

Established 1861

# The Canadian Champion

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## Baby it's cold

The issue of no heaters at Memorial Arena is not going to cool down despite emergency measures to get some heat for the fans during hockey games.

All eight units in the arena, although less than five years old, are considered fire hazards.

They should all be replaced, but the town doesn't have enough money. That money was used for other purposes. All that can be done is to buy two new heaters and use them to warm sections 1-4. Section 5-8 will be without heat for the rest of the season. As it is, those two heaters are going to have to do the work of four.

Meanwhile the fans are not coming to the games and that means a lot to the players out there on the ice hoping for support during a game.

Recreation director Larry Arbic says he is putting money into his 1985 budget for those heaters.

Those heaters now are more important than promises for 1985. There's money in the emergency fund and it should be spent.

## Waste of time

It is amazing how regional councillors can pass a megabuck item without a whisper and then turn around and follow that up with a 15-minute debate about gulls.

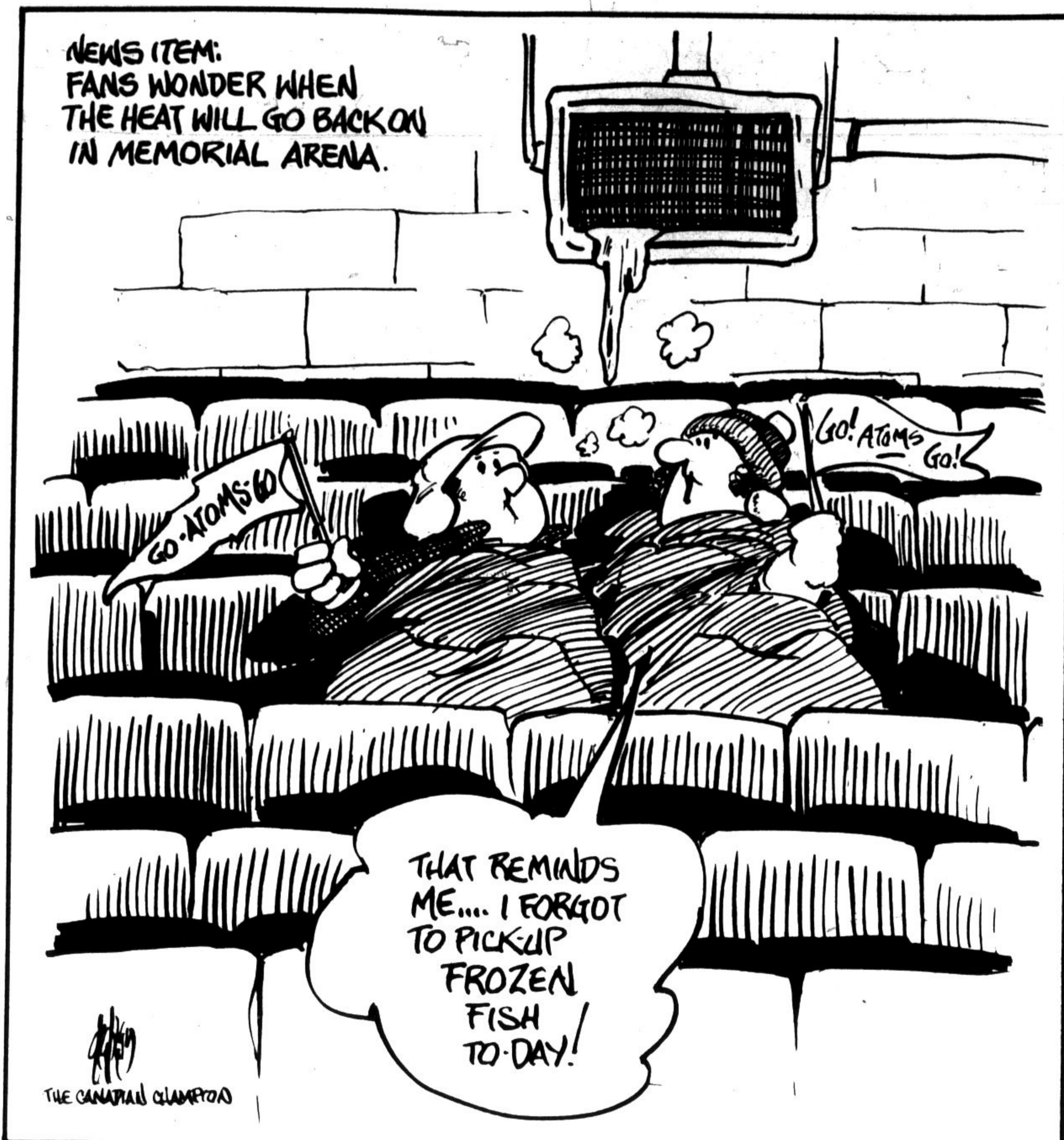
That's right, gulls, specifically the Ring-Billed Gull.

