



MR. AND MRS. CLAYTON DICK

MR. AND MRS. CLAYTON DICK of 24 Henry Street marked their Golden Wedding Anniversary Sunday, September 29. They farmed at Ashgrove for 42 years before moving to town eight years ago.

SUGAR AND SPICE . . .

by Bill Smiley

# Ah, Memories Are Fond!

These days I have a rough idea how an old chorus girl feels. Nostalgia, regret, and yet certain pride that one day, in the dim past, you were up there under the footlights, doing you wiggle, your grind, your bump, or whatever, with the best of them.

All this is because of a young fellow called Alex. He's a friend of son Hugh. He's in the armed forces and was recently transferred to a nearby base. For some reason, despite their obvious shortcomings, he has taken to the Smiley's, and usually drops around on the weekend.

He's a pleasant and intelligent lad and we enjoy his company. He's rather lonely, is a long way from home, and likes a home-cooked meal. I don't blame him. There's nothing drier than an officer's mess on a weekend.

But what really bucks me up is that the kid is learning to fly. He hopes to wind up on helicopters, flying with those

navy. But in the meantime, he has to learn to fly a conventional aircraft.

And this is where I begin to feel like the old chorus girl mentioned. There's very little difference in the procedure he must undergo and that which I underwent 25 years ago. I bask in his awe as I reel off the yams, true, untrue, or just slightly embellished, or my flying-training days.

Oh, I'm properly scornful. "No, we weren't given much instruction before going solo. It was do or die, survival of the fittest. Of course, we didn't have radio-compass and ground-to-air control and all that jazz. We had to be natural pilots. Yep you had to get out of a tight spot with quick wits and sheer nerve." And so on.

I curdle his blood a bit. "Yes, we had to fly in everything: rain, snow, fog. Lost a lot of student pilots. Twelve killed in my course alone. The brave and the lucky got through. And of course most of them were killed on operations."

But I'm also very helpful. When I looked over his procedures, I found they were basically the same as mine. You had to get the ruddy thing started. You had to taxi it to takeoff point without hitting a gas truck or a mechanic. You had to get it off the ground, somehow, without breaking it, and you had to get back onto the ground, somehow, without breaking it. Same thing today.

I haven't bothered telling him that, out of a class of 65, I stood 55th in ground school, 48th in flying. There didn't seem any point. After all, I did get my wings, and I dropped as many bombs into plowed fields, and shot as many cannon shells into clouds as the next fellow.

But I have been helping him out with some of the hard bits. He's having a bit of trouble with his landings. Bounces. I've briefed him carefully on what to do when you bounce 28 feet while making a landing. "Turn off all switches, put your arms over your eyes, and wait for the second bounce."

He didn't seem to think this was scientific enough. (They're all so scientific, these young fellows.) So I gave him from personal experience, the ultimate advice on smooth landings. "Just attach a 1,000 pound bomb to one wing, ready to go off if you bounce, and you'll land like a feather."

I gave him a lot more good tips from the personal experience point of view. Spins, for instance. Told him how sickening they are and how easy it is to spin into the ground. Told him how to get out of a spin to the left, for example. "Hard left rudder, stick full back and swallow hard." Reflecting later, I wondered if it wasn't hard right rudder and stick forward. Oh, well, he'll find out. Nothing like experience.

As an expert, I've explained to him how you recover control, on takeoff, when you are headed for the end of the runway. "Cut the motor, put on your brakes, and pray."

With all this extra help, he should pass his crucial test. He is coming along nicely, except for that glazed look he gets in his eyes after a couple of hours of my stories. I put it down to nerves or too much dinner. I wonder?

## County Lawyers Want Local Crown Attorney

There are indications the Halton Law Society and the Attorney General's department are on a collision course over the appointment of a county crown attorney.

Halton has been without a resident crown attorney since Peter K. McWilliams retired early this year to run as a candidate in the June Federal election. McWilliams ran as a Progressive Conservative in Halton riding and was defeated. He is now in private practice and is head of the Halton Law Society.

