

EDITORIAL COMMENT

Family Reunions Happy Times

Family reunions, so common among Ontario families, are in full swing at this time of year and The Herald has been recording many of these in its news columns.

Be the gathering small or large, it is an excellent way of preserving family history. And it is nice for members of a family to get together at least once a year for a happy time, instead of what is all too frequent, a gathering of the clans at a time of bereavement.

Many district families have compiled excellent historical booklets, tracing the family roots to the first member of the family who came to a new land from the old country. Several old district families go back to the late 1700s and early 1800s,

when there was large scale emigration from Britain and Germany, particularly, some by way of Pennsylvania. Some district farms are still in the family name from Crown Deed days.

It is easy to lose trace of the early days of a Canadian family which has been established for several generations. It takes a great amount of research by an interested relative to compile a family tree, but it is a most worthwhile endeavour, and one which every family should have.

And the yearly, or occasional, gathering of the clans, is a great time for catching up on family history, meeting relatives one sees infrequently and perpetuating the pride of family which everyone should have.

Americans Better Drivers

Our limited experience in driving on highways across the border, compared with a great deal of travelling on Hwy. 401 particularly, leads to the generalization that Americans are much safer drivers, and much more inclined to obey traffic rules, than their Canadian cousins.

Travelling on highways in New York state, Pennsylvania and on the southern route to Florida we find the great majority of U.S. drivers obeying traffic laws, particularly the speed limit.

The reverse is true in Ontario.

We drove to the city one recent evening, and made particular note of the driving on 401. We kept our speed as close as we could to the 60 mile limit. We were passed, not by one or two cars, but by the great majority of eastbound traffic, including trucks, buses and every variety of car from luxury cruisers to compacts. Many of these vehicles were not just a few miles over the speed limit. We estimated many were travelling 70 to 80 miles an hour —

on a road clearly marked with a 60 mile limit.

The presence of an occasional police cruiser, at strategic locations usually just under an overpass, had only a transient effect on motorists. And the cruiser's presence was usually signalled by one of our queer quirks of highway etiquette — blinking of lights by oncoming vehicles to warn of its presence.

There is some talk of raising the speed limit on 401. If the highways department feels that this can be done without endangering safety, then we're for it. If, as in the announced case of No. 7 Highway, this is going to be done mainly because most people drive that speed anyway, then we are off the beam.

What we need most is a concentration on safety training for drivers, an awakening to the fact that laws are made for our protection and must not be deliberately flouted, and a step-up in speeding charges against offenders.

Church Consolidation

Sale of the United Church manse at Ballinfad marks an historical change for residents of this community. It has been the home of graduate and student ministers for near a century.

