultivation to bring the roots to the surface where they may be killed by exposure to the sun is probably the most economical means of control. Chemicals, on the other hand, may be used to advantage when only a small area such as a low wet spot or garden, is involved.

Herbicides which control grasses are obtainable and while the cost of treatment of a whole field is considerable, small areas may be treated and then top-plowed or dug for very effective control.

Amine trazole at the rate of 8 lbs. in 50 gallons of water per acre, or for small areas, 6 lbs. plus a bit of detergent, per gallon of water, is suggested in spring or early summer. When the grass turns white it should be plowed or dug under deeply. Dowpon at 15 lbs. per acre or 1 1/2 oz. per sq. rod is applied in the same amount of water as above. After two weeks land should be worked to bury the grass deeply and left for a month before planting. Maleic Hydrazole at 8 lbs. per acre in 30 to 50 gallons of water gives very good control. Work the soil about one week after spraying and plant immediately.

It is suggested that these chemicals, especially Dowpon, are best applied in the fall so that crops may be sown early in the spring. Full details on the control of Couch Grass and other persistent weeds is contained in Ontario Department of Agriculture Circular 75, 1961. Chemical Weed Control Guide and may be obtained by residents from the office of the Agricultural Representative or from the Weed Inspector.

Hay Feeder Plans Can Be Obtained

By J. A. F.

The Extension Branch, Ontario Department of Agriculture in Halton has received several requests for hay feeder plans this summer. The practice of feeding hay while cows are on pasture seems to be becoming more popular in this area.

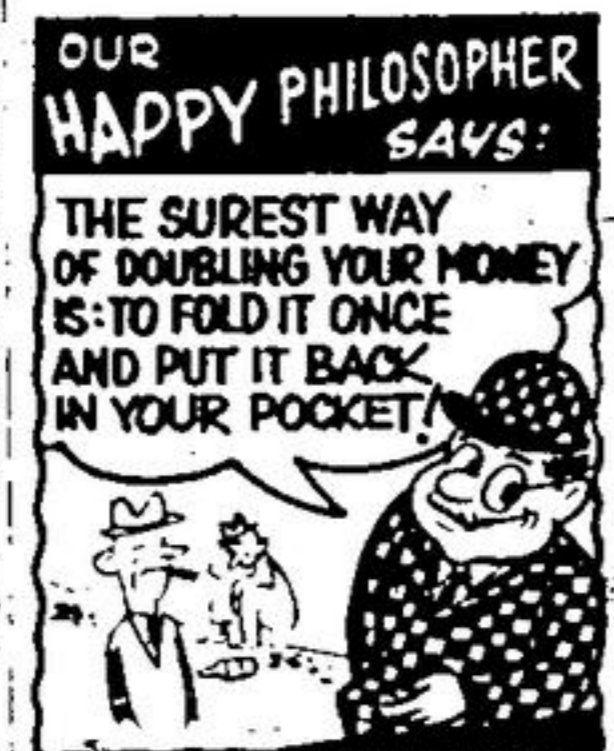
To meet this situation, W. Ross Milne, Engineering Specialist in Halton and Peel Counties, has designed plans for a versatile hay feeder. This feeder will serve as a hay feeder on pasture which can also be used in the winter for feeding hay to young cattle or heifers. It is built on skids so that it can be easily moved. The openings on the sides are V shaped. Farmers using this type of feeder report very little, if any, wastage from the cow puts her head in and is not free to easily back out, dropping the hay, before she eats it.

This type of feeder is being used in conjunction with the pole barns for heifers and dry cows. It is recommended that the hay be fed outside in the yard, rather than on the hedged area. This is to save straw.

If preferred, the same type of feeder can be built on the side of the barn with a shed roof over it. The roof extends out far enough to keep the snow and rain off the cattle, yet does not need posts to support it at the eave. This makes for easier cleaning. Openings can be simply dropped into the feeder.

Plans for the hay feeder may be obtained from the Ontario Department of Agriculture, Millies, the availability of suitable kinds of rock and fill, the serious problems created by heavy winter icing and whether the structure should support a railway track as well as a highway.

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