**New Policy**

The conflict over the appointment is over a new policy of the Attorney General's department not to name crown attorneys from lawyers living within the county for which the appointment is being made.

This would mean that the new Halton crown will come from outside the county.

"We feel there are many lawyers in the county who merit consideration for the post and who should not be disqualified from consideration because of their residence," said one Law Society official.

**Not Happy**

He said the Society is not happy about reports of the new policy by attorney general, Arthur Wishart.

It is reported that two high officials of the Halton riding Progressive Conservative Association have been told by Mr. Wishart's office that no Halton lawyer will get the county crown appointment.

**Acting Crown**

Ronald Thomas, a member of the attorney general's law staff, has been acting crown in Halton since Mr. McWilliams retired.

It has been rumoured that Thomas will get the Halton appointment, which was to have been announced following the fall high court assizes that ended two weeks ago.

In the past it has been traditional for the county crown attorney to be named from within the area of his jurisdiction.

Mr. Wishart was not available today to comment on the new policy, or the appointment of a crown in Halton.

Mr. McWilliams said he would make no comment on the appointment and said he has no knowledge of what the attorney general's office plans in the way of policy changes.

## Wants Natural Beauty Kept at Terra Cotta

The Credit Valley Conservation Authority is concerned that Peel County will neglect to preserve and enhance the natural scenic beauty of county Road No. 9 between the Fourth Concession, through the hamlet of Terra Cotta to the town line between Peel and Halton counties.

This is indicated in a communication dealt with by the County's Good Roads Committee, Tuesday.

County Engineer Robert Knight explained to members the road in question is "dangerous" in winter, is twisting and winding and a potential source of danger if renewed to county standards in its present form. He intimated he didn't want the committee to tie the engineer's hands too tightly.

"Some things got to go," he said.

"It doesn't come into specific planning until 1970," he said. The committee voted to receive the letter.

## Friendship UCW Unit Thanksgiving Meeting

Thanksgiving Day has come and gone. In spite of too much rain at times we should pause to be grateful for the blessings that are showered upon us, also to think of the many ways in which we can say "Thank You" to God for all he has done for us.

The Friendship Unit of the UCW was held on Wednesday evening, October 9 at the home of Mrs. James Carney with 16 ladies present. President Mrs. Ward Brownridge opened the meeting with a Thanksgiving poem and prayer. Secretary Mrs. Francis Thompson read last month's minutes and called the roll which was answered with a thought on "Friendship".

Thank you cards were read also a happy letter from our foster-child in Ecuador. The Devotional on Thanksgiving and Gratitude was given by Mrs. John Bellhobby with Scripture reading by Mrs. Robert Cunningham, followed by a skit entitled "The Encounter" acted by Mrs. James McPhail and Mrs. Ford Wickson.

It told of a UCW leader arriving at the church for a meeting and discovering a young woman asleep in a pew from a dose of sleeping pills.

The leader tries to encourage the young woman to attend the meeting, but she continues on her way. A lively question and answer discussion followed, and many different points were brought to light. Prayer closed the meeting and a social hour followed.

Fourteen members of Ashgrove 4-H Homemaking Club met at the home of Barbara Brownridge on Saturday for the first meeting of their fall project "The Third Meal."

The meeting opened with the 4-H pledge with Mrs. Rentenaar and Mrs. Brownridge as leaders. Teens and Lydia Rentenaar demonstrated a Salmon casserole and Barbara Brownridge made a tossed salad.

The following were chosen as officers for this season: president Lydia Rentenaar; vice president Grace Bird; secretary, Anne McClure; treasurer, Lesley Cooper; press reporter, Jean Wilson.

At the end of the meeting they sampled the deliciously prepared dishes. The meeting closed with the singing of O Canada.

—Mrs. John Bellhobby.