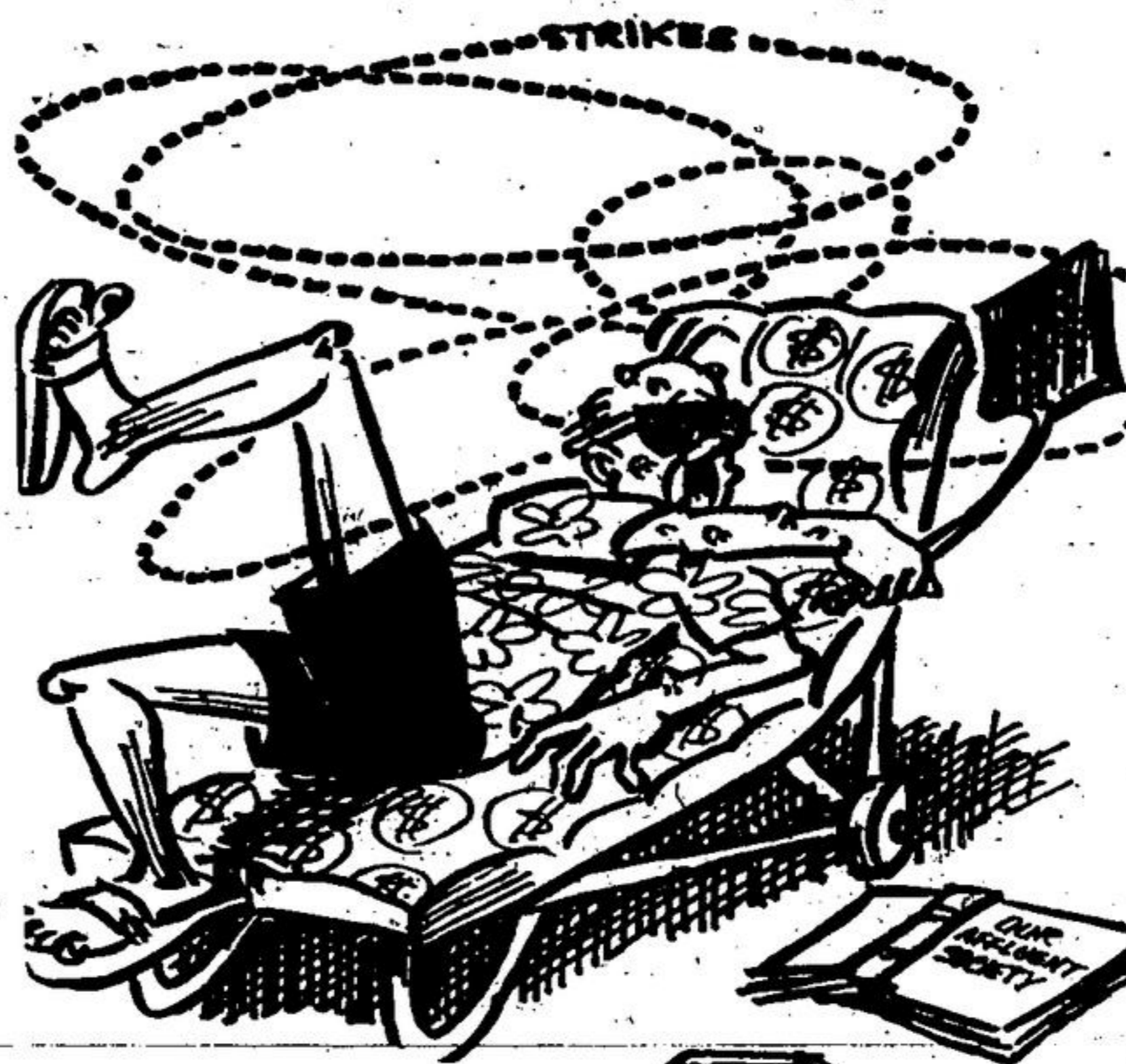
The decision was made when a change was made in the composition of church charges assigned to district ministers. For some years combined with Churchill and Melville, the latter church was closed a few years ago. Now Churchill has been combined with Acton, while Georgetown's St. Andrew's United and Ballinfad will share the services of one minister.

While Ballinfad will now have no resident pastor, it will have the advantage of a graduate minister for the first time in many years. Rev. Kelvin Johnston, the St. Andrew's minister, has also had another rural charge which he, in turn, will be dropping for his Ballinfad post.

Consolidation of rural parishes is evident everywhere in the province among all denominations these days. It has become

economically impossible to support a minister in most small churches, and with easy transportation, churches are finding it a better proposition to have a minister travel to the people than to have a number of rural clergy eking a precarious living, supplemented by aid from the church head office. In some ways, we have returned to the days of the circuit riders, but with a difference, for it is possible for a minister to cover ground in a few minutes which used to be a couple of hours or more on horseback.

Today's ministers, too, are a different breed of man. The days are gone, as they should be, when a man of the cloth was content with a few dollars, some free meals and a handout of used clothing and furniture if his parishioners felt so inclined. The ministry has become a profession which requires many years of training and a minister rightly expects that he is entitled to as decent a living as at least the humblest member of his congregation.



THERE'S ALWAYS SOMETHING TO SPOIL THINGS

SUGAR AND SPICE by Bill Smiley

The Sailor's Lot

I was reading the other day an interview with a Canadian seaman. He was telling a reporter why he, and so many other sailors are not happy with their lot.

He mentioned a lot of things that seemed petty at first glance: coarse sheets on the bunks; crowded quarters; not enough showers; cheap soap; scanty recreational facilities.

Not much of the spirit of Drake and Nelson and rounding Cape Horn there? Not much. But then the truth came out. These were only the minor irritants, the little, concrete manifestations of a deeper discontent.

A BIBLE THOUGHT FOR THE WEEK

H. B. Dean
'Sanctify ye a fast, call a solemn assembly, gather the elders and all the inhabitants of the land into the house of the Lord your God, and cry unto the Lord.' Joel 1:14.

The road to repentance is rigid but rewarding. 'Seek ye the Lord while He may be found, call ye upon Him while He is near.'

