



WHEN CHA CHA MULDOWNEY prepares to shoot down the track at the Toronto International Dragway at over 200 miles an hour she does more than just hitch up



her trousers. She takes infinite precautions to see she is suitably dressed for the ride, checking the car over with her pit man before the start. She grimaces as she ties



herself in and then looking like a creature from another world thrills the thousands packed in the stands at the track near Acton. She set a track record going from a

dead stop to one-quarter of a mile in just over six seconds, clocking 216 miles per hour. (Photos W. Stuckey)

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Queen here two minutes

The Queen will be in Acton Thursday, June 28.

For at least two minutes. That's how long it's estimated it will take the Royal Train engines to pass from the south limits through to the west, pulling the Queen's entourage and press corps behind. Time will be between 8.15 and 8.30 a.m.

Thanks to the Limehouse grade and a curve, Her Majesty will be here even longer than she might have been. Speed limit for the Royal train is 60, but the haul up from Georgetown will reduce that speed to between 30 and 40 m.p.h.

The Royal party will be on the CN line en route to the Kitchener-Waterloo-Cambridge area. There's a civic luncheon at London, civic ceremony at St. Catharines, drive to Niagara-on-the-Lake, historical program at Fort George and a special performance of You Never Can Tell at the new Shaw festival theatre. It's a day with barely two minutes to spare.

Food prices up

Food prices, now considered to be notoriously high, are apt to increase further yet according to indicators. Halton's Agricultural Representative Henry Stanley told a meeting of county councillors Wednesday.

Snow, Kerr influence charged but Halton Region bill passes

After close to three hours of weary debate in the Ontario Legislature Monday evening, the bill implementing regional government in Halton received second reading. The 38-21 vote was taken just prior to 3 a.m. Tuesday. Liberals and New Democrats joined forces in their opposition to the Halton bill and to the Peel bill dealt with earlier in the same session.

Opposition members of the legislature protested the bill, claiming it is designed to fulfill the political wishes of Halton Cabinet ministers Jim Snow and George Kerr, and of Premier Bill Davis who represents Peel North.

Liberal E. H. Good of Waterloo North told the house political muscle had won out at the expense of good planning.

Burlington

The key objection to the Halton

bill was the inclusion of Burlington and the Halton-only and Peel-only regions.

Ian Deans, NDP Wentworth, presented a lengthy and documented argument suggesting Burlington should have gone to Hamilton-Wentworth Region and the rest of Halton should have been joined with Peel in a Peel-Halton merger.

Deans based his argument on the Steele Commission report and suggested that was the only really comprehensive study that was ever conducted.

Deans and other opposition members said Darcy McKeough, former Minister of Treasury and Intergovernmental Affairs, had produced a regional plan based on solid criteria in 1969 but the plan had given way to the passage of time and pressure

from Halton East MPP Jim Snow, Halton West MPP George Kerr and Premier Bill Davis.

He was right

"We haven't changed our minds. We still feel McKeough was right in 1969," Deans said.

He chastised the government for accepting a simple restructuring along county lines in Halton and Peel. He attempted to prove a strong community of interest between Hamilton and Burlington. He indicated representation by population could have been accomplished easier and more effectively in a Hamilton Wentworth region including Burlington and a separate Halton-Peel Region.

Deans argued the Steele Commission had provided proof there should only be two regions between Toronto and Niagara.

"The government encouraged

people to spend money on reports and submissions over the past five or six years. The people might as well have used the money for services in their areas. Their time and money was wasted," he charged.

He charged Burlington had a snobbish upper class attitude and said they wanted to go it alone for personal reasons. He said Burlington wanted to stay with Halton, not because of a community interest, but because they wanted no part of helping rebuild the core of Hamilton even though many Burlington people work, shop and socialize in the city.

Deans said Burlington's love for being in Halton was surprising because the same town had begged for city status in order to get out of the county structure in the mid-1960's.

He said the Burlington and Hamilton-Wentworth areas should have one voice so they could deal with common problems such as Burlington Bay, the Escarpment and the effluent from plants in the region.

"If you had followed Darcy's proposals you would have two viable regions and each would have had a chance to survive. The decision on where Burlington would go was done behind closed doors instead of in public. What you offer doesn't deserve to be called regional government."

