



**CENTENNIAL PROJECT IN THEIR HANDS**

SEATED ARE Chris Walker and Mrs. Jean Rundle. Standing (l to r) are Jim Warren, Mrs. Dora Sutherland, and councillors Robert Francis and William Smith. They comprise the Cedarvale Centennial Community Centre board for 1967, whose job it is to administer Georgetown's Centennial Project, the former Cedarvale School property on Main St. S. Missing is a seventh member, Ron Johnson.

**Georgetown's Air Attack Sirens Tested By Remote Control Device**

A new system of alerting Canadians and Americans in the event of attack has been introduced by the department of national defence, and area Emergency Measures co-ordinator said this week.

"The government of Canada and the United States have agreed that the former system of siren warnings of the alert and 'take cover' would be replaced by a single 'attack warning' said J. H. Adams.

There are two attack warning sirens in Georgetown, one at Howard Wrigglesworth Public School and the other at George Kennedy Public School.

The new attack warning siren, a wailing (undulating) tone, will be heard for a duration of up to five minutes. It is controlled by remote control instruments which do not necessitate the sounding of sirens.

Plans are now underway to install sirens in municipalities within a 50-mile radius of Toronto such as Caledon, Bolton, Snelgrove and Victoria.

Installation and maintenance of the sirens is the responsibility of the department of national defence. Sounding of the alarms is controlled by the army at Camp Borden. Tests are made frequently with remote control instruments which do not necessitate the sounding of sirens.

Mr. Adams said municipalities which do not have another warning system such as local telephones, horns, bells or factory whistles.

"All municipalities should have a survival plan and residents should study it and develop a plan for their families," said Mr. Adams.

"Battery operated radios will be the only form of communication for the first few hours after an attack," Mr. Adams warned. Everyone should have one on hand.

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**Harley Expects New Budget Will Erase Drug Sales Tax**

Halton MP Dr. Harry Harley said this week he is very hopeful that Finance Minister Mitchell Sharp will decide to remove the sales tax on drugs in his coming budget.

The 1967 budget is expected to be introduced in the commons in late May or early June and removal of the 12 per cent sales tax was among the recommendations of Dr. Harley's special committee on drug costs in the last session.

Mr. Sharp indicated last year that he was favorable to the elimination of the tax but put off action on the ground that the committee should have a chance to make its views known first.

It is expected that an inter-departmental committee of top civil servants will shortly be dealing with the drug committee report to make recommendations on and draft legislation based on at least some of its points.

Dr. Harley said the report had been criticized in some circles because it failed to recommend the removal of patent laws governing drugs.

But the Halton MP said that if the other recommendations in the report on compulsory licensing were followed, there would be no need to bother about the patent laws.

The drug committee's work has concluded and the committee is not expected to be re-constituted in this session of parliament.

However, Dr. Harley said it was possible it could be established again to make a study of the recent increase in the price of insulin.

Dr. Harley is expected to be elected chairman of the standing committee on Health and Welfare when it is formed in the next week or two. The department estimates would be sent to it for detailed study and there is a possibility that the question of abortion would also be referred with a view to possibilities of amendments to the Criminal Code.

Dr. Harley said he does not think any action on the birth control laws will be taken until parliament meets in the fall.

**Inquest Jury Learns Diabetic Depressed, Wanted To Be Alone**

An alcoholic diabetic died on the Niagara escarpment near Milton, because he wanted to be alone, a coroner's jury was told Wednesday.

The frozen body of Philip Charlton, 55, of John St. Milton a factory worker at the P. L. Robertson plant was found on a wooded trail near Rattlesnake Point, April 2.

The jury, after deliberating for about 40 minutes, returned the verdict of death by misadventure.

It suggested that Mr. Charlton should have stayed for a longer period at Mimico where he was obtaining treatment for alcoholism.

Dr. V.R. Waldorf, regional pathologist, said he was unable to establish a definite cause of death but ruled out foul play.

He said injuries to the body, which had lain on the escarpment for two months, were probably the result of animal bites after death.

Dr. Waldorf concluded that death may have been due to a diabetic coma, possibly connected with the consumption of about five or six alcoholic drinks shortly before death.

He said the man's blood sugar content was about four times higher than the average person, although that would not necessarily induce a coma.

