



HOW YOU LOOK HELPS YOU LEAP EVEN HIGHER

(Herald Photos)

ATHLETICS isn't all just a matter of leaps and bounds and great muscular energy. Sometimes you have to work a little facial English (as

opposed to body English) into the competitive spirit of an event. These photos were taken at a field day held at

George Kennedy Public School in Georgetown. LEFT, closed eyes and a stiff upper lip help this young

man as he literally flies into a broad jump. CENTRE, a tongue clamped between the lips helps another contestant

leap for yardage. He also prefers to have his hands ready for a not-so-smooth landing. RIGHT, an open

mouth helps this young lady gain extra inches during a high jump. The field day was held at the school grounds.

Rumors that Burlington Police Chief Ken Skerrett is slated to be chief of the new Halton regional force were scotched by regional chairman Allan Masson.

Masson made it clear that the choice of a regional chief will be made by a five-man board of police commissioners who have not yet been chosen. The commission will be made up of a judge, two provincial appointees and two regional councillors. The commissioners will not be named until Nov. 1.

Although any one of the four existing police chiefs now with Burlington, Oakville, Milton and Georgetown could be considered candidates, Skerrett and Oakville Police Chief Fred W. Oliver are generally regarded as the leading contenders. The position will be posted throughout the four forces for a week and then advertised across the province.

Two Exciting Firsts!

Now being offered for the first time as evening courses at Sheridan's School of Design, 1460 South Sheridan Way, Mississauga:

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Club Focus On Nutrition At Meeting

The focus was on nutrition at the October meeting of the University Women's Club of Georgetown.

Guest speaker for the evening was Joe Rassweiler, who was introduced to the club by Mrs. Sue Demenico. Mr. Rassweiler is president of Health World Ltd., a chain of three stores selling health food. As well, he is actively involved as vice-president in the National Health Food Association. Through this association he has become actively involved with many experts in the field of nutrition, among them Dr. W. Shute, the Vitamin E advocate.

Mr. Rassweiler posed the question: Should everyone take vitamin supplements? As he stated vitamins by definition, are food elements indispensable to health. Why then, is it increasingly difficult to rely solely on a well balanced diet? According to Mr. Rassweiler there are three main reasons:

1. Deterioration in the quality of our food is the first reason. This is attributed to many factors—those farmers who are interested more in yield per acre than the quality of the food, longer storage, transportation, processing and packaging.

2. Secondly, our environment is a factor. Polluted air destroys vitamins. Smoking destroys Vitamin C. Cigarette destroys 25 milligrams of Vitamin C. Tension and stress can create a need for more vitamins.

3. Finally, we all have our own individual biological needs. Only those who are in perfect

health and have a perfect food supply do not need a vitamin supplement.

During the discussion which followed, Mr. Rassweiler was asked how to determine what vitamin supplements each person required. He recommended that this be done on an individual basis through reading and studying the subject. He stressed that he was not a doctor or a biochemist, but basically a businessman with an interest in nutrition.

The nutrition study group had prepared a culinary surprise

for the members as the refreshments were all vegetarian snacks served with a fruit punch. They had been attending a course at the Branson Hospital in Toronto and obtained the recipes there.

The business portion of the meeting was conducted by the president, Mrs. Beth Siele. Mrs. Eleanor Langdon and Mrs. Janet Manderson presented their reports on the Triennial Conference which they attended in Ottawa this summer. Impressed by the bilingualism of many of the members at this conference

Mrs. Langdon expressed the hope that more of the Georgetown members might turn their interest in this

direction. The next general meeting will be held Nov. 6, at the Canada Trust Building, Stan Powell,

lecturer and author of *Smalltown Ontario*, will be the speaker.

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Ontario's Urban Transportation Program:
A choice for everyone.

Something very frightening can happen to cities when they grow up. They can get out of hand and almost overpower the very people that give them life.

The worst offenders are often transportation systems. Cars and trucks can become menaces, highways and roads—forming bottlenecks. Subways can jam and buses simply refuse to handle an ever-increasing load.

Local communities have been doing their best to keep ahead of the problems. But new help is available—now and for the future.

People come first.

People really do come first. That's why the Government of Ontario is encouraging an urban transportation system that will serve Ontario people the way they should be served efficiently, comfortably, inexpensively, and with the least possible disruption of natural surroundings.

The Ministry of Transportation and Communications has instituted GO A NEW WAY, an urban transportation program to develop modern transit systems in our towns and cities and to support them financially.

New transit vehicles.