Council had received a request from the Township of Downie asking for support from other municipalities in dealing with (read eliminating legally) seagulls.

The regional planning and public works committee recommended, of all things, the chief planner not only prepare a report about this species of seagull but go out and "obtain more detailed information as well as comments from the Ecological and Environmental Advisory Committee."

Hasn't the regional planner got anything better to do than go around collecting seagull data? Hasn't the regional planning and public works committee got anything better to do than come up with ludicrous recommendations like this.

What a waste of time. What a waste of money. And what a reason for doubting the need for regional government.



## viewpoint

No value higher

with MIKE BOYLE



As if on cue, a steady drizzle set the tone for the proceedings. Row on row of uniformed civilians, some young and some old, stood alongside the streets bordering Victoria Park which has guarded the Milton centenary since 1920.

The sunshine of the previous week had given way to clouds Sunday as Milton held its Remembrance Day ceremony.

Although initially instituted to remember the dead from the First World War, Remembrance Day has since been allowed to encompass the memories of all Canadian who fought and gave their lives in Canada's wars.

As I stood in the rain watching the ceremony, my mind wandered into thinking what was being transmitted through the minds of those in attendance.

Remembrance Day means something different to me, who was born after the Korean War than it did to my father who enlisted in the service in the Second World War. He sent his three older brothers to Europe and welcomed just two back. The Second World War has denied him the opportunity to see his teenaged brother mature into a man.

Widows presented wreaths at the cenotaph, their minds forced once more to relive the horror they endured during those frightful years. Their minds, perhaps adapting to the present, but instantly thrust backward in time when Canada sent its best young men and women across the Atlantic Ocean.

Also in attendance were mothers and fathers who sent their sons and daughters overseas only to receive a cold note informing them of the frightful event. They were healthy young people, the best Canada had to offer, and they took their sons and their daughters. No, life isn't fair. Nor maybe does it really pretend to be.

Another large group represented the fighting men who were lucky and did return. Thoughts of their fallen comrades come hurdling back. Only the grace of God, they think, allowed them to be here to remember.

Caught between the post-war baby boom and the veterans were men and women too young to serve but not young enough to remember it all. They were all in the youth, understanding the ramifications of the wars, but fortunate their youth did not call them to put their lives on the line.

And then there were the children. The Brownies and Cubs, too young now to fully understand the meaning of the day. They stand nervously waiting for the rain to go away so they can warm up.

If Remembrance Day has a hidden meaning, it is to the youth of today. For more than 30 years Canadians have been fortunate no new military crosses have been erected in war cemeteries.

While the day is to remember those who laid down their lives so that we can enjoy our freedom, it is also a time to look at the children of today and although them the luxury of a lifetime of peace. There is no higher value.

pages of the past

### One Year Ago

From the Nov 16, 1983 issue

Flying was a special hobby for Raymond Parkin of Milton. He was the proud owner of an ultralight machine and spent many a weekend flying from the bluffs surrounding Milton. On Sunday afternoon, the 38-year old man was killed instantly when his bright, multi-coloured aircraft clipped a television antenna on the roof of his home and spun into a tree.

Local corn growers are making from \$50 to \$65 more per tonne for their crop this year than last despite late planting. In 1982, a bumper crop in the United States held prices to as low as \$85 per tonne in Canada.

The United Way of Milton campaign to date has done 38 per cent better than last year. Campaign manager Heather Smith said the fund has made \$37,000 more than last year which she described as "a direct reflection of community confidence and support."

In a top-notch figure skating performance, 18 skaters from the Milton club came within one point of winning a team competition at a meet in Keswick Saturday.

20 Years Ago

From the Nov. 11, 1964 issue

Milton Mayor S.G. Childs, four councillors and Deputy Reeve Austan Ledwith will definitely seek re-election when Milton voters go to the polls on Dec. 7.

With nomination night for municipal offices less than three weeks away, The Champion conducted a survey this week and learned that Mayor S.G. Childs will seek his eighth term as Milton Mayor, and that councillors Brian Best, Charles Fay, Charles Menefy and Gerry Addison and Deputy Reeve Austan Ledwith will all seek another term in their present municipal positions.

