

Georgetown Herald

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VICTORY PARADES

Show Of Municipal Pride

Georgetown has a league champion in softball, but the mode of celebration of the victory, recently, has produced not a few complaints.

A victorious girls' softball team was given a ride on a town fire truck, bending tradition slightly by not being provincial winners, and some residents were not convinced that that was a good and proper way to celebrate. One of the objectors makes a point in this week's Reader's Forum.

At issue is the use of a municipal emergency vehicle as a victory wagon.

In a large city, use of such vehicles in victory parades is prohibited, because of the large number of such celebrations. But in a community, this size of Georgetown (albeit, still growing) there aren't enough such celebrations to make for over-use of a fire truck in a celebration role.

There are always backup vehicles in case a fire really should break out, and the cost of use is small.

A fire truck, after all, is an expensive vehicle. Yet it spends 90 per cent of its life sitting still, doing nothing. It is a municipal vehicle, and should perform a municipal service. Isn't a show of municipal pride a service? There's a folksiness about a victory parade that can be seen only in Canada's smaller communities, where the people like to whoop it up and show appreciation.

They don't believe they have to be staid and lifeless.

There's a myth about Canadian conduct that perhaps some of us really believe. We shouldn't.

Winning a softball league championship is no big deal, unless you're some way involved. When a Georgetown team wins a title, we're all involved, if we have any civic pride.

Come to think of it, would there have been much fuss if the girls' team had been carried around town in a garbage truck?

Anonymous Householders

If there's one thing that remains unregulated in this regulated life, then it has to be the way people identify their homes with numbers.

Most such identification is poor or non-existent.

In Georgetown, every home has a street address, but not every home has a number displayed. To a stranger or a newcomer, it can be a confusing experience locating an address.

It makes for a sense of wonder at the accomplishment of mail carriers and deliverymen.

The situation is even worse at night, when most home numbers are unlighted.

Anyone who spends the many thousands of dollars required to obtain a home today should be willing to put out the few extra dollars that would be required to erect large, readable numbers in a visible location.

Why stick your address number in three-inch numerals over a garage door when your

porch light is 30 feet away? Or why put the numbers in a vertical position on a wall (is it 91 or 19)?

House numbers should be at least five inches high to be readable and they should go where most visitors expect to find them, next to the front door. They should be under a light which can be turned on when company is expected or at least in the early evening hours when you're home.

The Moore Park area of Georgetown has some numbers painted on curbs in front of homes. That makes location finding a snap. But the practice is not widespread (it may not even be legal), and not everyone favors it.

In Georgetown, there is something of a paradox in that lighted street signs are provided at many intersections, but once the streets are found, the homes are not. And some dark subdivision areas with no street lights add to the trouble as well.

It's questionable anonymity.

Algonquin Policy Support

The Ontario Professional Foresters Association has endorsed the provincial policy statement on Algonquin Park and urged the rapid completion of the master plan for the park.

"The government's decision to accept a variety of uses for Algonquin Park is commendable. This policy will provide recreational opportunities for many different types of people to use the features of the land in a responsible way and to share the park with others," association president D.S. Bruce said in a letter presented to Natural Resources Minister Leo Bernier.

The letter supported the continuous production and harvesting in the park of renewable resources such as timber and fish and indicated that the foresters are willing to assist in implementing timber management policies that do not conflict with recreational uses.

It is suggested that the intensification of land use management practices in the park calls for the provision of an adequate staff of professional foresters and allied and supporting staff. It was optimistic about the establishment of an Algonquin Forest Authority to assume responsibility for forest cultivation and harvesting. The letter also offers the association's assistance in drafting legislation to permit the authority to integrate timber production operations, production of wildlife habitat and the improvement of forests for recreation.

The decision to let cottage leases expire and continue the operation of private lodges until 1996 was also endorsed.

The association also approved of the continuation of youth camps and the proposal to further develop the former Dorset Ranger School and Forest as a demonstration area.

ECHOES FROM THE PAST

10 YEARS AGO

Bill Alexander, 17, son of Mr. and Mrs. Mac Alexander of Norval, was selected as the delegate to the United Nations tour, representing Halton's junior farmers, as well as junior farmers of Ontario.

As a form of welcome for Georgetown's newest industry, Jaycees announced plans for a Welcome Dinner for Eagle Signal Division of the E.W. Bliss Company, located in the former Sykes tool plant.

