

# Ex director makes it happen

By MAGGIE HANNAH  
Herald staff writer

When the Canadian National Exhibition opens next week a Halton Hills man will be one of about 30 directors responsible for making the centennial show the event it is.

Reford Gardhouse has been a director for the past six years. He was appointed a member of the Royal Agricultural Winter Fair representative and sits on three committees, sheep and swine, cattle and junior activities.

The directors meet monthly to discuss matters pertaining to the entire exhibition. Committee members are responsible for planning what will happen for their section. Directors are assigned to the committee, Mr. Gardhouse says.

Mr. Gardhouse says a centennial committee has been formed with John Wilthrow as its chairman to look after the special events for the anniversary.

A number of programs have been developed just for Centennial year.

Promotions will be generally the same this year as last, Mr. Gardhouse says, with a car day being given away. The Lake Ontario swim is being brought back for the first time in several years, and the agricultural section is being expanded to bring in entries from more distant parts of Canada.

One of the new features in this year's agricultural show will be a sale of stars where some of the top animals shown will be put up for sale as is done at the Royal.

"The agricultural show is quite a good show, actually," Mr. Gardhouse says. "There are lots of cattle and livestock shown but it gets lost in the magnitude of the whole show."

Most of the livestock showing takes place the second week of the show but there will be an exhibit of stock throughout the show.

"Keeping livestock there for the entire 21 weeks is almost impossible," he says, "so there is a display for the first 10 days."

The cattle show runs Aug. 26 to Sept. 3. There is also a summer horse show of heavy and light horses.

"It lacks the international flavor of the Royal but it's an excellent show just the same," Mr. Gardhouse says. "It just doesn't draw from nearly as wide an area as the Royal does."

Mr. Gardhouse's involvement with the CNE is recent compared to his experience with the Royal. He has been on the Royal's executive committee for more than 20 years and is its past president this year. He also has the distinction of being one of the few families which has shown at the Royal Agricultural Winter Fair since its inception 50 years ago.

"I was at the first Royal," he grins, "but I can't say I

remember much about it." My father and my grandfather were showing Shorthorn cattle and I was just there as a spectator of six."

Mr. Gardhouse is the sixth generation of Gardhouses in Canada to breed shorthorns and he has 225 cows and calves on his 300 acre farm, Aberfeldy Farms on the Fourth Line and 5 Sideroad. He also rents 350 acres and runs it with the help of his son, Doug, and one hired man.

Mr. Gardhouse says he originally became interested in how the Royal was run because of his involvement in showing. Gardhouses still show at the CNE and all the larger Ontario shows, he says, and since his son has taken over the management of the farm they are now showing in Denver, Colorado, and several American shows.

The Gardhouse family moved to Halton in 1953 and is now part of the Interested Citizens

Group fighting Ontario hydro's proposed 500KV line from Milton to Bruce. The line will sever the home farm which runs from the Fourth Line to the Fifth Line and Mr. Gardhouse is deeply concerned with both the safety factors and the possible drop in land values.

The Gardhouses have been involved in a hydro corridor before, he says, because Hydro ran a single line of towers from Islington to the Hichview transformer north of Woodbridge when they were on a family farm in the Weston area during the 1940's.

How does one man manage so many jobs at once? Mr. Gardhouse just grins and shrugs.

"I didn't intend to get into all this but you get involved so easily and wind up in these circumstances."



Reford Gardhouse sits on the Canadian National Exhibition board of directors, is past president of the Royal Agricultural Winter Fair, keeps a keen eye on the Interested Citizens Group's fight with Ontario Hydro over the proposed 500 KV corridor and still manages to know what is happening with his shorthorn herd. Aberfeldy Farms shorthorns are shown at the CNE, the Royal and all the large Ontario shows.

# Royal 50th marks career ending

By MAGGIE HANNAH  
Herald staff writer

When the Royal Agricultural Winter Fair celebrates its 50th anniversary in November, Halton Hills will be well represented.

Among the Royal's important executives this year is its president Jack Pemberton,

its past president Reford Gardhouse, and its general manager, John Moles.

This is John's eighth show and he says it will be his last. He intends to retire after the fair.

"They aren't telling me it's time to retire, I'm telling me," Mr. Moles says. "When you get

to be 65 I say it's time to quit."

The Royal is celebrating its 50th anniversary this year and Mr. Moles is a walking fund of information on what visitors can expect to see.

As the head of a seven-man permanent staff, it is Mr. Moles' job to organize meetings, control the directors' enthusiasm so they stay within budget restrictions, ensure that federal health rules are met, and be "a bit of an idea man" when necessary.

