

Opinion

This is no joking matter

It may not be an easy subject for some people to discuss, but your rump requires attention.

According to the Colorectal Cancer Association of Canada, about 23,300 people across the country — 13,000 men and 10,300 women — will be diagnosed with colorectal cancer this year. That's an average of 448 Canadians every week.

In addition, statistics suggest about 9,200 people will die from the disease in 2013.

Screening for colorectal cancer can reduce both the incidences (by identifying and removing pre-cancerous polyps) and mortality.

Despite the obvious advantages of potentially living longer and with a greater quality of life, screening rates remain low. Perhaps that has to do with the uncomfortable nature associated with that particular region of the body — largely the product of attempts at humour. But there's nothing funny about dying before you have to.

While the causes of colorectal cancer aren't known, a number of risk factors have been identified. They include age (it's more common at 50-plus), having a history of polyps, inflammatory bowel disease or other forms of cancer, and anyone with Type II diabetes or is obese. It's also more prevalent among smokers, heavy drinkers and night shift workers.

Progress has been made in treating colorectal cancer, decreasing the associated death rate and increasing the quality of life for people diagnosed with it.

Don't stick your head in the sand — book a screening appointment today.



Heritage Matters

Jasper Martin II sold this property at 184 Martin St. to the Milton High School in 1920. It was the town's first high school. When the new Milton District High School was built in 1960, this school was sold to the Public School Board as a senior public school. It continues as a public school. Originally the centre portion of the roof included a dome that was removed. Several additions, including an auditorium, were added over the years.

— Submitted by Heritage Milton and Milton Historical Society

Letters welcome

The Canadian Champion welcomes letters to the editor. We reserve the right to edit, revise and reject letters.

Letters must be signed with first and last name, and the address and the telephone number of the writer included for verification purposes.

Email your letters to kmiceli@miltoncanadianchampion.com or send by mail to 555 Industrial Dr., Milton, Ont., L9T 5E1, or leave them at our office.

Our office hours are Monday to Friday from 9 a.m. to 4 p.m.

Letters

Transit isn't a profit centre and will never pay for itself

Dear Editor:

I read with interest the letter to the editor authored by Joe Henry in the April 2 edition of the *Champion*, entitled, 'Investment in transit needed, and it can pay for itself'.

Given that not one private or public sector passenger transportation system (air, ground, rail) has ever made money in North America when one adds up the cumulative profits and losses over the life of those services and, further, knowing Milton Transit intimately as a former town councillor who closely oversaw the management of the system for 15 years, the local authority will never pay for itself.

That said, I never expected Milton Transit to be profitable then and I don't now — and neither

should Mr. Henry or any other local taxpayer. Milton Transit is a service — just like snow removal, road repair or fire protection. It's not a profit centre.

While I always supported Milton Transit, I did so knowing there are limits. A transit service can be an expensive, bottomless pit of significant capital expenditures; seemingly never-ending, substantive rolling stock repair costs; and ever-changing, inefficient routing because of evolving passenger needs. The system is largely defined by how much the council of the day is prepared to "invest" in the service and, as a consequence, it must be thoughtfully managed.

In a soft economy, with stubbornly high un-

employment and little return on investment for those property taxpayers on fixed incomes or others attempting to pay down their mortgages, it's unwise for municipalities to "over-invest" in any services that ultimately require ratepayers to underwrite anything more than a tax increase at the rate of inflation — if at all.

Those councillors who objected to the latest transit "investment" were right to do so. The current path of annual property tax increases at three times the rate of inflation and over-investments in Town services like transit is simply not sustainable in today's Ontario.

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