20 YEARS AGO

For 25 years a judge in the domestic science section of the Erin Fall Fair, Mrs. Walter Gray of Georgetown was honored at a surprise presentation, and received a silver tray from the Erin Agricultural Society.

A Norval district farmer topped the field in the first international plowing match, held at Cobourg, Jim Eccles, who farmed 245 acres on RR 2, Norval, amassed 154 points, to defeat Odd Braut of Norway, with 151. Bob Timbers, of Stouffville, placed third with 150 points.

A Georgetown native was off to South America as a correspondent for the Toronto Telegram, Jim Emmerson left by plane for British Guiana.

K.C. Lindsay, township treasurer and assistant assessor, took over the duties of tax collector from clerk I.M. Bennett in Esquewaug.

Population of Georgetown continued to increase, according to figures prepared

by assessment commissioner Joseph Gibbons. The 1953 population was put at 3,779, up by almost 200 over the 1952 figure.

30 YEARS AGO

Alice Murphy and Keith Huffman won the senior titles during field day at Georgetown Public School. Events were organized under the direction of principal Howard Wrigglesworth.

St. George's Church Boy's League held a field day and Walter Sargent captured senior honors with 21 points. Looking after the events were Mr. and Mrs. Percy Olney, Harvey Dewhurst, with George Barber and Brian Ferry.

Mrs. Robert Hill of Glen Williams celebrated her 93rd birthday in good health and enjoying life to its fullest. She was kept busy keeping house for two working daughters. She could count seven children, eight grandchildren and 10 great-grandchildren.

Ladies' Guild of St. Alban's Church held a successful euchre party and winner of men's high score was Bud Hill, while ladies' high score was held by Mrs. John Hepburn Jr.

Mrs. Thomas Grieve and Mrs. Fred Braley attended the 16th annual convention of the Ladies' Auxiliaries to the Canadian Legion in London, Ont.

Tpr. Bob Itayner, who enlisted at the age of 17 with the 4th Highlanders, was reported now in Sicily, with the Princess Louise Dragoon Guards.



HANDS ACROSS THE SQUEEZE

BILL SMILEY

Bob And A Barmaid And Even Brigadier

Last week I was talking of the fun of meeting people when you are travelling. It's not that your friends at home are dull.

They're probably more interesting than some of the types with whom you become bosom buddies on short acquaintance. But the people you meet on holiday are refreshing affirmation that the earth contains an infinite variety of creatures of the human species.

This week I'd like to finish these thoughts by introducing you to three greatly different people we met in England: a Bob, a Barmaid, and a Brigadier.

Hurling from Edinburgh to Chester on a train, we picked up at the ancient and bloody old city of Carlisle, near the Scottish border, an addition to our compartment.

I didn't mean that Carlisle is bloody in the sense of bloody awful. But it did change hands several times in the bloody border wars. And it was there that William Wallace, the great Scots rebel, was put on public view in a cage, before he was hanged, drawn and quartered and his parts affixed on various pikepoles about the city, as a lesson to the Scots "rebels", in the fourteenth century.

Anyway, Bob Mitchell proved an agreeable travelling companion. He was interested, interesting, and affable. We'd been in the same way, he on corvettes in the navy, I in the air force. We nattered about taxes, housing costs, comparative incomes.

As we rattled through the Lakes District, he went to pains to point out things and sights of interest. He suggested a good restaurant in London. A veritable gentleman, in this age of bores.

He proved this when we stopped to change for Chester. I started wrestling with our luggage and an impatient coroner. Before I could say, "Bob Mitchell, he had whipped the two big suitcases off the overhead rack, nipped out and put them on the platform. You'd have to be a basket case for this to happen to you in Canada."

During our earlier conversation, he told me he had a cousin in Neepawa, Man. I told him my column was in the Neepawa Press. So here's his message to his cousin: "Ask if Fred Crook remembers his visits to the Roman Wall area of Cumberland and Northumberland and his walks along the beach at Southborne. There you are, Fred Crook."

The Barmaid. I'd been telling my wife for years about the barmaids of Britain. They are NOT the busty, blowy barmaids of fiction. But they are a breed of their own, with their "Well it be ducks?" and "Ta, luv." Ta means thanks. But they seemed to be a vanishing breed, supplanted

by young women with too much make-up, wearing slacks and a bored expression.

