

We are a nomadic nation, constantly moving. Most of us regularly go through the traumatic experience of finding new homes for the less mobile animals we have acquired. How many people would consider transporting two pet horses, a rabbit, and a guinea pig all the way from England?

Let's talk about HORSES



By Jennifer Barr

Well, Pat and Bill Wilson did! Currently living on the 4th Line (near 5th Sideroad) of Erin with daughters Elizabeth, 16, Susan, 14, and Katrina, 12, the Wilsons spent two and a half years stationed in England with the Canadian Armed Forces. Elizabeth developed a Pony Club passion and Moses, a high spirited Welsh type pony, joined the family. Growing girls require larger horses so Autumn Gold, a talented hunter mare, was purchased and Katrina took over Moses. All was fine until the family were to be returned to Canada and were faced with the problem of one horse, one pony, one rabbit, and one guinea pig.

Pat Wilson is most emphatic about her attitude to developing a sense of responsibility in the girls. "When one takes on the responsibility of an animal's life, one does not abandon it because it is no longer convenient." Therefore there was no doubt in the Wilsons' minds that the animals should travel with them. The guinea pig and rabbit posed no problem requiring minimal vetting to acquire a berth on Air Canada. The horses were another matter.

All inquiries revealed an exorbitant cost was involved until the British Livestock Co. was contacted. This marvelous organization agreed to handle the entire shipping operation for a fraction of the original estimated cost providing the Wilsons didn't object to the horses travelling on a livestock air carrier when it was convenient for the company.

Not horsemen The horses had to be vetted and blood samples were sent to Hull, Que. to determine the possible presence of disease, particularly infectious anaemia. The Wilsons arranged for the horses to be stabled in Prestwick to await shipping while they returned to Toronto. The departure date of the Pacific Western Airlines carrying Gold and Moses was Aug. 16.

Before a shipping permit could be issued, Pat had to present a notarized statement that the horses would be used for pleasure only (not meat!). She also had to know of a fly-proofed government approved stable in Canada that would receive the horses for a two-week quarantine period. Such a stable was found in Schomberg and would take the horses from Aug. 17 until Sept. 1 when they had to be removed to allow for an influx

of yearlings. Beautiful plans, all falling into place. Right? Wrong!

Lost horses The horses failed to arrive on Aug. 16. Or Aug. 17. Or Aug. 18. They did not, in fact, arrive until Aug. 31 while a frantic family tried to trace their animals. A communications delay and Pat in Vancouver didn't help matters any. Bill managed to discover the plane departure was merely delayed two weeks and no one was able to let him know.

In the meantime, the time delay meant the Schomberg stable was no longer available. So Pat had to return from Vancouver, complete with children, rabbit, and guinea pig (still travelling) and find another suitable stable.

Fortunately, George Cameron's stable in Bolton passed the rigid inspection and accommodation was once more available. The horses spent many long hours in the air, coming the long Pacific route to Montreal. The special crates similar to a double horse trailer, protected them from hurting themselves. After landing in Montreal, customs inspection and more vetting, they were whisked in bond to Toronto with a group of race-

horses, then to their quarantine headquarters—all travelling arrangements courtesy of the British Livestock Co.

The Wilsons expected to see their horses half dead from exhaustion and upset but were delighted to find them in excellent condition, happy and relaxed. What relief!

Would they do it again? "Oh, definitely," Pat exclaims emphatically. As a footnote: many airlines were patronized in this mass immigration. Bill returned to Canada by Wardair; Pat and the girls by Canadian Forces; the horses by Pacific Western, the rabbit and guinea pig by Air Canada; and Pat used CPA for her trip to Vancouver throughout the mixup.

Long service

Captain Wilfred Penson and Lieutenant Murray Currie, who recently retired from the Milton Fire Department were honored at a dinner and banquet. Between the two men they have served with the volunteer department a total of 53 years.

Presentations were also made to Mr. and Mrs. Archie Service. Mr. Service served as Nassagaweya's representative and chairman of the Milton Area Fire Committee for several years. Mr. and Mrs. F. V. Cannon were presented with gifts as well. Mrs. Cannon has served for 13 years as dispatcher for the fire department and also operated an answering service for Milton Police Department. Mr. Cannon assisted her in that capacity.



WALKER LODGE No. 321 A.F. and A.M. officers were installed for the lodge's centennial year in 1974. Front row left to right, Sec. V. Wor. Bro. H. L. Ritchie, Sen. Warden Bro. G. Hargrave, Wor. Master Wor. Bro. R. Knapton, Jr. Warden Bro. Jack Carpenter, Sen. Deacon Bro. W. Near, Jr. Deacon Bro. E. B. Grischow, Imm. Past Master

Wor. Bro. M. Blow; Centre left to right, Inner Guard Bro. G. Dawkins, Chaplain Wor. Bro. C. Rognavaldson, Jr. Steward Bro. D. Carney; Back left to right, Tyler Bro. T. Forbes, Organist Bro. R. Coe, Installing Master Wor. Bro. S. Newton, Sr. Steward Bro. J. May, Dir. of Ceremonies Wor. Bro. R. Thompson. (Photo by Jay)

What to do about Fergus?

Students from the fourth and third years of the Bachelor of Landscape Architecture program at the U. of G. took the top two prizes in the recent contest to improve Fergus's downtown area. The students worked on the competition as part of normal course requirements.

The fourth year students submitted a report, plans and a working model aimed not at presenting a single master plan for the town, but at suggesting various alternatives that would improve it. They looked at history and community activities as well as the physical setting of Fergus, with the purpose of getting the citizens themselves to participate in decisions affecting their environment.

The third year group emphasized enhancing the good things—the river and the beautiful Scottish-style architecture—and styling down the town's weaker points. They also emphasized smaller civic improvement projects in which all members of the community could take part.

Ten prizes were offered in the contest, which was sponsored by the Fergus Chamber of Commerce and ran approximately from September to December.

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