Officials of Local Union 1067, United Auto Workers, announced that negotiations leading to new agreements will commence this week. Both the local agreement with Ontario Steel Products, Milton and the master agreement embracing plants at Milton, Chatham and Oshawa are due to expire Dec. 31.

Local negotiations will be held at the plant level in Milton. The union negotiating committee will consist of local chairman Martin Caputo, Local President Robert Farrell, vice-president George Yorke and one other committeeman from whichever department is under discussion at the time.

50 Years Ago

From the Nov 15, 1934 issue

Poultry thieves have been unusually busy in this district and several cases have been reported to the police. Early Monday morning roost robbers paid a visit to the farms of Roy Ellenton and George Dixon, Nelson township, and stole a large number of chickens. Thieves also visited J. Dale's farm, near Dundas highway in Nelson township, and stole a large number of chickens. Thieves also visited J. Dale's farm, near Dundas highway in Nelson Township, and stole 30 turkeys. The farmers are up in arms over the numerous cases of chicken stealing in this district, and are guarding their property with shotguns.

Reduction of one-half per cent in interest on loans made by the Ontario Agricultural Board was announced last week by Premier Mitchell F. Hepburn. The interest in future will be only four per cent, compared with the previous rate of four and a half.

75 Years Ago

A Miltonian got home last night from a trip to the present end of the track of the Canadian Northern Ontario Railway. This is now 24 miles north of Sellwood, which is 30 miles north of Sudbury, and within seven miles of the wagon road from the C.N.R. to Go Ganda.

The tourist put up for five days at the house, in camp, of a contractor who is within two weeks of finishing his three miles of track, on which the "end of the steel" is now entering. He met and talked with prospectors who were returning from the Gow Ganda district and was told by them that the wagon road was a good one, that it had been in use for some time for the conveyance of supplies which had been brought northward from Sellwood in large row boats, such as those used by lumbermen, on the Vermillion river.

The Milton Boys' Athletic Club held their first Bible class meeting in their club rooms last, under the supervision of Miss A.C. Ruddy. The boys were out in force and the meeting was most successful.

No new cases of diphtheria have been reported during the past two weeks and it is hoped that there will be no more.

## our readers write

### The barrier

Dear Sir:

As a relative newcomer to this community I hesitate to voice an opinion about a matter which appears to have touched everyone who resides in this town however as one who was involved in the inquest into the deaths of Chris Redden and five other teenagers I feel compelled to make a few comments about the articles which appeared in The Canadian Champion on Wednesday, Oct. 24.

Firstly, I am not the Mr. Walker that was referred to in the article by Linda Kirby. I am not sure which lawyer made the comment about the heartache the accident brought to the families of the children but it was apparent that everyone at the inquest certainly felt that that was in fact the case.

There has been a great deal of debate both in the paper and on the street about the necessity and reasonableness of having crossing barriers installed. After speaking with one of the lawyers for Canadian National it has come to my attention that barriers are installed at double rail crossings.

The reason for that is that when vehicles or pedestrians are stopped waiting for a train to go by once that train has passed there is a tendency to cross the track without waiting for the signal lights to stop flashing. On one occasion a small child was killed when she attempted to cross a set of tracks not realizing that a train was coming the other way on the second set of tracks. The rationale appears to be that pedestrians and motorists will be prevented from entering onto a crossing when there is an unperceived danger coming from the other direction.

Many comments have been made about the fact that these young people were drinking at the time of the accident and that was the primary factor in the cause of the accident. Drinking, in and of itself, does not cause fatalities. It is well recognized that the ingestion of alcohol in any person no matter what their age reduces inhibitions and acts as a depressant on the central nervous system. The earlier effects are to produce inebriation commonly in conjunction with a perceived exhilaration and excitement.

In a psychiatry text entitled "Organic Psychiatry: The Psychological Consequences of Cerebral Disorder" it is noted "personality factors and environmental factors are important at this stage; lively company leading usually to boisterous cheerfulness, where as alcohol taken alone may intensify feelings of

loneliness and depression." With respect to the fatality which occurred on March 30, 1984 it is apparent that the lively company of the young people involved led to just such boisterous cheerfulness and in fact contributed to a mood of exhilaration.

Loss of motor control and co-ordination happens further on in the intoxication process and the editor of the text I referred to above notes as follows: "With more severe intoxication there is progressive loss of restraint, self-control becomes undermined and irregularities of behaviour appear. Emotions of hilarity, sadness or self-pity may gain the upper hand, or there may be marked irritability and hostility."