REAL DESPAIR I was beginning to despair of finding a real English barmaid. But we did. She was Heather, in the Tudor, Westmaster Hotel, Chester. She was 100 per cent proof of everything I'd been telling the Old Lady.

She ran that bar like the ringmaster of a three-ring circus. Excellent service, a joke or personal word for all the regulars. No play for tips. Peanuts or potato chips for anyone who looked as though he needed it. And all the time humming a song, pirouetting behind the bar, actually enjoying life. A delightful person.

And nobody, but nobody, got out of line in that pub. It was not a matter of rules, or threats, but of personality. Then there was the Brigadier. He was another kettle of fish, a horse of a different color, or rather, of a number of different colors, like a chameleon.

He was either a Scottish lord or the biggest liar in London, and I lean toward the latter. We had a casual drink together, and he was friendly. I swiftly learned that he was 58 (he looked 42), had been in the Cameron Highlanders, was a retired Brigadier, had been with British intelligence. "But we mustn't talk about that, of course."

QUEEN'S PARK

Unusual Lethargy Has Hit The NDP

BY DON O'HEARN
Queen's Park Bureau

OF THE HERALD
TORONTO—In writing about the Liberals it was noted that one of the factors in the party's favor was an apparent dropping off of pep in the NDP.

One reason for this, of course, was that the house was on a three month break and the NDP's were not able to take advantage of the platform it gives them.

They are always at their best when they have the forum of the house to raise their issues and launch their criticisms.

Even so, however, the party has appeared to be suffering from an unusual lethargy.

To be quite fair, this well could have been a lethargy which is hitting our politics themselves.

Individual members have been quite active. But there has been an apparent monotony to their efforts.

An atmosphere of the same old thing. Complaints about high prices. Charges of corporate rip-offs. Accusations generally of inefficiency but without proposals of any real alternatives.

LEWIS UNHAPPY?

Along with this there has been some suspicion that Stephen Lewis may be getting a bit bored with politics, or at least the provincial arena.

Over the years the young NDP leader has run hot and cold on politics.

A man with a strong reform instinct from time to time he has a feeling that he is not able to do enough.

MON AMI

READERS' FORUM

Reader Protests 'Abuse' Of Emergency Vehicles

Sir: This is a copy of a letter that I have forwarded to Georgetown council.

Gentlemen, at 10 p.m. on Sunday, Sept. 30, a fire truck with lights flashing, the occasional burst of a siren, followed by a number of motorists honking horns, was observed by me as it went along Mountainview Road

Book Ready

On Airwomen

Sir: The RCAF (WD) Association of Hamilton, after several years of planning and research has published a book about the Women's Division of the RCAF.

We would appreciate it very much if you could give us publicity of any type, as we would like to reach former RCAF personnel and the general public.

This book is the first story of the RCAF Airwomen serving from 1941 to the current air element.

It is a factual, humorous, illustrated hard cover book, selling for \$4.50 per copy. Prepaid orders will be mailed through: RCAF (WD) Association, Book Committee, Box 712, Hamilton, Ontario.

Our association has been formed since 1948 and has always been involved in charitable work.

Our many thanks for any assistance you can give us. Mrs. Kay Zimmerman, Secretary, Book Committee

South. The fire truck pulled into Eden Place and stopped. A number of young people could be seen on the truck and leaping off it.

Curious about the carnival atmosphere surrounding an emergency vehicle, I approached and asked the volunteer fireman, who refused to identify himself, the following questions:

1. What is this truck doing here?
 2. Who authorized the use of it?
 3. What if there is a fire?
 4. How much does it cost to operate a fire truck around Georgetown for an hour?
- I was told that the

BAD DRIVERS

Learn Automobile Drivers Cause Motorbike Crashes

The number of motorcycle drivers killed in Ontario in 1971-72 shows a marked increase over previous years. Statistics recently released show that 65 motorcycle drivers were killed and 2,463 injured during the period September 1971 to August 1972. This compares with 49 killed and 2,440 injured during the same 1970-71 period. The number of motorcycle passengers killed in Ontario last year stands at 16, and 641 injured, reports the Ontario Safety League.

Information concerning the circumstances surrounding these fatalities is not yet available, but a study just completed by the University of North Carolina Highway Safety Research Center indicates that in most crashes involving a motorcycle and an automobile, the driver of the automobile is at fault. Nine hundred and thirty-five motorcycle crashes were studied and researchers found that about two-thirds of the crashes involved more than one vehicle and almost all of these involved a motorcycle and an automobile.