Once a year take this precaution against hard-to-budge windows: Dip a small brush in vaseline and 'paint' the ointment on casing and parting strips of windows.

will shoot the treacherous La chine Rapids (now within the boundaries of Metropolitan Montreal) and on to the Expo site. From Montreal, the paddlers will move up the St. Lawrence, down the Richelieu through hostile Mohawk country to Lake Champlain then on to New York for the Labor Day weekend. There, silhouetted against the Manhattan skyline and dwarfed by the sleek and modern ocean ships their journey will end for this year.

Twelve canoes of special design resembling the old Northern canoe type used by the early voyageurs, are being built in Fredericton, N.B., for the pageant. The first was tested in April on the North Saskatchewan River near Rocky Mountain House, Alberta.

The big race in the summer of 1967 will be one of the highlights of the Centennial. Many Canadians who live on the route will be able to witness the pageant and the others will enjoy following the teams by way of press, radio and television reports during the 100 days.

A sailor's pay is good, comparatively. Most boats feed their crews well. What really gets the sailor down are frustration, boredom, monotony and loneliness. They suffer from the modern malaise of the spirit that affects many segments of our society.

As I read the article I couldn't help comparing the sailor's job today with that of the 1830s, when I spent a spell on the Great Lakes.

Today he works a 40-hour week, has a basic pay of nearly \$400 a month, and is protected by a tough union. In those days he worked a 50 to 60-hour week picked up a handsome cheque for \$40 at the end of the month and could be fired if he even looked unhappy.

And perhaps that's why, if memory serves, the sailor of those days was a pretty happy character. He did a lot of grousing, as sailors have done since Sisyphus and his crew left Troy, but he also did a lot of horsing around, and took life very un-seriously.

Not many were married in those days. They couldn't afford it. They'd blow their 40 bucks on beer and girls and poker in a couple of days, and then it was penny-ante and practical jokes and 'makings' for the rest of the month.

Today's sailor is a much glummer individual. He's more likely to be married and have children. He has a mortgage and insurance and income tax and dental bills, like all the other suckers in society.

Theoretically he's 10 times better off than the deck-hand of the 30's. He works a whole lot less and makes a great deal more. He is better fed and quartered. He can watch television. He has 10 months away from the old battleaxe and the kids, two months holidays in winter, during which he is paid unemployment insurance.

What's wrong then? Why is he griping threatening to strike every so often, wishing he 'ad a shore job? It's simple enough. Sailing is deadly dull. For officers and engineers, it's lively enough. They have delicate machinery, decisions, responsibilities, special skills.

But the deck-hand is the Poor Bloody Infantry of the inland seas. His work is often dirty, nearly always monotonous, occasionally dangerous but hardly ever heroic.

There's no going aloft to reef the mainsail in the teeth of a gale. He's more likely chipping paint. There's no landing at exotic foreign ports, hiring a ricksha and heading for the high spots. He's more likely picking his way across the railway tracks in a dirty dock area, heading for a beer parlour.

He spends most of his waking hours with a crowd just as browned off as he. And they curse and play poker and grouse and watch television crud and brag about the shore job they

could have had. Not much for the soul there. And he's lonely. Lonely for his family. And maybe he's guilty, knowing it's not a square deal for the wife, bringing up the kids alone. And he misses the land. The shady streets of the small town, or the beat excitement of the city. The green of trees and grass, and the glimmer of brown young limbs on beaches. The smell of lilacs in June, and burning leaves in October. There's a little of this in the life of the inland sailor. It's clean and fresh out on the lakes. But one Great Lake looks much like another, one canal like the last one, and every grimy dock area exactly like the one you've just come from. Don't knock the sailor. He has his ghosts, just as you and I —

HARLEY TO HALTON Weekly Observations by Dr. Harry Harley, M.P. for Halton

THE MAJORITY of this last week has been spent debating the Canada Assistance Plan and references to the Croll Report. This Assistance Plan has now received second reading and has been approved in principle, and awaits detailed clause-by-clause examination.

