"off premises theft

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221

ORS - 29c

..... 39c

HEADS 98c

.00

He's right on top of traffic reporting problems to radio

For 37 years, CFRB helicopters, to ensure the safety atmospheric conditions and announcer Henry Shannon kept of all. his feet planted firmly on the Since taking over aerial

Then suddenly last summer safety conscious while driving Shannon, who would really himself. "I see people riding rather walk than drive, found his close on the bumpers of cars job taking on a new aerial ahead-tailgating, in other dimension. He's been up in the words-and I wish they realized air ever since, more than two how dangerous it is," he says. hours a day on the average, Another danger is the curious reporting traffic conditions from driver who slows down to look CFRB's jet helicopter for at an accient, Stalled cars can earthbound motorists.

"Until three weeks before I an accident, he finds. took on the job, I had never even been in a helicopter," unusual way. Born in Vancouver admits Shannon. He took over in 1930, he father was a bank from veteran Eddie Luther, now manager and for a while it with another Toronto radio looked like he would follow in station.

The sensation of riding in a a conventional aircraft at greater height, but pleasant, Shannon says. And the view is great, not that he has much time for

sightseeing. down at roads," Shannon

explains. At first he felt like a space explorer looking down on an unfamiliar planet.

Now he has no trouble recognizing main arteries. But because the 'chopper' is not stationary, he always has to guard against getting his directions' mixed up. Occasionally, he takes a quick glance away to pick out the name of a lesser-used road on the map, or to jot down two or three words as a reminder when he makes periodic voice reports.

Sometimes he's in the midst of reporting one problem area, only to do a quick mental shuffle to inform his listeners of a more urgent one, that may happen directly beneath him while he's on the air.

Most difficult to the new man on the job was defining what was "busier than just busy." Just when he solved that, he thought, obvious-don't push drinks on as a passenger instead of a driver. Labor Day intervened. People closed up their cottages, children went back to school and traffic

patterns shifted. Shannon has to keep his ears open as well as his eyes. His headset is wired in two ways. Through the right ear, he receives cues direct from the station. Through the left, he listens to the regular CFRB program and listens in to those of the station's competitors who also have helicopter traffic reporters whirling about Metro

Simultaneously he can talk directly with the operator, his own pilot, or those thousands tuned in to 1050 on the dial.

Relations are friendly with traffic reporters in all six whirly birds patrolling Metro and vicinity, and they habitually salute each other in passing with a wave. Shannon doesn't know the others personally, except for RB's auxiliary helicopter, because his landing strip is at York Mills Road and Leslie Street, while they use a waterfront site.

Aloft there's no traffic problem. Shannon's pilot is in constant contact with the Department of Transport as well as skippers of the other

431 Main St.

878-9501

reporting, Shannon is more also cause slowdowns, as bad as

Shannon got into radio in an his footsteps. He became a bookkeeper, working for a telephone. Regardless of

static, when Shannon came on the radio, the message came through loud and clear.

After four years, he decided to try radio full time. He got the usual advice from the largest stations. "Get some experience first." Undaunted, Shannon did just that-at Trail, Chilliwack and Penticton. He did a morning show and special events, acted as swing man, spoke the news and worked as relief for various

In 1963 he saw a chance to come to Toronto and CKFM, the FM equivalent of CFRB. "Best move I ever made," Shannon says.

For five years he was the early company which sent him to man on CKFM. He had to be up helicopter at 800 to 1,000 feet is isolated fishing colonies in the at 4.30 A.M., which enabled him north, where the only link with to indulge in hobbies like the outside was a once-a-week walking and reading military visit from a seaplane and radio history, at hours when most of us are still at work.

"I spend all my time looking First a friend, then a host theme for holiday parties

Club has taken the realistic approach to the problem of You can enhance your holiday season.

