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GEORGETOWN HERALD

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Week to Ten Days and Lots of Water: Speight

A plentiful water supply in a week to ten days was promised by water chairman Arthur Speight when queried by the mayor at Monday's council meeting.

Deputy Reeve Speight said that the new No. 4 water well had the brick work on the pumping station finished that day and the roof was to be put on and electrical installations made on Tuesday.

"In a week to ten days it should be in operation," he forecast.

Meanwhile a restriction on using garden hose at any time remains in force as a conservation measure for the town's limited water supply.

At the meeting, a \$21,230 expense to have Hydrology Consultants develop a fifth well in the Princess Anne Drive area was discussed. The firm says

Slate 7-Member Planning Board for Esqueing

At a brief meeting Monday night, Esqueing council took the first step toward a zoned township.

They passed a motion setting up a seven member Planning Board. The members of the Board will be decided at a later meeting.

"There's no doubt we need some plan of orderly development," remarked Cr. Pat Patterson. "Right now a factory could be erected next to a \$35,000 home."

A letter from Mrs. Anne McArthur, councillor for Nassagaweya, reminded council the wells in Milton Heights had been condemned two years ago and nothing had been done as yet.

She stated Reeve W. Coullter had tried to call a meeting of Milton, Nassagaweya and Esqueing councils, but Milton stated they would do nothing until the annexation was settled.

A petition signed by one hundred residents accompanied the letter.

"Reeve Coullter had the right idea we should meet, but first just the councils of Esqueing and Nassagaweya, later Milton can be asked to join with us," said Reeve George Currie.

It was left to the Reeve to arrange a meeting with Reeve Coullter of Nassagaweya.

Council okayed the loan of 950 feet of snow fencing to Hornby Community Park for their annual barbecue, provided the fence be taken two days before the event and returned the next day.

Council authorized Tomlinson and Associates to conduct a drainage survey of the roads between concession 8 and 9, from lots 1 to 10.

Esqueing Public School Board asked council's approval of a \$411,700 debenture for a six room addition to Pineview School, and requested council to seek OMB approval.

"That's about 210 more pupils they expect" commented Reeve Currie. "I think we should ask some questions before approving this," he concluded.

"I heard you were dead" said Deputy Reeve Tom Hill to Reeve Currie. "Yeah, I heard it, too" replied the Reeve. "Somebody at the County Court House said that to Warden Bill Hunter and he answered, 'I don't believe it, if he were he would have phoned back to see what was going on.'"

Residents Fight To Save Trees On Maple Avenue

Both are in R-4 zones, the building inspector said, areas which until a recent by-law change, were the only locations where apartments were allowed.

Council now has the authority to deal with each application on its merits, regardless of location.

Turned down last week on a plan for a 7 storey apartment building on Edward St., council was advised by Bob Lane, through his solicitor, that he is considering a smaller, 2 1/2 storey building now. He has sent a letter to property owners in the vicinity asking their opinion on this.

An unusual petition was received on Monday by the town council.

Signed by 73 residents most of them living in apartments, it objected to council's refusal of several recent apartment building applications.

The reason? A restrictive policy drives up rents in existing buildings, the petitioners claim.

Council referred two proposals, sent in by building inspector to the Planning Board for study. One was a 20 suite apartment planned by Steve Emmerson. The other a 48 suite building by Camilla Developments.

Opposed to the threatened destruction of fifteen huge trees on Maple Avenue West, neighbourhood residents have organized a "Save the Maples" campaign.

A petition signed by 58 area residents was presented to council on Monday by John Mintern, expressing their concern and asking that reconstruction plans for the street be delayed until plans are changed to save the trees.

"Surely the engineers can come up with an alternate plan to save these," he said. "It would be a loss not only to residents of the street but to everyone in town. Maple Avenue is one of our prettiest thoroughfares."

There are four trees east of Parkway and eleven west of that street, all on the north side he said.

He mentioned the possibility of widening the road on the south side, or installing a narrower north sidewalk as alternatives to the present plan, and said residents would like to meet with engineers and council for a discussion.

Surprise was registered by some council members, who said that original plans did not call for tree removal. The Maple Ave. renovation is a joint responsibility of county and town, under a 'connecting link' agreement, with the county footing part of the cost, but the town in charge of engineering.

