

Centennial scrapbook

A valuable waterway

Simcoe County's first residents, the Indians, recognized the value of the Great Lakes waterway which provided them with food and with transportation.

Later, both Indian and French traders bartered their wares along the shores of Lake Manitou. When Ontario came into the hands of the British in 1759, our bay was named Georgian, in commemoration of George 3 of England.

The famous Thirty Thousand Islands of the Bay were charted originally by Admiral Henry Bayfield, Admiralty Surveyor of the Great Lakes.

Certainly Midland owes much of her growth to her location as a Georgian Bay port. It is easy to imagine the vision of early developers who saw a shipping route from the west connecting at Midland, with a railway which opened into Southern markets.

The earliest vessels in Midland's harbour were sailing schooners. The Yates Brothers operated a fishing house on Midland's dock, from which they shipped tons of fish each week to markets all over Canada and the United States.

The sailing schooners were also used to carry lumber. A 175-foot vessel might have as much as 600,000 feet of dry lumber in her hold, stored in alternate layers. On deck, more lumber would be stacked in 10-foot piles, and the sails were often shortened to raise the booms above the load. The resulting awkward leviathan looked like a pile of lumber, fitted with masts and sails.

The days of sail were not without incident. The Lottie Wolfe Shoal off Hope Island commemorates an early schooner that went down there in 1879.

There's no doubt that the crews of the ships lent colour to the towns they visited. When the Malta, a barque, was about to sail for Chicago, from Collingwood, half her crew was in the town jail. The first mate, with the help of some friends, forced his way into the courthouse, and in the ensuing battle, a policeman was thrown through the window. Eventually the sailors were all assembled, and taken back to their ship.

By 1890, sailing vessels decreased on the Lakes, and the few stragglers that lasted into the

1920's were regarded as curiosities.

James Playfair began his shipping interests when he bought his first vessel in 1896, rebuilt her and named her St. Andrew after his home in Scotland. She was wrecked on Lake Superior in 1900.

In the shipyards which Playfair operated in partnership with D.L. White, more than 40 boats were built. Shipbuilding continued there until 1928. Then in 1941, operations began again under different management. Corvettes and trawlers were built here for the Royal Canadian Navy. The yards closed in 1957.

As well as operating the commercial shipyards in Midland early days, Playfair himself enjoyed the waters of Georgian Bay in his Venetia—a yacht which was used as a submarine chaser in the First World War. She carried two gold bars on her stack to show that she'd participated in the sinking of two U-boats—one of which was the sub that sank the Lusitania.

The waters of the Bay were used for pleasure as well as commerce. The Palace Houseboat Company built and rented houseboats to tourists who paid from \$4 to \$10 a day for their floating cottages.

The Midland City, a 152-foot iron sidewheeler plied the Midland Parry Sound run. A fast rain (The Flyer) arrived in Midland from Toronto at noon, and pulled right out on the town dock where passengers and baggage were discharged into the waiting ship.

In 1933, the paddle shells were removed, and the Midland City got a twin screw diesel installation. She travelled the inside channel for many years. Toward the end, she began to spring leaks, and the story goes that the captain became adept at running her aground in shallow places where she could rest until she was pumped out and patched up.

At about the same time, the City of Dover plied regularly between Midland and Honey Harbour. Through all the years of Midland's history, Georgian Bay has served her well, both as a commercial water way and as a nautical playground for vacationers.

Found on Christian Island

Car theft in Port McNicoll

Investigation by the Midland OPP is continuing regarding the theft of an automobile which was parked in front of the Port McNicoll Inn on Friday.

Police said that the vehicle owned by John Webster of Port McNicoll had been warming up and was unattended.

The vehicle was recovered Sunday on Christian Island by Constable Alfred King.

Fail to Yield
Midland OPP charged Murray Geere, of Midland, with failing to yield from a private drive following an accident which occurred on Simcoe County Road 2 east of Highway 27.

The Geere vehicle collided with a car driven by Shane Fox also of Midland.

The Geere vehicle received \$700 damage in the accident and the Fox car received \$500.

