## GARDENING



By CHRISTINE COLE

# YOU KNOW?

\* Large, showy flowers can be produced on plants such as: Dahlia, Canterbury Bells, Chrysanthemum, Carnation, Peony, & Roses by disbudding. Do this by removing the small side flower buds but leave the central one. You will have fewer flowers but those remaining will develop into a larger size.

\* Removing finished flowers from Geraniums, Ivy Geraniums, Petunias, Fuchsias, Pansy, Roses and other flowers encourages more flowers to develop. They will also appear more tidy and it will prevent them from getting too long and "leggy."

\* Frequent, light watering promotes shallow rooting of plants, heavy watering promotes deep rooting and therefore more drought resistance.

\* Ants are seldom a problem in the garden, but their presence indicates that you may have other damaging insects such as aphids and/or mealy bugs. The ants feed on the honeydew (sweet secretion) that they produce.

\* Annuals are growing vigorously and require a regular fertilizer schedule.

\* Bearded iris should be divided between midsummer and early fall. Always plant them shallow—no deeper than one inch.

\* The white and green varieties of annual nicotine plants are more fragrant than the red and crimson ones.

\* The flowers last longer on the deeper colored clematis vari-

\* Remove "sucker" growth from roses and other grafted ornamentals. Pruning them off may encourage more to develop. Remove them when they are new and soft by pulling down and out (away from the plant) in one motion.

Each week Christine Cole of Tuitman's Garden Centre and Landscaping, Highway 25, 1 mile south of Acton, 853-2480, will be presenting helpful tips and information to assist you in creating your garden showplace!

TUITMAN'S GARDEN CENTRE

> ACTON 853-2480

### GREEN THUMB GO train to be wheelchair accessible by '93

GO Transit has started a program which will see a network of selected stations across its rail system accessible to people who use wheelchairs by early 1993.

By that time, 30 of GO's 51 current stations will be accessible, with the remainder being modified as part of an ongoing retrofit program. As well, 40 bi-level cars will be altered to allow roll-on access and suitable riding areas for wheelchairs. One such car will be included in each train.

GO has adopted policy to make all newly built stations accessible, and has evolved a program to retrofit existing facilities. Accordingly, Aldershot station, currently being constructed for opening next year, will be equipped to handle wheelchairs.

Elevators will be installed at Oakville, Ajax and Whitby by

next April, while Port Credit and Pickering will have elevators by the end of 1992. Ajax and Whitby will also get escalators.

Most stations on limited-service lines are either are either already accessible or can easily be made readily accessible. These will all be wheelchair-accessible from the beginning.

A study to determine how to make Union Station accessible is to be completed this fall, and a schedule for that work will be laid out then.

Meanwhile, the program to

improve access continues across the system with the installation of assisted doors, curb cuts, additional benches, and extended handrails. Selection of an appropriate tactile platform edging material and other such improve-

ments are being co-ordinated

with the Toronto Transit Commission's work in this area.

Work to convert sufficient rail cars to allow the service to begin is to be completed by early 1993.

"This is not an easy or cheap undertaking," GO Chairman Lou Parsons said. "The challenge is to produce a system that will provide our passengers with disabilities with the same high quality of service that the rest of our customers enjoy without unduly affecting the overall service quali-

