

Seek Separate Budget For Changes in English

Halton secondary school teachers cast a shadow last Wednesday night on proposed reforms in the Halton schools English programs.

The English program council presented a brief to the board of education, but in a letter tabled by Halton Ontario Secondary School Teachers Federation, all program councils came under fire.

The OSSTF has criticized the board's procedure of including the program council budget within the professional development fund. The program council and the professional development leave fund should be separate.

ARMITAGE ADAMANT

Program councils were established by the board during its formative stage to make recommendations for changes in particular subjects. The professional development leave fund provides for extended studies for teachers.

Trustee Fred Armitage, acting chairman of the board, said he had no intention of allowing the program councils to be destroyed by any group.

GRADE THREE LEVEL

Wally Watkins, chairman of the English program council, told the board that he was convinced some changes in the English program were required when he learned that a grade 9 student in his school was reading at the grade 3 level.

The council's report recommended the establishment of a developmental reading program. The report called for the necessary funds for high schools to equip reading laboratories, appointment of qualified developmental reading teachers, small group instruction for pupils involved in the program and establishment of committees to expedite the program.

PILOT PROJECT

It was suggested the program could be initiated in five high schools as a pilot project.

Developmental drama and theatre arts for specific schools was recommended as part of the English program.

ly installed at exit ramps on Highway 401 by the Ontario Department of Highways. Both the Ontario and Metro Roads Department plan further installations in the immediate future.

Applied by the Eagle Signal Division of E. W. Bliss Company (Canada) Ltd., Georgetown, a Gulf and Western Company, the Fitch Barrier is distributed nationally by Davis Controls Ltd., Toronto.

The brief included an interim report of the "mass media committee", a group studying the value of media equipment and their use as teaching tools. That report recommends a series of visitations to other schools to study various projects.

A list of suggested English texts is included in the report. Board of education will study the brief before making any decision, it was indicated.

Says More Expensive Car Could Save Money

If cars cost a little more may be you won't have to paint your house so often.

The statement was by David Scott, professor of engineering at University of Toronto to the Halton and Halton-East Liberal Association's recent annual meeting.

Scott explained that exhaust from automobiles is adding to the air pollution and it eventually destroyed the paint on a house. If emission controls were better, the pollution would be less and the paint on the houses would last longer.

"We are mostly sold on the health aspect," he said, "but economically, pollution damage is costing each Canadian \$53.98 per year or \$400 per average family."

"Heating bills would be cut in half if every house had four inches of insulation in the ceiling and two inches in the walls," he said. "The furnace wouldn't

LIGHTS ON

Scott also said that Toronto's light bill is an extra 1.27 million because of pollutants in the air.

"Particle matter in the air lets less sunlight through and this means that the lights are turned on earlier," he said.

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CVCA Photo by John Rollings

OPEN FIRST OF VALLEY CONSERVATION DAMS

Credit Valley Conservation Authority Chairman Roy K. McMillan introduces the platform guests at the official opening of the million dollar Orangeville reservoir last week. The Orangeville reservoir is the first in a series of conservation dams to be built along the Credit River. Hon George Kerr, Q.C., M.P.P., Minister of Energy and Resources Management was guest speaker.

Left to right on the platform are CVCA vice-chairman Robert R. Parker of Acton, Rev. E. Nelson (partially hidden) of Orangeville, Mr. Kerr, Ivor McMullin of Albion, Lloyd Armstrong of Mono, and Rev. A. W. Downer, M.P.P. for Dufferin-Simcoe. Out of picture are A. S. L. Barnes, director CVCA's conservation branch, and A. Grant of Clarkson of Mississauga.

Credit Bliss Installation With Saving Motorist's Life

The life of a young man from Quebec quite probably was saved on Saturday, May 16th, when his car skidded into the Georgetown-produced Fitch Barrier Installation on Toronto's Gardiner Expressway, at the Leslie street ramp.

rior which had been installed a short time ago by the Metro Roads Department, this being the first installation in Canada.

ONE FATAL

This site had been the scene of at least one fatal accident over the past two years, as a result of vehicles hitting the unprotected cement abutment.

Experts questioned, felt the vehicle would probably have

struck the abutment broadside, with a high probability of the total write-off of the vehicle, and at least most serious injury to the driver.

After striking the barrier, the vehicle was slowed enough that minor damage was done to the front wheel when it continued into a nearby retainer curb. Damage to the vehicle, estimated at around two hundred dollars consisted of a damaged left front wheel, minor damage to the driver's door and a damaged left rear fender.

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The Fitch Barrier is present-

ly installed at exit ramps on Highway 401 by the Ontario Department of Highways. Both the Ontario and Metro Roads Department plan further installations in the immediate future.

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If you think Ontario can solve its pollution problems without your help, you're not thinking.

Fortunately, for our future a lot's being done about pollution right now. But to wage and win the war against pollution, Ontario needs your help.

Who causes pollution anyway?

The unpleasant answer: we the people. People who buy the products that industries produce. People with cars and boats. People who fly. People who build cottages and heat homes. Even people who keep livestock. Pollution now is everyone's problem.

What's government doing about pollution?

The Ontario government is doing things. Since the formation of the Ontario Water Resources Commission in 1957 and the passing of the first provincial air pollution act in 1958, Ontario has become known as a world leader in the battle against pollution.

Industrial Pollution. It's a crime.

Stiff legislation is in force that makes pollution a crime in Ontario. It controls what our factories can put into the air and water and what they can't. These laws are being enforced and polluters are being fined. In addition Government engineers and pollution control experts are assisting industries in the planning, design and installation of pollution control equipment.

War in the air

Ontario has a task force at work clearing the air. The government has

created an Air Management Branch with a highly trained staff of over 200 specialists and a multi-million dollar budget. With this kind of power directed at the air pollution problem, we can all breathe a little easier.

War on water

The war on water pollution is being waged and won. The Ontario Water Resources Commission works with communities throughout the province to plan and construct water supply and sewage systems. To date, more than a billion dollars have been spent on such projects making Ontario's sewage treatment facilities the best in Canada.

What can you do about pollution?

You can get concerned and stay concerned. You can make sure your boat, your cottage, your car or your plant isn't adding to the problem. You can tell your children and yourself that air is not an ashtray, rivers and lakes are not free sewers, and soil is not dirt.

You can be prepared to invest in a clean, healthy province for our children. To do that we need a healthy economy to support our good intentions. One way you can help—when price and quality compare, shop Canadian.



Pictured above is one of Ontario's 250 air monitoring stations. Some of these stations, equipped with the world's most advanced instrumentation, check air quality and weather data which is then telemetered directly to a central office for immediate assessment and action.

In Ontario, we're steadily beating the car in the battle for breath. Strict emission control regulations (the first of their kind in Canada) were introduced in 1968 and strengthened in 1969. The result: 1970 model cars contribute 70% less to air pollution than did pre-1969 models.

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