Accident
Midland OPP investigated an accident which occurred Friday involving a vehicle driven by Francis Godfrey of Midland and a parked vehicle owned by Paul Mooney, also of Midland.

Police said the car driven by Godfrey was travelling west on Willow Street in Waubausene when it struck the parked car.

Damage to the Godfrey vehicle was estimated at \$500 and damage to the Mooney vehicle was estimated to be \$100.

Mooney has been charged with impaired driving and driving with an alcohol blood count in excess of .08.

Stop Sign
Jamie Moore of Waubausene has been charged with failing to yield for a stop sign following an accident Saturday which occurred on Highway 69 at the junction of Highway 12.

Police said that the second vehicle, driven by Rea Kingsborough of Port Severn, was travelling south on Highway 69 when the Moore vehicle failed to yield after stopping at the stop sign.

The Moore vehicle received \$250 damage, and the Kingsborough car received \$500 damage.

Snowmobile
Police investigated an accident which occurred Saturday evening on Elm St. in Waubausene, involving a snowmobile driven by Richard Gratrix of Waubausene, and a parked car owned by Douglas Howell also of Waubausene.

Police said that the Gratrix vehicle was travelling west on Elm

Street when it struck the Howell vehicle.

Damage to the Gratrix

vehicle was estimated at \$1,000 and damage to the Howell car was estimated

at \$200.

Gratrix has been charged for impaired

driving and driving with a

blood alcohol count in

excess of .08.

With the Guide, you can do it.



The income tax return has been improved this year, making it easier for you to do it yourself. And to make it even easier, read the six basic steps in the Guide. You'll probably find all you need to know there. But if you have any additional questions, you'll find the answers in the detailed portion of the Guide.

And remember:

1. Include all your original receipts.
2. Double check your return before mailing it. If you have a refund coming, you'll get it sooner if your tax form has been done accurately.

Go ahead! You can do it.



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Student Manpower

Editor's note: In co-operation with the Midland Student Manpower Centre, this newspaper will be featuring a column every two weeks to assist students seeking employment during the summer.

CAMPAIGN '78 BEGINS

by Ruth Lamoureux

Students, Employers, Countrypeople.—Lend me your ears. The Hire-A-Student Campaign '78 has begun. Listen! Here are the facts.

The campaign is organized to promote the location and/or creation of summer jobs for students. You'll hear our slogan, "Hire a Student—the Opportunity of a Summertime", ringing in the streets from March to September. Campaign headquarters rests at the Student Manpower Centre, 525 Elizabeth Street, Midland. Our hours are from 8:30 a.m. to 5 p.m. We are the voice of students registering a plea for a chance to gain experience, earn money and spend the summer constructively.

Employers, our campaign needs you—for without you we are nothing. We provide you with a Student Referral Service. We screen. You interview and hire. What a time savings!

Students, we need you. You provide us with the resources for efficient and appropriate referrals. Register, then get organized for your job search. Our column, every two weeks, will be aimed at helping you become organized. Read it, then act.

Campaign '78 has begun. Country people—spread the word! Hire A Student. It's the Opportunity of a Summertime.