The Royal actually has 850 volunteers on committees, 445 directors from various breed associations and marketing associations, and is run by a 23-member executive plus all the living past presidents of the fair.

"It's a people-organized show," he says, "and without them we'd be dead. It's their enthusiasm and effort that makes us work. They've got to love it because they give their time and money to make us successful."

The Royal's charter was to produce a national show and thus their directors come from all parts of Canada. It has become a place where foreign buyers can come and see what Canadian agriculture has to offer. Over the past four years the Royal has drawn more and more buyers from outside North America. Last year representatives visited it from 31 countries, he says.

"I don't think there's another show with the accommodation for livestock we have," he says proudly. "We have 27 acres. It's the largest indoor show of its kind. The English and Scottish Royals are summer shows. They include a lot of machinery. It would be like adding our plowing match to the Royal. It's just not the same type of show at all."

For the anniversary year, the Royal is producing a film on 50 years of changes in agriculture and relating those changes to the Royal. They will also be honouring the few exhibitors who have exhibited annually since the show began. Families that have exhibited continuously will also be recognized. During the nightly horse show they hope to have an exhibition of old carriages, he says, and right now the search is on for vehicles and horses to fit into the show.

The Royal has also added a Youth Day this year. It will be Nov. 9.

"We've always had a youth committee but they've taken hold and developed this thing," he says. "They've moved the Queen's Guinness competition to Youth Day and the Junior Farmers, 4H, Collegiate activities will happen then. The Junior horse show is also on that day."

To fill the void left by moving the Queen's Guinness competition they have planned

a show in the Horse Palace with Bill Anderson, the country and western singer as emcee. They will also have square dance demonstrations and sheep dog trials in the show.

Mr. Moles says being general manager of the Royal has let him in for a certain amount of public relations work, talking about the show to groups like Rotary clubs and such like. It also gets him involved with escorting the dignitaries and visitors from foreign countries, and talking to the press.

His VIPs include British, German and American ambassadors, various ministers of agriculture, Ont. Premier William Davis and other premiers, Ontario and Quebec's Lieutenant Governor, Canada's Gov. Gen. Jules Léger, and Princess Anne and Mark Phillips.

Ontario's Lt. Gov. Pauline McGibbon provides some tense moments at the Royal, Mr. Moles confides.

"She lays out her own tour," he chuckles. "She comes in and says I want to see this, this and this. And while I'm here I want to see so and so, and so and so, and so and so. And that can present a bit of a problem. Just where is Bill Smith from wherever exhibiting something - or somewhere on the grounds? She's been there often enough she knows a lot of people by name and she expects to see those people. And we find them for her."

Preparations are made for the Royal a year in advance. The directors all attend the general meeting in March. Then through April, May and June all the plans are made. He is in almost daily communication with the resident from April on and by the time the show opens in November is days begin around 7 a.m. and end after the horse show.

home to a friend who keeps Murray Grey beef cattle. At home or at work farming is part of his life.

# Where was Trudeau two years ago: Tory

Where has Prime Minister Trudeau been for the past two years? Is the question Halton Progressive Conservative candidate Otto Jelnyk is asking following the prime minister's national telecast and statement on the economy last week.

Mr. Jelnyk says the prime minister stated nothing more than what the people and the opposition parties have been saying for the past two years in their concerns about the economy.

Mr. Trudeau speaking on the proposals of the recent Bonn summit, talked about cuts in the civil service, cuts in the level of increase in government spending and the need to create the post office as a crown corporation.

"It's very sad when it takes the prime minister this long to say he's fed up with the post office... other Canadians have been fed up for many years now," Mr. Jelnyk said.

He called the statements on the cuts in civil service strength and level of increase in spending as puzzling for members of cabinet and the senior civil service who were not consulted on the policy statement.

The prime minister's statement was vague and similar to a statement made in 1969 before the size of the civil

service and government spending escalated, he added. What remains is whether the prime minister is prepared to take action on the policies soon.

Mr. Jelnyk said the opposition has been calling for similar policies but it has articulated the areas where cuts can be made. The opposition is also in support of sunset laws that would automatically end programs and institute a review of their effectiveness.

The irony, he says, is that Mr. Trudeau made these "wild" promises without consultation after ignoring similar suggestions made in parliament.

There is little hope of achieving a five per cent real growth in the economy this year, a promise made by the prime minister at the Bonn summit.

Mr. Jelnyk said the prime minister should have opted for one of two courses in his bid to spur economic growth: an immediate election with the economy as key issue; or to recall parliament to debate the policies.