John Charlton the dead man's brother, said Philip had become depressed and had often desired to be left alone.

In his estimation Mr. Charlton had gone up to the 'Mountain' to be left alone for a while had fallen and later died.

The man was the subject of an intensive hunt on the Niagara Escarpment, in March, when his snow-covered abandoned car was found on a dead-end Nassagaweya road.

His body was later discovered

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

THE DEBATE on the Throne Speech continues and will be concluded very shortly. As is customary with debates during this time they have ranged over every conceivable subject from Viet Nam to the reform of Parliament. During this time the Government has survived four votes of non-confidence which were based on various matters.

ONE VOTE of non-confidence was proposed by the NDP and based on their views that Quebec should have a special status in Canada. This motion was defeated easily by the combined Liberal and Conservative forces who disagree with this policy. The Government's policy is that Quebec should not receive special recognition other than that guaranteed in the Canadian Constitution.

ONE OF THE MOST recent newsworthy events took place outside Parliament Hill. I am referring, of course, to the speech made by the President of the Privy Council, the Honourable Walter Gordon, on Vietnam. I am sure Mr. Gordon's speech reflected the thinking and feelings of many Canadians who are deeply concerned with this critical situation. Mr. Gordon undoubtedly speaks for many Canadians and the main disagreement with his speech is not with the content of the speech itself. What has disturbed the Government is the fact that a Cabinet Minister would make a public speech which expressed an opinion against stated Government policy. It is obvious that in responsible Government, Ministers of the Cabinet have to agree on all aspects of Government policy or the governing of the country would be impossible.

I HAVE RECEIVED some letters from constituents concerning American policy in Vietnam and Canada's attitudes to this policy. I would appreciate receiving further opinions from the people of Halton on this very critical and vital issue.

DID YOU KNOW?  
Hospitals all over North America are reporting tremendous pressure on their emergency departments. In Ontario alone, 503,000 patients were handled by hospital emergency departments last year, compared with only 208,000 in 1959.

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*How to buy a good used car*

**The body and what to look for**

*One in a series*

Buying a used car is a major purchase. If you wonder what kind to get, ask yourself what's most important—power, performance, comfort, economy. But don't be too rigid. You may never find exactly the car you want. Once you've decided, inspect it carefully. Ask questions. Remember that a good used car should look used, not abused. Here, then, are some ideas on what to look for when you're buying a used car. Look for more good advice in the rest of this series.

Exterior — Check the whole car for dents and damage. Expect to find some signs of wear. After all, it's not brand new. A lot of scratches and bumps indicate that the car has had hard use and not much care. Check carefully for rust spots in the rocker panel areas, around fender openings and along the chrome edges—especially around the headlight rims. Body rust can indicate need for repair work. If the chrome is a little pock-marked, don't worry. This is normal.

Tires — Tires and wheels can give away a lot about the car. For example, badly dented rims indicate hard use. Check the depth of the tread in several places with a dime. This simple test will give you an idea of the life left in the tires and evenness of wear. If wear is even, the wheel alignment and balance are probably good.

Shock Absorbers — Check the springs and shock absorbers front and back. Simply rock the car. If the front re-

turns to its original level right away, the shock absorbers are all right. If the car continues to bounce, they're in poor condition.

Trunk — Open the trunk yourself. The lock should work easily. The lid should lift effortlessly. Signs of wear indicate heavy use.

Doors — If the car passes inspection so far, you're now ready to get inside. But, before you do, open and close each door to make sure they open easily and close securely. Look again for rust around the doors. Roll each window up and down to test ease of operation and check for cracks and imperfections in the glass.

Interior — You can tell a lot about how a car has been cared for from the interior appearance. Check for worn spots on the seats and the matting. Look for missing knobs on the instrument panel. Check for general cleanliness. Check seat cushions and backs for bounce and spring.

Steering wheel play is an important check, too. Some play is normal, but more than two or three inches may mean repairs are needed on the steering mechanism. Then check the brake pedal. It should move only an inch or so before it takes hold. If the car has power brakes, remember to start the engine first.

Lights — Finally check all the lights: headlights—high-beam and low-beam; taillights; brakelights; back-up lights; turn signals; instrument and dome lights.

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