THE BANK ACT revisions have been introduced in general terms only. The changes to be introduced of a general nature are as follows:

- 1) No bank is to hold more than 10% of the stock of any Canadian corporation.
2) Inteflocking bank directorates (same people acting as directors for different banks) will be controlled.
3) Agreements on interest on loans between banks will be prohibited and will be controlled by the Restrictive Trade Practices Commission.
4) The present interest rate ceiling will eventually be removed. The timing and extent of this is unknown at this stage however, it has been suggested that loans below \$25,000, will continue to have an interest ceiling and loans above this amount would have no ceiling.
5) Banks to reveal publicly their inner reserves.
6) A federal-provincial conference is to be called on consumer credit.
7) Deposit insurance will be introduced to insure deposits of bank and trust company customers, so that in the event of a failure of a bank or trust company, the customers' deposits are guaranteed safe.
8) Banks to be allowed to make loans on mortgages.
9) A reduction of cash reserve necessary for banks to allow them to compete more actively with other institutions for loans and deposits.
IT IS EXPECTED that the Bank Act changes will receive first reading before the summer recess and that the Bill will be made public. It may then be considered by those interested in these matters. In the Fall it will be referred to the Banking and Finance Committee which will hold public hearings on this matter, and the interested parties will present their views before the Bill is returned to Parliament for consideration. It may be that the committee will recommend changes in the Bill as a result of these meetings, before Parliament passes it as law.

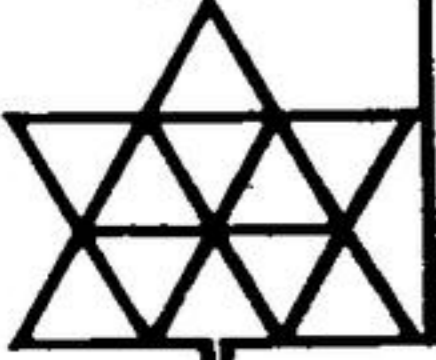
DISTRICT NEWS AT A GLANCE

ERIN — Erin Village Council moved at their July meeting to draw up a by-law to number the homes in the village.
ACTON — Superior Gloves Works on Viny St. is undergoing its third expansion program in four years, and owners Frank Geng and Julian Zajac have plans for another addition in the future.
CAMPBELLVILLE — Scenic Campbellville pond, a favourite swimming hole for the local small fry, has been closed by the Halton County Health Unit. Youngsters who swim in the pond recently have developed a rash.
BRAMPTON — An emergency operation to amputate a leg was carried out on a 17 year old Brampton High School student after he was seriously injured in a motorcycle-car collision Thursday night. John Paul Robinson Gr. 12 was active in school sports and on his high school's Basketball team.
MILTON — Purchase of a \$1500 coin operated meter for the sale of water to tank trucks operating in the area was approved by Milton Council last week.
WORDS OF THE WISE
Liberty, when it begins to take root, is a plant of rapid growth. — Washington

BUSINESS DIRECTORY

Grid of business advertisements including: CHIROPRACTOR DONALD A. GAY, D.C.; M. E. Manderson, Q.C.; Robt. R. Hamilton; WALLACE THOMPSON; BARRAGER'S; FRANK PETCH; JOHN B. LOVE; GEORGETOWN ANIMAL CLINIC; HAROLD FOBERT INSURANCE & REALTOR.

Centennial Report



1867 | 1967 by JOHN W. FISHER CENTENNIAL COMMISSIONER

It is still possible to put a canoe into our Canadian rivers and tributaries and paddle to one of the oceans.

Eric W. Morse, an expert on our fur trade history who has traversed and written about the old canoe routes of Canada, says there are as many miles of inland waterways in this country as in all the other nations of the world combined. In fact, it is estimated that one quarter of all the fresh water in the world is to be found in Canada.

In an article published a few years ago, called 'Canoe Routes of the Voyageurs', Eric Morse suggested that, sometimes, as much history can be learned from a canoe as from a history book. If that is the case — and I believe he is right — many of our forefathers did it —

brations. Like the old fur brigades, they will travel in flotillas and judging will be done on a points system.

While the race will create excitement it also will stir our imaginations. It will remind us how some of our colorful pioneers travelled and developed the early economy of Canada. It is incredible, as Eric Morse describes it, that in an age before air travel, in a land devoid of road or rail, on a route beset with obstructions, dangers and difficulties, men burdened with hundreds of tons of fur and trade goods succeeded each year in crossing over half a continent and back again in the scant five months between break-up and freeze-up.

The modern day 'Voyageurs' who have been chosen for the 1967 pageant have been getting into shape for the big event and this summer they will participate in advance trials. One of the test races will be held in August, in conjunction with British Columbia's Centennial celebrations, from Fort St. James over the Stuart River to Prince George and then down the Fraser River through Quessnel to Soda Creek. The crews will portage by trailer to Yale and then paddle on, to Hops, New Westminster and Vancouver and across the strait to Victoria. In the other test race crews I'm glad I was not invited.