Deans' argument won praise and support from Hamilton Mountain Conservative MPP John Smith. Smith said Burlington wanted all the profit from Hamilton's industry and wanted the benefits from the sweat and labor of Hamilton, but neglected the social respon-

sibilities it should have assumed.

Don't need it

"We don't need Burlington. They'll need Hamilton and will regret this move. We don't need them but we could have done a lot together."

Smith was determined that even if Burlington went with Halton, Ancaster area should have been lumped with Hamilton-Wentworth.

"I'm disappointed, my people are disappointed but we'll go our separate ways," Smith said.

George Kerr, Jim Snow and Arthur Meen spoke in favor of the proposed legislation. Meen is parliamentary assistant to John White, Minister of Treasury and Intergovernmental Affairs.

Kerr said community orientation was continuing to swing away from Hamilton and to the east. He noted Burlington

couldn't be serviced by Hamilton and suggested the town was in a separate drainage area.

Kerr said Burlington would have been dominated entirely by Hamilton in a Hamilton-Wentworth Region. He claimed the bid for city status arose from what he felt was unfair representation at county council.

He predicted the Halton Region would be the smoothest region in the province because very little was being changed. He said there was to be less disruption and suggested the people were happy and their happiness was reflected in the county press editorials.

Speaking in support of the bill, Jim Snow said export reports had been given full consideration and the bill was developed by the people, for the people.

Third and final reading of the bill is expected Friday.

Acton man designs flowers for Queen's visit to Toronto

If Queen Elizabeth II pauses in her Royal York suite next week to sniff a rose, she will unknowingly be admiring the work of Acton floral designer George Glenister, 209 Elmore Dr. He is chief designer for Greenwood Flower Shop, 1299 Gerrard St. E., in Toronto, which has been given the honor of designing the flowers for Her Majesty's visit to Toronto.

His work will include bouquets for Her Majesty's suite in the hotel, rooms for Governor-General Roland Michener, Prime Minister Trudeau, Premier Davis, the Queen's ladies-in-waiting and staff.

Then there are all the flowers for the state banquet at the Royal York on Tuesday, the bouquet in the Royal Train and the presentation bouquets which will be given to Her Majesty during her two-day stay in Toronto.

Mr. Glenister has hundreds of blossoms ordered from various suppliers—and they all know who the work is being done for. He and Mrs. Hazel Thompson of the shop will be extremely busy Sunday, Monday and Tuesday, of next week. None of their work can be done in advance!

George Glenister has been a floral designer for all his professional career, and took his training at a design school in Washington.

"It's a gift," he says. He has ideas in his mind what his finished creations will be like, but he will not know for sure until he sees the flowers and begins to work instinctively with them.

He'll be using all Canadian grown flowers, with none imported.

He and Mrs. Thompson have been issued with passes which will permit them to enter the suites at the Royal York reserved for the royal party. A couple of weeks ago he went

through the newly-decorated Royal suite, the other rooms of dignitaries and the banquet room to ascertain what colors would be best.

He has known since February that he would be doing the design work, at the request of the Ontario government. He has provided arrangements for official province affairs before. He was asked to submit examples of his work before the Greenwood Flower Shop was chosen, however.

His wife and daughter Heather share his interest and pride in this special commission for the Queen. The family has lived in Acton for the past seven years. He came from Toronto but his mother and her family now live in Mount Forest.

When he and Mrs. Thompson arrive at the Royal York Hotel Sunday with flowers and containers in their truck, they have 27 rooms to decorate with flowers.

The Royal suite is completely redecorated. The color is gold, which provides a wide choice in color schemes for Mr. Glenister and the staff.

The living room in the royal suite will have a large posy bowl on the coffee table with white daisies, yellow roses, miniature carnations, sweet william and gerbers. "And sweet peas if they're available."

An L-shaped bouquet on the hi-fi will include glads, carnations, roses and onion plant.

Of course, Mr. Glenister points out, changes are very likely as he goes along. And he'll add lots of ivy and some fern as dictated by his eye.

For the Queen's own room he chose a cut crystal basket to fill with mixed blooms and colors, with baby's breath. He

understands Her Majesty is particularly fond of white. His only specific instruction is not to include candles.

Prince Philip's room will have red and blue carnations in a wrought iron boat.