Road chairman Bill Smith said he had learned of this only that morning, and that original plans called for only four trees to go. Installation of a new sidewalk from Parkway towards the golf course is a problem, he said. An alternative would be to move the road eight feet south, or to put the sidewalk on the lawn side of the trees. He promised a discussion at a road meeting tonight (Thursday). He asked Mr. Mintern and any other interested ratepayers to attend the meeting.

"It takes 100 years to grow a tree and only five minutes to cut it," observed deputy reeve

STRAWBERRY PICKING NOW 'DO-IT-YOURSELF' PROJECT

The "do-it-yourself" trend has picked out in a few hours. All extended into the strawberry patch. Countless pickers filled the fields of the farms in the area picking their own berries, saving money and having a ruined lot of berries.

"A very big year," says Brobar Farms, "but we do insist on supervision so that the whole area is picked." Mrs. John Brown pointed out that children under twelve are not allowed in the berry patches. "Some children would be fine, but others might trample the vines." She claimed the women in particular seem to enjoy picking.

This year the cool rainy weather delayed the season a week or two, but the present hot weather will keep it in operation a bit longer.

"If you don't get good ones when you pick your own you have no-one to blame but your good results with the patches set," she concluded.

Brobar Farms reports city families turning the berry picking into a family jaunt, with many seeing a real farm for the first time.

Apart from the picnic aspect, the "pick-your-own" plan saves the farmer marketing and labour costs, especially now when labour is hard to find.

Ferri's, who claim they started the pick-your-own system fifteen years ago, report very good results with the patches set.



CAN'T WAIT, says wee Lynda Tisor, as father Ed hands her one of the luscious berries he is picking at Braeside Farms. Lynda's brothers are helping to eat up the profits, too, as they pose for the Herald camera.



PLENTY OF ACTION in this scene at Braeside Farms, Norval, as eager strawberry pickers load their boxes with the season's bumper crop. Braeside is one of several district growers who decided this year to make berry picking a 'Do-It-Yourself' project.

Co-Pilots Cherokee 180 In Powder Puff Derby

Co-piloting a Cherokee 180, single engine four seater plane, Mrs. Barbara Brotherton, R.R. 1, Limehouse, came in 21st out of 80 planes in the well known 'Powder Puff Derby'. The Powder Puff Derby is more correctly known as the All Women Air Transcontinental Race, but was dubbed Powder Puff Derby almost since its inception.

The race started July 8, in California and ended July 11 in Savannah, Georgia. The time was extended due to severe weather which closed most of the airports along the way.

Mrs. Brotherton was co-pilot with Mrs. A. Bliss, Chappewa, New York.

Ten years ago her husband, T.W. Brotherton, general manager of Economy Farms, bought a plane, and his wife was bitten with the flying bug. Since then she has logged 5050 hours.

"This was only her second attempt at the Powder Puff Derby."

Apartment Dwellers Protest Council's Building Turndowns

Blame it on the heat. The Herald's scrambled words contest last week slipped. Instead of three misspelled words, there were only two - main and operating. And consequently many people, failing to find three words, didn't submit an entry.

For those who sent their entry, indicating the two words, it was decided to choose a winner.

For those who were disappointed, the Herald has decided to extend the contest an extra week and it will run 13 weeks. Instead of the planned 12, at no extra expense to the merchants involved.

MAIL STRIKE

Yesterday marked the last mail delivery, with postal workers on strike starting at 5:00 a.m. this morning.

Many Engagements for Town's Girls Pipe Band

The Georgetown Girl's Pipe Band is still enjoying an active season. They led the Georgetown True Blue Lodge, Halton's Pride No. 303 when it was judged best appearing TBA Lodge on parade. Immediately following that parade they played for the Red Cross barbecue at Georgetown Community Centre. Last Wednesday the girls travelled to Dundas where they enjoyed an informal social and massed band practice with Dundas Pipe Band of which Mr. Allen Munn, the former Pipe Major of the Girl's Pipe Band is now Pipe Major. This Friday the girls will be playing in Burlington in a parade sponsored by the National Teenage Safe Driving Championships.

Firemen Soon Douse Minor Stove Blaze

Only one fire call summoned the firemen this week, and it was a minor blaze in an electric stove.