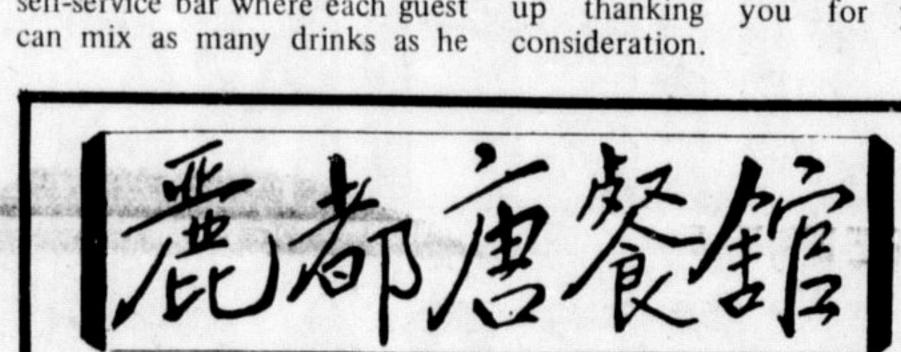
The Auto Club proposes that the host who provides the liquor should share the safety responsibility. "First A off before man should attempt Friend . . . Then A Host" is the campaign theme. As a friend of your guests, you should find ways to make it easy for those who will be driving to remain

The first rule for expressway-age hosting is arranging for a guest to go home guests who are driving. It is Is it worth risking the possible possible to be a generous host without forcing unwanted refills and without mixing overpotent drinks. You might try a self-service bar where each guest

The Hamilton Automobile wants-and only as strong as he wants them.

drinking and driving, and is reputation and generosity by willing to face the fact that some offering a tempting display of persons do drink and drive. food and coffee at least an hour Slogans such as "If You Drink, before people are expected to be Don't Drive," although often leaving. Do this with a flourish, repeated, seem to have little and at the same time effect, particularly during the de-emphasize the continuation of drinking. Remember that coffee and food have very little sobering power. Time is needed for the effects of alcohol to wear to interact with machine.

> As a triendly, modern host, you may have to arrange for some guests to spend the night rather than drive. Or you may have to exercise diplomacy in disfavor of some guests who like to overdrink and drive? We think so. Because of this guest, it is worth being a friend. He will end up thanking you for your



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\$707,495 is tally '68 construction

Building permits for figures released by the building construction with a total value inspector indicate. of \$707,495 have been issued so During October, the monthly far in Milton during 1968, tally was \$62,900 including the

Bell Telephone extension, two houses, three residential repairs and five garages.

In November, only two garages had permits applied for them, resulting in a total construction value of \$2,200.

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boy slang for a cattle

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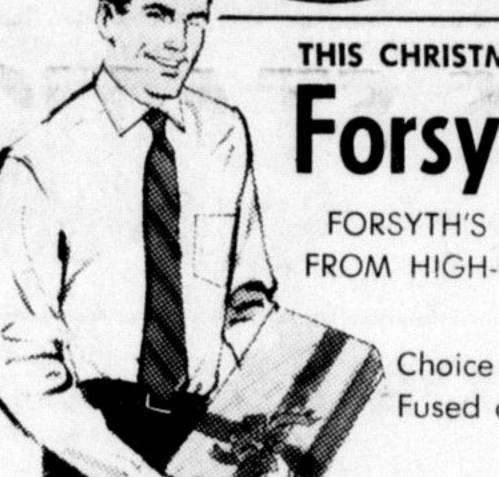
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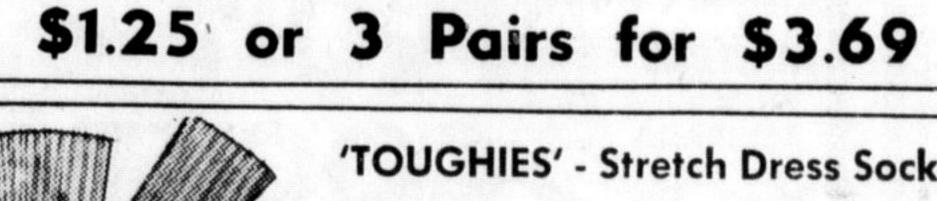
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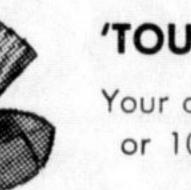
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