For the dining room, his breakfast arrangement will be small, likely of yellow sweetheart roses and baby's breath, but the later meal in their suite for 30 or so will find two larger centrepieces on the tables, likely in yellow and purples.

Then, bouquets for Prime Minister Trudeau's rooms, the Governor-General's, and Premier Davis.

He understands there is only to be one bowl placed in the Royal Train, and he thinks this will be Orange Delight roses.

He will be doing presentation bouquets, but does not know yet what color dresses her Majesty will be wearing.

Actonians will perhaps be able to see some of his fine floral productions when the state dinner at the Royal York on Tuesday is televised.

For the head tables he and Mrs. Thompson will prepare three low centrepieces—each five feet long! Into the oasis they'll put yellow snapdragons and cornflowers, plus whatever he feels is right after looking over his stock. He'll be using lots of orange lilies, domestic Queen Ann's lace, and Bells of Ireland.

For the 150 table centres required, he thinks white and yellow daisies and sweet william - plus.

His years of experience ensure he feels no anxiety over this monumental three-day task.

It's a once-in-a-lifetime order.



George Glenister

Dragway must close on time or lose license - Coxe

Exasperated by late phone calls of complaint, Esquimes township's reeve and deputy told the manager of the Toronto International Dragway Monday they would revoke the track's license if the track didn't conform to the by-law. The dragway is located on the Fifth Line, three miles east of Acton.

Council received three letters of complaint about the dragway alleging the operation carried on an hour past the deadline set by the township by-law and the reeve and deputy said they were inundated with phone calls complaining about the alleged violation.

Mr. Pratt appeared before council Monday explaining there had been an electrical failure at the track which had

delayed events. He said he had tried to get the program rolling as fast as possible but didn't feel they had gone long past the deadline.

His explanations cut no ice with deputy reeve Len Coxe or the reeve Tom Hill. Mr. Coxe said he should remember there were more people in the area than those at the dragway and he should be fair with them as council had been fair with him in granting a permit.

The deputy reeve said he didn't feel people in the area of the dragstrip would complain unduly if there were occasional five or 10 minute over-runs but an hour and an hour-and-a-half was going too far.

Mr. Pratt said he tried to finish the program in time but asked council if that

meant he would have to tell 3,000 people they had to close before it was finished.

"Yep," the reeve answered curtly. "And send them all to you?"

"Send 'em all down," answered the deputy reeve. "We must support the by-law." He suggested Mr. Pratt consider starting earlier in order to avoid late finishes.

"It is up to you to run it in the proper time," he declared.

The reeve unfolded a letter from E. Taylor, a nearby resident, who said the last race had finished at 11:19 p.m. on the night in question.

Mr. Pratt wondered where all the people who complained were when they finished up an hour and an hour-and-a-half before the deadline on some occasions. He also wondered how many of the complaints were valid. He singled out a letter from Charles Hildebrandt of R.R. 1, Georgetown, which claimed the dragway was contravening the racing by-law by operating on Thursday, June 7, instead of the usual Wednesday.

Mr. Pratt pointed out the by-law did not specify racing on Wednesday only but allowed operation from Monday to Thursday for one night until 10:30 and on Friday or Saturday evening until 11:30 p.m. When council agreed the letter was in error, he asked how many more of the complaints were legitimate.

The reeve said there was no doubt the dragway had gone beyond the limit on the night in question and he thought they should

turn out the lights and close the gates at the proper time. "There is no reason we or anyone else should be blasted on the phone by residents living near the dragway," he growled.

"Somebody up there says let 'er go," said Mr. Coxe. He told Mr. Pratt that if the operation didn't conform he personally would do all he could to have the license revoked.

Mr. Pratt said there had also been complications on the night in question. Professional drivers were there and they were under contract to make three runs. Any less would have been shortchanging the large crowd, he felt.

The reeve suggested in future he should announce the track had to close over the

loudspeaker to avoid being charged. Mr. Coxe nodded. "Listening to that raucous loudspeaker at 10:30 is late enough any night," he said.

"Aren't you being a little harsh, Mr. Coxe," asked Mr. Pratt. "It is the first time you have had a real hassle and you have had complaints that weren't valid."

"We've had lots that were, too," replied the deputy.

The reeve concluded the sometimes heated discussion by telling Mr. Pratt the rules have been set down and they have to be adhered to.