A small fire under the elements was put out quickly when the men arrived at 83 Baylawn Crescent, Friday evening.

Wants More Parking Area Before Buses Back on Main

Gray Coach Lines is still traveling its James and Charles St. route.

A storm centre since the bus firm acceded to council's request to move the route from Main St. the new route brought protests from residents who claimed a residential street should not be used for a commercial venture.

"Two weeks ago council reversed its stand and asked the coach firm to return to the old routing. Then the question of a bus stop area arose, and plans to have the route return to Main on July 15 were cancelled.

On Monday a Maple Avenue resident, James McCaig asked how come.

Reeve Hunter told him that he and Cr. Ballentine had been delegated to meet with the Parking Authority to discuss stops on Main Street.

"We met them this morning and they are to send a letter stating their idea of the best stopping places," he said.

"The present route is quite adequate" remarked Mayor Gibbons, who stands firm in his opinion that buses should not travel along Main Street. "Apparently some councillors have changed their minds since a motion carried 8-1 in March" (Reeve Hunter was the sole opponent when the change was voted on.)

A letter from a Gray Coach official, read later in the meeting, said he had visited Georgetown and could not agree with a 45 foot loading space on one side of the street and 50 feet on the other. Some of the buses are 40 feet long, he pointed out.

He requested a larger area by removing one more parking meter on each side of the street.

"I think someone in the police department is putting on pressure to keep them on Main Street," said Cr. Young.

"The merchants all seem to want the buses on Main Street but not in front of their own places of business" said Cr. Ballentine. "Maybe the Parking Authority will come up with the right suggestion."

"You better be satisfied the

15 Slated to Go In Road Widening

Speight, indicating his disapproval with the plan.

While council agreed to have the reeve support a county by-law slated for passing on Tuesday to provide funds for the roadwork, Mayor Gibbons said he could not pass over the problem lightly.

He wants assurance that the county will pay its share regardless of the road width and feared that once the by-law was passed, the trees would be doomed.

"Not so" claimed Reeve Hunter. "Georgetown initiated the plan and now the county has agreed to pay, but the town is still in charge of engineering and can change the plan."

Anything to save the trees must be done by Phillips & Roberts, hired by the town as consultants, said Cr. Smith.

Cr. Bob Francis said a Maple resident had alerted a council meeting some weeks ago about the threat to the trees, and that everything possible will be done to save them.

Finance chairman Wheldon Emmerson indicated that present the Maple widening might be delayed for another reason altogether.

The town's capital works expenditure, submitted for over three million dollars has been cut by the Ontario Municipal Board to \$2,600,000.

"Public and high schools, a trunk sewer, a town garage and waterworks extensions take up more than the approval," he said. "I doubt very much if we are going to get approval for the \$180,000 planned to spend on the street."

With the mayor insisting that the reeve could do a lot at county council and the reeve repeating that it is town council which has control, the discussion ended.

2159 Calls in 11 Years by Ambulance Volunteers

July 13th, 1967 was the date for the first run of Georgetown's new Cadillac ambulance.

