

Opinion

Halton Hills **THIS WEEK**

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Editorial

Tragedy demands change

This column was going to be devoted to Ontario Premier Bob Rae and how the 'Social Contract' issue would affect our area.

However, the tragic death of young Harmony Bull last Monday has cast a pall on Halton Hills that makes other matters seem more than merely mundane in comparison.

Funeral services were held Thursday, and it wouldn't be out of place to suggest our whole community mourned the young woman's death and shared - to a degree - the anguish and emotional turmoil which threatened at times to understandably overcome her father, Arthur Bull.

Some might suggest the media has no right to intervene in such moments of personal grief and in this case, community catharsis.

To a point, I agree.

But the circumstances surrounding the Bull family's tragedy cry out for at least justification - if not justice.

I was Managing Editor of the Halton Hills Herald the evening of May 26, 1990 when word came through of a horrific crash near the top of what we refer to as Norval Hill.

By chance, I was at the newspaper when a shaken reporter returned from the accident scene. Near tears, he attempted to describe what he had witnessed, but broke down before he could finish. Omitting the obscenities, he related how some punk scum had crashed head-on into a car killing two people and leaving a third critically injured.

Sheila Ann Bull, 42, her daughter Amanda, 14, were pronounced dead at the scene. The other daughter, Harmony, then 16, was not expected to live.

Harmony was airlifted to Sunnybrook Hospital in Toronto where she underwent surgery to remove a blood clot from her brain. The surgery was successful, Harmony, although disabled, would live.

And she did, until last Monday.

Through pluck, courage, perseverance and the devotion of her father, Harmony defied the odds and willed herself to live.

I had the pleasure of talking with Harmony, on occasion through her convalescence, and her innate intelligence, sense of humor and inner spark never failed to send me on my way with renewed hope that somehow humankind might yet muddle through its self-inflicted wounds.

As for the scum who directly, or indirectly, caused the death of Harmony Bull - he's still alive and comfortably living in a federal prison with the possibility of being released as early as March 13, 1995.

The scum's name is Scott Leonard Boyes, who was alcohol and drug-impaired and driving a stolen car, when he slammed into the Bull vehicle.

I did a bit of checking and through various sources, discovered that both the Toronto Star and the Georgetown Independent were wrong in what they reported.

Boyes, convicted on Oct. 17, 1990, got seven years and five months for his role in taking three lives and on Dec. 16, 1992, was refused parole when he applied for early release - under our ridiculous system.

He is eligible for mandatory release on March 13, 1995 and unless he chooses to remain behind bars, he will be able to walk the streets under parole restrictions (another joke) until his full sentence expires in April of 1997.

Solicitor General Doug Lewis has been making pre-election promises about revamping the justice system. Other than introducing the very-flawed anti-stalking and anti-child pornography laws (which will be tossed out as soon as a court challenge is mounted) what has our federal government done to safeguard our society.

Closer to home, what has Garth Turner done - other than further his own political ambitions - since he has been in office in regards changing the perceived justice system?

The injustice done to the Bull family happened in Turner's own riding. Yet nary a peep from this self-proclaimed 'voice of the people'.

We mourn with Arthur Bull. Nothing that is said or written can compensate or even come close to appreciating his heart-rending losses.

The scum Boyes had previously been sentenced in a Toronto youth court in 1987 to 18 months for stealing a car and dangerous driving which resulted in six police officers being injured.

Maybe it's about time our local federal representative, be it Turner or whoever, come the fall election, started addressing local concerns.

It just might save a life.

Colin Gibson

The People's Corner

We can support our community in many ways

To the Editor,

I have read, with interest, your editorials over the past few months knowing that you will be "saying it like it is."

I was particularly interested in the last two editorials where you wrote about the economic woes of our communities, both Acton and Georgetown.

I am in full agreement with what was written; If we want to enjoy living in our mid-size communities, we must, as you suggest, support them by shopping locally. But why stop there? I suggest we support and encourage those dedicated persons giving their time to beautify our town with plants and greenery, those who work tirelessly in local sports organizations, others who give us special community events throughout the year and those who do fundraising or hands-on activities to help those less fortunate than themselves.