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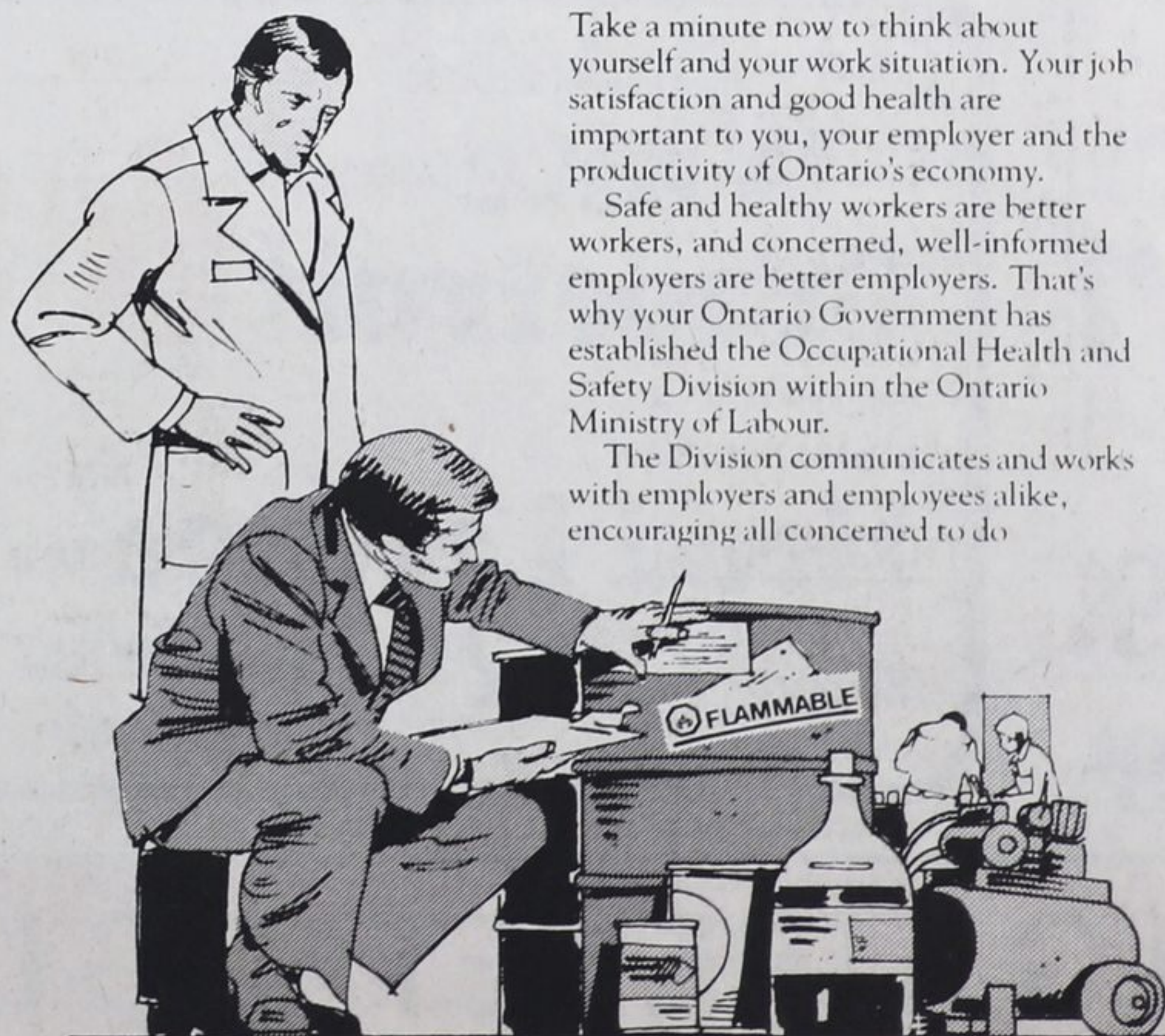
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Your job should have safe, healthy working conditions.

Ontario's job is to see that you get them.



Take a minute now to think about yourself and your work situation. Your job satisfaction and good health are important to you, your employer and the productivity of Ontario's economy.

Safe and healthy workers are better workers, and concerned, well-informed employers are better employers. That's why your Ontario Government has established the Occupational Health and Safety Division within the Ontario Ministry of Labour.

The Division communicates and works with employers and employees alike, encouraging all concerned to do

everything possible to prevent injury or illness in the workplace. It does this by:

- conducting regular programs of inspections and audits to ensure compliance with the legislation;
- providing advisory, consultative and technical services on health and safety matters;
- promoting internal labour-management responsibility for maintaining a safe and healthy workplace;
- reviewing proposed plans for new projects in the pre-development stages to avoid "building in" potential hazards.

The new Division is dedicated to the control and elimination of occupational health and safety hazards with ongoing research, educational programs and — if need be — corrective action when cooperation doesn't work.

A booklet spelling out in detail the activities of the Occupational Health and Safety Division is being distributed to employers. If you would like a copy, contact your nearest Ministry of Labour office. And work in good health!



Bette Stephenson, M.D.,
Minister of Labour

William Davis, Premier
Province of Ontario