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JOHN MOLES

# Hydro property 30% negotiated

Ontario Hydro has installed the gates and culverts to areas where soil tests are occurring in the Limehouse to Milton section of the Bruce to Milton transmission corridor, they announced recently.

Field work in the Halton Hills section of the corridor has been suspended pending the outcome of the Ontario Municipal Board hearing on a rezoning application. They say about 30 per cent of the affected property owners have negotiated settlements with Hydro.

In the middle section of the corridor (Colbeck to Limehouse) hydro says temporary fencing is completed, 90 per

cent of the tower foundations are installed and 50 per cent of the towers are up, all selective cutting and 90 per cent of the pruning were to be done by the end of July. Wire stringing was expected to begin early this month. More than two-thirds of the property settlements were expected to be finalized by the end of July.

In the northern section of the corridor (Bruce to Colbeck) hydro says nearly all the towers were erected by the end of July and wire stringing will be completed to Colbeck by early in August. More than 80 per cent of the property owners in that section have reached agreements with Hydro.

The Collingwood native feels that managing the Royal's 50th anniversary is a "nice way to end an active agricultural career," and looking at the list of jobs he has held over the years one can see just how active his working life has been.

He graduated from Ontario Agricultural College in 1936, worked for Master Feeds, served in the navy during World War II, farmed for two years on the Fifth Line east of Acton, was on Country Calendar and Country Canada with the CBC for four years, and then worked for Ontario Hydro's farm sales branch before he went to the Royal.

He has also served two terms on the University of Guelph senate and has been past president of the University alumni association.

Although he has decided to retire Mr. Moles is renting pasture behind his Halton Hills

habit of swimming directly under the little ship.

Even man provided hazards. One night during a blinding rainstorm a factory trawler came within a few feet of ramming the tiny vessel.

POINT PROVED

But the plucky adventurers and sturdy Irishman overcame every adversity.

A leather boat successfully crossed the Atlantic and thus stifled any further objection to the idea the Irish monks might have sailed such boats to North America long before Columbus and even before the Norsemen.

True, the only conclusive proof that such voyages ever happened will be if an authentic relic from an early Irish visit is found some day on North America soil.

But the Brendan Voyage has removed the early Irish seafaring achievement from the category of speculation and doubt; and put it in the arena of serious historical debate.

The medieval and the modern voyages had many common denominators. The ships

was much the same design and constructed from similar materials.

The routes in both cases were via the Stepping Stones, that is, from Ireland to the Hebrides (the Isle of Sheep), thence to the Faroes (the Paradise of Birds), to Iceland (the Isle of Smiths) and along the coast of Greenland to Newfoundland.

The dangers created by wind and weather were no doubt similar. Both the ancient mariners and the modern adventurers were so confined in their sea-going cocoons that compatibility was a necessity and patience a godly virtue.

They also required two other all-important attributes - an intellectual curiosity and a fearless trust in God.

One gnawing question remains: How did St. Brendan make it without a bilge pump?

Bruce Smith is a CBC Radio host and president of the Toronto Marine Historical Society.

— Thomson News Service.

# Dynamite cache recovered

An anonymous phone call tipped off Halton regional police to a cache of 14 sticks of dynamite hidden on the Limehouse Church property.

The dynamite, which police said was stolen three years ago, had not deteriorated sufficiently to affect its explosive power. Halton police asked for, and got, the assistance of the Peel regional police bomb squad in disposing of the dynamite Friday afternoon. Georgetown firefighters were on stand-by while the dynamite was being detonated.

The dynamite was buried in the ground near an old shed on the property. It had no identifying marks on it.



Chris Hughes, 8, was the winner of the McDonald's Restaurant and The Herald coloring contest for July. Chris, who won on his first entry, was very excited as he accepted a watch from McDonald's manager Pat English for his effort. The contest runs every week in The Herald and offers watches, radios and gift certificates as prizes.

# Cyclists can be charged

Bicyclists who commit certain offences under the Highway Traffic Act can be charged just as any driver of a car.

Under the Highway Traffic Act, the word "vehicle" is defined as a motor vehicle, trailer, farm tractor, traction engine, road building machine and any other vehicle drawn, propelled or driven by any kind of power, including muscular power."

Since by that definition, bicycles are considered vehicles, people committing traffic offences on a bicycle could face the possibility of being charged, convicted and fined. However, no demerit points will be marked against the person on his or her driver's licence.

Among the offences for which a bicyclist could be charged are careless driving, disobeying a stop sign, failing to turn out to the right when overtaken by a car, making a U-turn, improper signalling and driving the wrong way on a one-way street.