Maybe if we all picked up the piece of garbage we

stepped on in the street, smile at the person you pass, put back the flower someone tugged from the planter - in

short - if we all did a little bit for the betterment of our home towns, we would attract outsiders and in the process, may

even help us endure our "economic woes."

Eileen Dix,
Acton

Apology demanded from GO Train service

To the Editor:

On July 3 I wrote and delivered to your office a lengthy letter explaining an incident that happened at the Georgetown GO Train station the previous day.

The following is a shortened version of that incident which occurred as I attempted to disembark the GO train at its final destination, Georgetown.

The 5:45 p.m. train to Georgetown was approximately 15 minutes late as it pulled into the Georgetown station at 7 p.m. I was anxious to meet someone who was to be waiting at the station to give me a ride home. I was standing directly behind two other people in front of the exit doors on the right-hand

side. When the doors opened, the two people in front of me exited and I followed quickly behind, only to have the doors abruptly slam shut in my face. I noted to my left two other passengers who had also been affected. We waited, momentarily thinking the doors would re-open shortly. When it became apparent this would not be the case, we sprinted to the next car, arriving in time to see those doors as well closing (it occurred to me at this point that the train staff, despite the efforts of passengers outside the train to alert them, were unaware that passengers were still on the train.

I managed to push my left arm through the doors just before they fully closed, hoping to draw attention to the problem. Incredulously, GO Train staff remained oblivious! In fact, it was some time later, having finally resorted to knocking with my outstretched arm on the outside window, that a track worker eventually appeared and unlocked the doors from the outside.

That GO Train staff had allowed a considerable amount of time to elapse before responding to and rectifying this problem is evidenced by the fact that when I arrived at the parking lot, my "ride home" was leaving the parking lot in the belief that all passengers had long since disembarked.

I should mention at this point that it has been routine procedure on this train for an

announcement to be made that the doors will be closing. In fact, it has been my experience that this announcement is broadcast on the P.A. system three to four times to allow ample opportunity for all passengers to exit. On July 2, this was omitted from routine procedure.

In light of the fact that this was the last run of the day and the last stop, I fail to understand how this situation was allowed to occur. What was the rush?

Clearly, this incident should not have happened in the first place.

Regardless of the motivation behind it, carelessness (let's hope not - this "brand" of carelessness could result in serious injury), incompetence or malice (a mean-spirited joke in response to proposed cutbacks maybe?) - I, and my fellow travelers, are deserving of an apology (something that we did not receive upon exiting the train that day). Furthermore, the traveling public deserves better service.

The reduction of service on this line (which has since become a fact of life) is an inconvenience that some of us will have to endure, but to disregard public safety, common courtesy and conscientiousness would only serve to add insult to injury.

Let's hope this incident is not indicative of future (reduced) GO Train service.

Stephanie Nicholl
Georgetown

Did reporter exhume Izaak Walton?

To the Editor:

I note your Editorial in the July 21st issue of "Halton Hills This Week" where you suggest that "Once you enter the TwActon Zone, reality takes flight."

May I suggest that a similar flight from reality may have taken place on the front page of the same issue? Your lead article by Oksana Buhel regarding the Municipal Board hearing reports, at some length, the testimony of one "Izaak Walton, of the Fly Fisherman's Association" in support of the preservation of the fishery of Black Creek. Mr. Walton's name is used no fewer than five times in this article.

And yet I have it on good authority that Mr. Izaak Walton did not appear at this hearing, for a very simple reason. The "Izaak Walton" referred to in the hearings, and honored in the name of the fishing club, represented there, was the famous author of the well-known book called "The Compleat Angler", first published in 1653. Walton lived a full life of 90 years (which may say something for the therapeutic

Young people commended

To the Editor:

The several hundred young people who used the Georgetown Fairgrounds all day on Wednesday, July 21 to play baseball are to be commended for leaving the fairgrounds as they found it - NOT ONE piece of garbage to be seen this morning at 7 a.m., July 22.

THANK YOU!

Dr. Esme Ball
Georgetown



Calm prevails as local governments deal with budget cutbacks