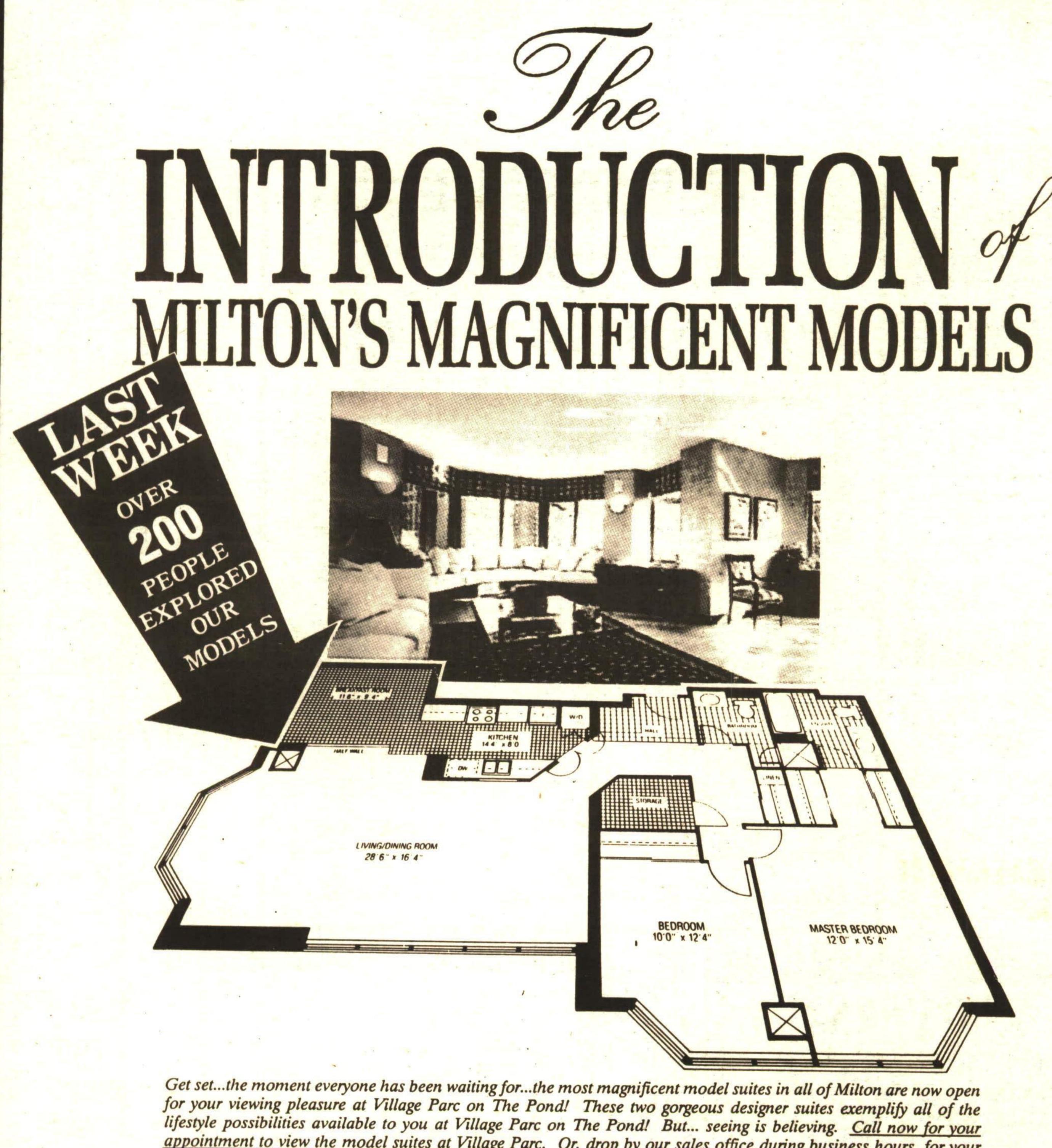
"I believe we have achieved that goal with this program," Parsons said, adding that the significant cost of the conversion forces GO to spread the program over several years. "Installing elevators in stations that were not designed for them inevitably causes some disruption to passengers during

construction, and the price tag will be at least \$1.5 million per

GO has sought expert advice for each component of its efforts through the formation of a user panel composed of representatives of each region in the GO Transit service area. The members of the panel also represent a range of disabilities.

The panel meets periodically to comment on aspects of the program and will shortly be taking a train ride to try out test installations of proposed components of the new system.

"These people are providing us with invaluable assistance," Parsons said. "Unless you can walk in someone else's shoes, you can't have a full understanding of what that person faces. They are giving us that insight."

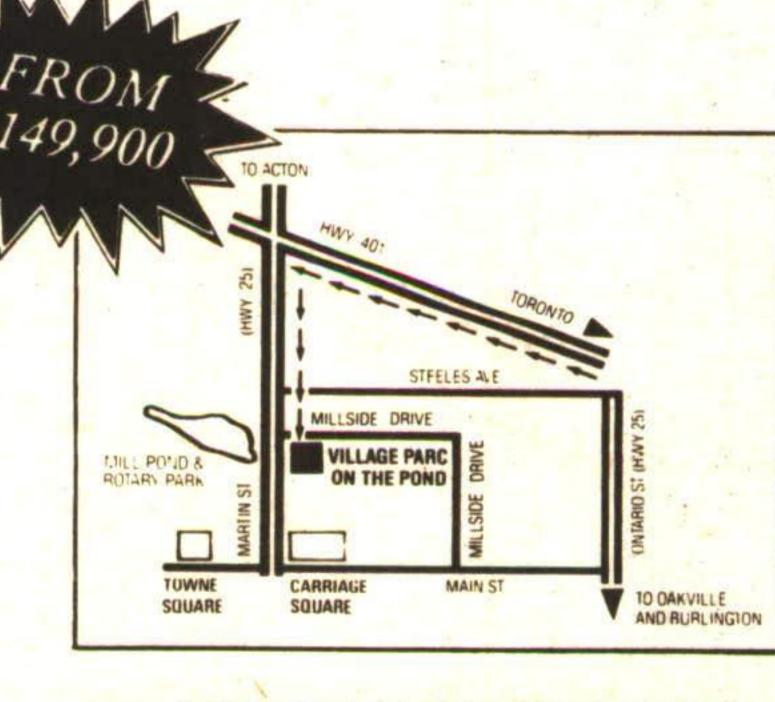


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