The mood of this group of young people combined with the effects of alcohol may have caused one or more of the victims to behave in ways they would otherwise not behave. That is indicated by the fact that this vehicle was seen to pass another vehicle prior to the impact with the train at the crossing on Derry Road. It is noteworthy that it is not suggested by the literature that drinkers will behave in totally irrational ways but will merely do things they would otherwise not do at certain levels of impairment. It is plain that in this case it may be that the young driver of this vehicle was attempting to cross the tracks prior to the arrival of the train. As we now know, this was not a reasonable expectation at the time. If that is in fact what happened, one must look to the other factors which may have affected the judgement of the young driver.

It appears from the comments that I have read in The Canadian Champion and the comments that others have made to me personally that Canadian National has done little or nothing to accept any type of responsibility for what happened on March 30, 1984. In this case responsibility for what has already happened is not really the issue but rather the concern of the public that a similar fatality is not repeated in the future.

If one examines the physical construction of barriers which have been suggested it can be seen immediately that the barriers themselves would not prevent a vehicle from crossing the tracks.

The barriers serve two purposes: firstly, to draw to the attention of motorists and pedestrians the fact that a train is approaching or crossing the tracks and secondly, to act as a psychological barrier to a person tempted to cross the tracks.

It is this latter consideration which should

come to the mind of the Canadian Transport Commission when considering this issue. Had such a psychological barrier been installed at the time of this incident, it may have been one factor which would have influenced the course of events to have a different result.

It is common knowledge that the locked doors and windows which we all come to count on for our security are merely psychological barriers themselves and in fact anyone wanting to enter your home will do so in any event notwithstanding a locked door. It is very easy to get into someone's home in spite of a homeowner's precautions to the contrary.

It is not suggested that barriers would have stopped this vehicle from crashing into the side of the train however it is a factor which may have produced a different result. We will never know.

I was concerned that some members of the public may feel that the denial of crossing barriers is the last chapter in this tragic tale. You should be advised that at E. C. Drury Secondary School there has been a program instituted to educate young people with respect to the hazards of drinking and driving. This program is based on a program initiated in the United States known as "Students Against Drunk Driving." Hopefully such programs in the future will prevent similar situations from arising as that which arose on March 30, 1984. The installation of crossing barriers at Derry Road would serve to protect future young people and indeed other drivers who may be tempted to cross that set of tracks in the future. From personal experience I know that the temptation exists to cross the tracks even when the signals are flashing. On numerous occasions I have seen the signals flashing and noted that the train at issue was not in fact moving and was stationary some distance down the tracks. Certainly this is the type of situation that causes a driver to expect a different set of circumstances than that indicated by the flashing red lights or causes a driver to question the reliability of the signal.

Lastly, it is obvious that a barrier may have been a determinative factor in the course of events on March 30th, 1984 however the primary factor in this incident may have been the consumption of alcohol by young people. It is to that issue as well as others, that the public concern should continue to be directed. The crossing at Derry Road is certainly not the only location in this town where an error in judgement or youthful exhilaration could

cause another serious accident.

It is regrettable that in a society priding itself on the rights of individuals to participate in the political process that a recommendation of the coroner's jury with respect to a crossing barrier does not carry more weight than it apparently did.

LEONARD A. WALKER  
Barrister-at-Law

### French issue

The following is a letter addressed to Halton MP, Otto Jelinek, a copy of which has been filed with The Canadian Champion for publication.

Dear Sir:

During the past sixteen years, Mr. Trudeau did everything in his power to make this country French first and English where necessary.

As a result of this obvious trend, I evaluated the two new party leaders in order to best determine which might put the language issue aside, and place his emphasis on producing the best possible financial improvements for this fine Country of ours.

What concerned me greatly was that Mr. Mulroney would continue with strong emphasis on the language issue favouring Quebec wherever possible.

Conversely, I felt that Mr. Turner would be most likely to let the issue die down with his first aim being the improvement of our deteriorated financial position.

With the above in mind, although I have the highest regard for you as our representative, I had no alternative but to vote against the Progressive Conservative Party.

Attached is a clipping from the Toronto Star dated November 2, 1984, indicating that Mr. Masse, Communications Minister decided that all departmental correspondence addressed to him should be in French only. Unfortunately, this bears out my concerns stated above.

It is indeed strange that in communications of all Ministries, Mr. Mulroney chose a minister who cannot adequately cope with the English language.

Apparently, the French influence is rampant in Ottawa, but let us try to remember that the people elected to represent us were elected by a predominantly English speaking Country which has in general accepted the horrendous cost of bilingualism.

Please do not expect that we are also naive enough to accept that persons anywhere in this Country must correspond in French only.

M.P. HAUGEN  
Milton