## DANGEROUS TIME OF YEAR

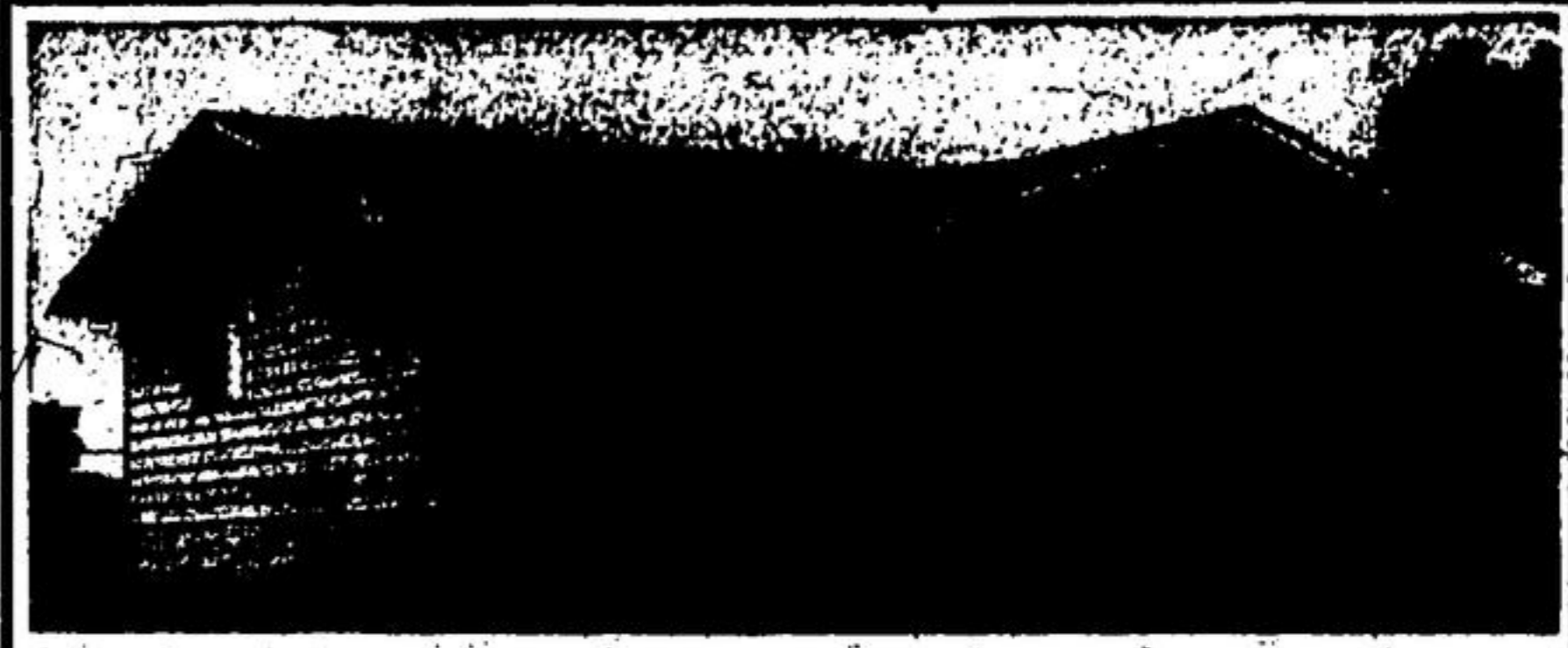


SHORTER DAYS MEAN MORE HOURS OF DARKNESS, and darkness brings special hazards for motorists and pedestrians. Fatality rates on the basis of miles driven, is twice as high at night as it is during the day. The Ontario Department of Transport advises motorists to slow down when the sun goes down. You'll get less glare from approaching headlights if you avoid looking directly at them. As well as being courteous, it is also required by law to switch to low beam when meeting or following other cars. The early darkness danger will become even more acute when standard time returns October 27th.

A hundred years ago, a Prisoner in a Yukian forest in the Holy Land announced to his captors that he was the King of the Jews. He was without doubt, the most remarkable character in religious history. Several million people have now responded to his call.

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Local clergy of all faiths have just received an offer of Bahai's Message. We urge you to investigate it either through your clergyman or by writing: BAHAI, Box 164, Oakville, Ontario.



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