In 62 per cent of the multi-vehicle crashes, the driver was found to be at fault. In most instances, the car was making a left turn in front

of the motorcycle when the collision occurred. The car pulling in front of the motorcycle was the second most frequent contributing cause.

The motorcycle driver was at fault in only 29 per cent of the multi-vehicle collisions. According to the study, in most of these cases the motorcycle cyclist was "following too closely."

An important factor in motorcycle crashes seemed to be the presence of passengers. Passengers were present in 12 per cent of the total number of accidents studied and in 30 per cent of those involving fatalities. Researchers also found that passengers were more often present in the single vehicle accidents than in multi-vehicle crashes.

In Ontario, fatalities occurred in 2.2 per cent of all motorcycle accidents last year, states the Ontario Safety League. Less than 7 per cent of all passenger car accidents involved fatalities.

Transportation Big Part Of Education

School transportation costs in Ontario totalled \$71 million last year, 2.8 per cent of the province's two billion dollar education budget.

The figure is contained in interim report number three of the committee on the cost of education, released by education minister Thomas Wells.

The report shows that last year more than 25 per cent of Ontario's 1,456,840 elementary students were transported to school. More than 29 per cent of the 574,520 secondary school students rode to school on the familiar yellow school buses.

While the yellow bus is the most popular mode of student transportation, some Ontario students reached their classes by snowmobile, boat and swamp buggy.

While total elementary school enrolment increased by 293,787 in the past 10 years the number of children riding buses to school jumped by 271,257 in the same period. And, the report states, the greatest increase has not come about because of the consolidation of smaller schools in rural areas, but in the number of children who are transported under two miles. The number of students in this category has increased five times since 1962.

The report contains a number of recommendations aimed at assisting school boards in developing their transportation policy.

Ready Cactus For Blooming

With the leaves just beginning to turn color, Christmas may seem a long way off. But it's not too early to start preparing your Christmas cactus to ensure some timely yuletide bloom, advises R.A. Fleming, horticultural specialist, Ontario Ministry of Agriculture and Food.

The short day treatment is the first step and it should be taken now. Do not expose the plants to prolonged artificial light.

A reasonably cool temperature is also essential. In fact, if the temperature is consistently higher than 70, you'll be lucky to get any flowers at all. As well, temperatures lower than 50 mean poor bloom production.

Ontario Heritage Grant Helps Hall Restoration

A grant of \$250,000 towards the restoration of Victoria Hall, Cobourg, was announced by Jack McNie, Ontario Minister of Colleges and Universities, and John E. Langdon, chairman, Ontario Heritage Foundation.

"This substantial contribution," said McNie, "is made in recognition of the historical and architectural importance of Victoria Hall to Canadians and the scope of the planned restoration". The Ontario Heritage Foundation is an agency within the Ministry of Colleges and Universities involved in the conservation of properties of architectural, historical and cultural value. This grant is in line with a wider effort of the Ontario government to strengthen the historical and cultural resources of the Province.

Officially opened by the Prince of Wales (who later became King Edward VII) on September 7, 1860, Victoria Hall was for many years the civic and cultural centre of the community. James Cockburn, one of the Fathers of Confederation, had his law office in the building.

Declared a National Historic Site in 1927, subsequent structural surveys revealed that extensive decay had occurred, primarily in the wooden beams, and the Hall was close to a state of collapse.

This discovery and a manifest need for revitalization of the building resulted in the formation of The Society for the Restoration of Victoria Hall in October, 1971. Its objective was to raise \$1,745,000. To date the Society has received pledges and donations which, including the Heritage Foundation grant, total more than \$830,000, close to 50 per cent of its objective.

"It's our hope this grant will stimulate the Society's private fund-raising effort and ensure an early start on the actual work of restoration", says the Foundation's John Langdon.



Cars and trucks weren't very big when this grade separation was constructed many years ago in Georgetown. It carries John

THINK THIN

Street underneath the Canadian National Railway line. There isn't much room for a pedestrian when a truck of this size heads through, so

pedestrians are given the right of way. The underpass is nicknamed the culvert, and it's just about that size.

HERALD CIRCULATION TELEPHONE NUMBER 877-2201