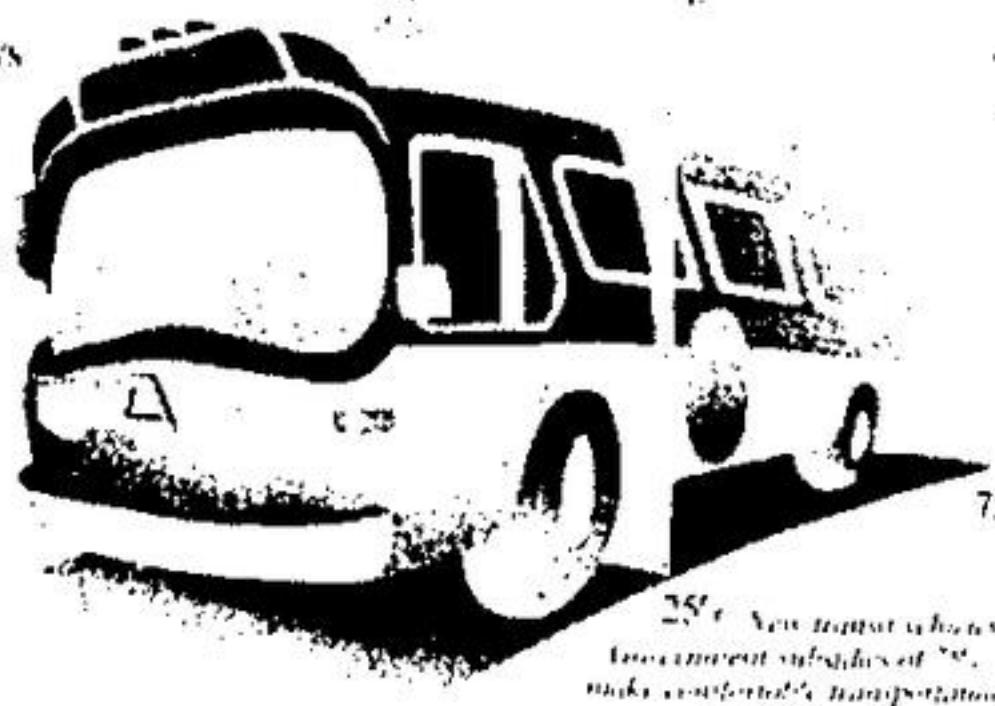
Comfortable vehicles and convenient facilities make public transit attractive. So the government is paying 75% of the cost of municipal buses, streetcars, trolley buses and related facilities.

Go Urban.

A new, exciting intermediate-capacity transit system is being developed for large urban municipalities. The system will be fully automated, quiet and emission-free. It is much less costly than subways or expressways, may use existing

rights-of-way, and its elevated guideways cause little interference with regular pedestrian or vehicle traffic.

Cities will be subsidized to the extent of 75% in applying the GO URBAN system to their needs.



Staggered hours.

Another way to reduce peak-load congestion is to stagger working hours and alter daily and weekly traffic patterns. If passenger demands can be spread over longer periods, people can be moved more quickly. Feasibility studies will be subsidized up to 75%.

The government is implementing a staggered working hour program for its own employees and hopes others will benefit from its findings.

Computer controlled traffic

In Metro Toronto, a computer controlled traffic system has proved that a substantial increase in road capacity can be achieved with computers. The saving in road construction costs is many times the cost of the necessary computer equipment.

So 50% of the equipment necessary for implementing or expanding computer systems in urban areas and for installing traffic control devices is being underwritten by the government.

Efficient road policies.

Communities can increase road capacity with greater use of one-way streets, restricted delivery hours and modern parking policies. Municipal studies on these subjects are supported financially.

Co-ordination is vital.

Normal transit routes often carry our people across municipal boundaries. Co-operation and co-ordination in inter-community transit planning, therefore, are becoming more and more essential.

Your government has intensified the efforts and resources devoted to the co-ordination of transportation planning.

GO Dial a Bus.

Dial A Bus is a form of public transportation that has been pioneered in Ontario. It does not operate on fixed routes with predetermined stops. Instead, it operates from a

fixed point, such as a mainline transit station, into a limited area, usually residential. Passengers are not required to board and leave the Dial A Bus at bus stops; the bus comes right to their homes when requested to do so.

Dial A Bus is now operating in Pickering, Stratford, Kingston, Ottawa and Bramalea and will be operating soon in north Metro Toronto. GO A NEW WAY puts people first, all the way. And people have to be involved to make it work.

Resources, research and finances are available to help urban municipalities in Ontario build transportation systems that will surpass anything else in existence today. And prove that cities really are for people.

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Urban transportation will be one of the most significant challenges facing us all for years to come. That's why the Government of Ontario developed GO A NEW WAY, a modern transportation program for the needs of Ontario communities. The benefits of this program are available to any municipality in Ontario wishing to participate.

GO A NEW WAY

Ontario's new Urban Transportation Program, Ministry of Transportation and Communications.

Hon. William G. Davis, Premier Hon. Gordon Cotton, Minister A. C. McNabb, Deputy Minister