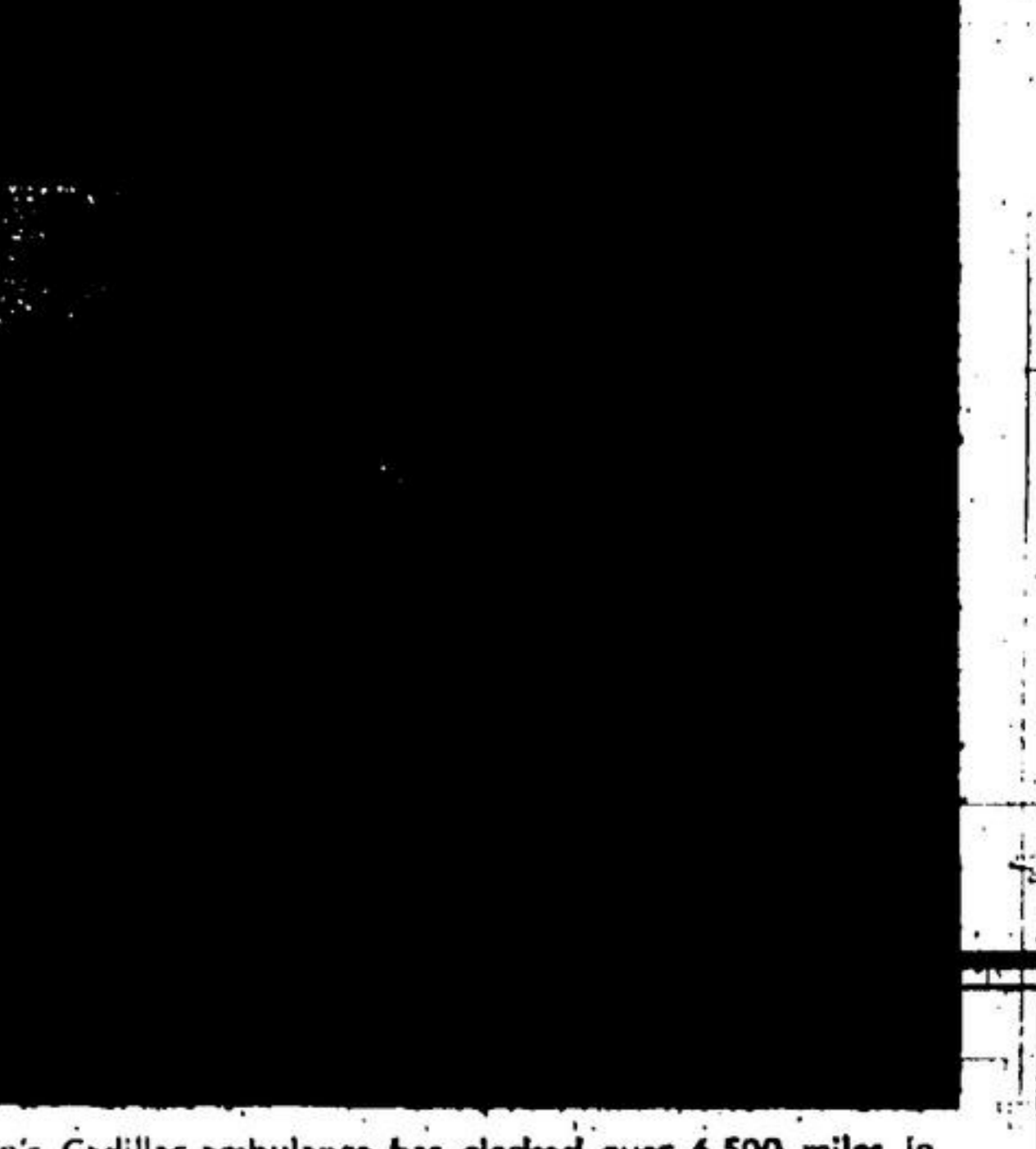
A year later, the new vehicle has made 255 runs, clocked over 8500 miles, many of these a 'life or death' run for the ambulance volunteers. And volunteers they are, for Georgetown was the first town to organize a band of dedicated men, unpaid, trained in first aid and giving freely of their time to aid those in need of transportation to hospital for sickness and accident.

Since GVAS was organized in 1957, with its first service call on March 6th that year (ten minutes after presentation of the car keys from council), they have responded to 2159 calls and travelled 62,988 miles.

The original vehicle was a 1951 Chevrolet sedan delivery, capable of carrying one stretcher. The Cadillac is one of the most modern and is equipped with top facilities. It can carry four stretcher patients and administer oxygen to all four if required.

GVAS numbers 85 volunteers. More men are still required to help maintain this high standard of service. With Georgetown growing rapidly, there will be more need for an ambulance. Among newer residents there are probably several who might wish to join, and enquiries will be welcome.

While there is no cash payment for volunteers, there are other compensations. The many cards and letters of thanks received are treasured by the group. It is something above monetary gain to know you have eased pain, perhaps even saved a life.



NOW A YEAR OLD, Georgetown's Cadillac ambulance has clocked over 6,500 miles in 255 runs, manned by willing volunteers. Mayor Joseph Gibbons, Cr. Roy Ballentine, left, and then-GVAS chief Dan Scarborough, right, look over the vehicle when it was delivered a year ago this week.