A person over 16 can be held

directly responsible on the scene for a chargeable offence committed while riding a bicycle, Halton regional police Safety Officer Raj Swaminathan said, and that person could be charged and fined.

"When a person under 16 commits the same offence, very often, depending on the circumstances and whether or not the child has been warned and doesn't seem to care, the officer concerned, in my opinion, would make all attempts to assist the child by advising him or her of the potential dangers involved in repeated offences of that nature," Constable Swaminathan said. "If that fails, the officer involved might notify the child's parents."

When a juvenile is involved, the officer on street patrol will inform the juvenile officer about the situation while he is in the process of trying to solve the problem, and the street officer will work very closely with the juvenile officer, Constable Swaminathan said.

# Conservationists rap province

The Ontario Conservation Council rapped the government's knuckles in a recent letter to Premier William Davis for acting too hastily in reducing the Niagara Escarpment planning area before the public has had a chance to express their views.

"We are astonished, and somewhat dismayed, that the Government has seen fit to assume that the views expressed by those directly affected necessarily reflect the opinions of the entire province and has acted so hastily, and in our view prematurely, without the benefit of the widespread consultative and public hearing process which is explicitly required by the Act," the letter said.

The council feels that the size of the area of jurisdiction is not the issue but rather that a "major policy decision on a

resource of Provincial significance" has been made by a "narrowly defined group... directly affected by the commission's land use proposals."

The council "strongly endorses" the process set down for gathering opinions from many sources on the plan and admits that the affected landowners' wishes must be considered but it feels that planning the use of escarpment land meets only part of the need for an overall provincial plan which it has been advocating for many years.

The complaint that the commission should not be doing detailed planning for communities along the escarpment is legitimate in the council's view. Instead the council feels the Commission should lay down broad planning policies which the affected communities could use as the basis for an official plan.

# BOOK REVIEW

# Atlantic crossing in leather?

By Bruce Smith

Build a leather boat? Possible. Cross the Atlantic in a leather boat? Impossible.

Virtually nothing is impossible, though, for a doughty, determined adventurer like Tim Severin. About five years ago he became obsessed with the idea of emulating the voyage made in the sixth century by St. Brendan from Ireland westward to the Promised Land.

Severin decided that the success or failure of his attempt would hinge on the use of similar medieval materials. Hence the boat made of leather.

The legendary voyage of the Irish monk was described in the Latin book, Navigatio Sancti Brendani Abbatis. The modern voyage is described in the new book *The Brendan Voyage* by Tim Severin (Nelson, Foster and Scott; 292 pages; \$12.95). Severin sailed from Ireland on May 17, 1976, wintered in Iceland, and reached the Promised Land - which turned out to be the northeast tip of Newfoundland - on June 26,

1977. His book is a gripping account of a truly remarkable accomplishment, a unique odyssey to the New World.

BUILDING A BOAT

Actually, the project was half over before the ship ever set sail. It took three years of exhaustive planning and complicated construction before the 36-foot brown banana was finally launched at the Dingle Peninsula of County Kerry, the farthest point of Ireland reaching out into the Atlantic.

The hull of the vessel was nothing more than 40 ox-hides, tanned in oak bark and then painstakingly stitched together and stretched over a wooden frame of ash. The framework was hand-lashed at 1,600 joints with nearly two miles of leather or thong. The double gunwales were of tanned oak.

The boat, truly Irish, was built in reverse beginning with the gunwales and finishing with the keel, except there was no keel. Finally, it was smothered in wool grease.

But would Brendan be seaworthy? Would she come apart under stress? Would she be-

come a death trap?

PUT TO THE TEST

Her crew of four intrepid sailors shortly found out as they put their vessel to the test in the stormiest waters of the North Atlantic. They felt like Jonah inside a boat-whale whose sides pumped in and out as if she were breathing.

The stresses and strains on the medieval craft were colossal. In a gale she would have to turn tail and run helter-skelter before the wind and tubaggon down the waves. At times the waves, like marching hills of water, would rake the boat from stem to stern or vice versa.

Small wonder that standard equipment for each member of the crew was a clip-on lifeline. Fog would envelop the ketch and create in her crew a crushing sense of remoteness. Pack ice and ice floes would gash the leather and necessitate on-the-spot patches.

Whales of all sizes and species were full of curiosity and at times downright nosy, amorous or belligerent. Many of them had the uncomfortable

habit of swimming directly under the little ship.

Even man provided hazards. One night during a blinding rainstorm a factory trawler came within a few feet of ramming the tiny vessel.

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