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Rambling Around

(Continued from Page 2)

I woke early. I gave an anxious look at the clock and bounded out of bed. I had two buses to catch.

It's funny making coffee for one, eating in silence, having the bathroom all to yourself but I liked it. Being alone gives you a chance to take a more detached view of yourself and the human situation. I found it restful.

CATCHING THE BUS

Buses come regularly and often in the city, so even if the weather is dull, rainy or cold, you know that in five minutes or ten at the most you'll catch a bus.

Of course, at this time of the morning, the bus driver looks as surly and noncommittal as the rest of the passengers. No matter, you are on the bus. In the daytime, you sometimes find a bus driver with a cheerful smile who can banter a little but not in the morning... brrr... brrr!

One such morning, I had to run for it. I saw the bus bearing down on me. I ran. My breath came in short, quick gasps. By the time I climbed thankfully into the bus, there was a feeling under my breast bone like a lump of lead.

The first stop was the city limits. This is a most interesting station between 7.30 and 8.30 in the morning. The buses come up so fast that I have trouble keeping track of which was which.

Most of the city buses came in like clockwork but where was Richmond Hill. As I walked back and forth, I couldn't help envying people who could take a Steeles bus. And Thornhill was a short ten cents away.

I've taken the Steeles bus. And sometimes I walked the rest of the way. The only alternative is to wait for the Richmond Hill bus and save my shoe leather and waste my valuable time.

Also in the morning, along with the other well defined buses there is a ghost bus. There isn't a sign or a clue that could tell you where it comes from or where it goes. It has the most forlorn look as if it had been hauled from some TTC graveyard for the occasion.

One other morning I happened to hit the time when the buses were really jammed up. My Richmond Hill bus came in alright, and I tried to get to it by dashing between two parked buses. The driver didn't see me, rounded the loop and headed north.

A TTC inspector walked by while I was grumbling away to myself.

"What goes on here, isn't the driver supposed to take on passengers," I said.
 "Now, now," he soothed, "don't worry lass, there'll be another shortly." Then he smiled, and how could I help but forgive the TTC and a delinquent driver.

Honestly, the bus drivers are nice fellows, most of them... later in the day.

THE PEOPLE

If you're looking for happy people on the early morning bus ride, you're out of luck. I look around, though, just in case. Idly, I glance down the aisle. Aha! there's a fellow who didn't get enough shut-eye last night. Look how he's dozing.

I declare you can almost tell who has been out in the wee hours in the morning; who argued at breakfast time; who got up on the wrong side of the bed and who said their prayers before he went to bed.

Almost without exception, there is no such thing as happiness in the morning on a commuter bus, only boredom, preoccupation, veiled hostility or just plain sleepiness.

When a fresh faced school girl gets on the bus, it's a mild shock. She bounces. She beams. She wears a short reefer coat over a skimpy mini-dress, long boots hugging net stockings. She tosses her mane over her shoulder and smiles for no reason at all.

Of course you can meet congenial people on the bus. It takes time though. You must be alert so you can recognize the genuinely friendly compatible people. They will be the same way every morning and that's how you will know them.

It's really nice belonging to the human race. Nice to belong to the crazy mixed up lot that they are. I'm one of them.

I enjoyed my bout with the joys and woes of commuting. I found it a little exasperating at times but intensely interesting — but how is that different than anywhere.

Aims To Free Disturbed Child

(Continued from Page 2)

distrust all forms of communication that they can only be put in touch, as it were, with themselves and with reality by tactile experience which "cannot be distorted in the same way that verbal communication can."

The belief is that this physical contact, being a manifestation of affection and protectiveness, helps soothe away the anxieties and fears that lie behind the emotionalism of the child.

A child remains in a Browndale home until it can cope with its environment. This can take from six months to three years, says Mrs. Brown. Once progress has been made by a child in relating normally to the outside world, it is allowed out

to the community goes to school, gets involved in community affairs, and so on — and becomes like any other child who lives at home.

About 70% of the children in the homes have reached this stage now, says Mrs. Brown. The others are given schooling at a Browndale school, where each progresses according to its emotional and educational capacity.

A child's progress and problems are evaluated from time to time by consultant psychologists or psychiatrists, on visits to the homes.

It is not surprising that Browndale has only a few "private" children. At \$29.60 a day, or about \$9,000 a year, the fees are prohibitive for all but the very rich or

the poorer children financed by the Children's Aid Society.

Mrs. Brown admits that the high fees thus virtually exclude the middle-class children from the services of Browndale.

For this reason the organization is very hopeful that the Ontario Government will, as indicated in a 1966 White Paper, subsidize accredited treatment homes.

The province has set up an accreditation board, which is now in the process of inspecting Browndale homes, says Mrs. Brown.

She hopes that if Browndale were to get government aid, the homes could evolve into "mental health centres" for the communities in which they operate.

Car Plates Available Just Grin And Pay It

So you have to pay an extra \$5 or \$10 for your licence plates this year and you're unhappy about it.

Don't complain to William Neal when you go into his licensing establishment on Industrial Road sometime between now and cut-off date February 28.

If you do he'll cheerfully reply: "Why back in 1927 I drove to North Bay and there were no paved roads. Look what you have now. Somebody's got to pay for it."

Then he'll just as cheerfully — albeit sympathetically — extend his hand and take your money. It's his job.

"Surprising as it may seem we always have quite a few people who come in as soon as the plates are available. We're at our busiest usually at the beginning and, of course, at the end."

Mr. Neal and his staff process an average of 16,000 car plates a year with the bulk of customers from the area but also a considerable number from various parts of the province.

This year's plates will be white on blue.

More significant will be the price change: Eight cylinder cars and dual purpose vehicles will cost \$35 (formerly \$25), six cylinders

\$27.50 (\$20); four cylinders if manufactured after 1933, \$20 (\$15), and four cylinders if manufactured in or about 1933, \$8 (no change). The motorcycle fee remains unchanged at \$10.

Department officials have warned that in cases where the ownership of a used motor vehicle is being transferred at the time of registration, a certificate of mechanical fitness will be required to get new plates.

No certificate is needed for normal purchases of plates, renewing existing ownership with no transfer involved.

However, used motor vehicles licensed previously in another province will also require a fitness certificate on being registered in Ontario for the first time.

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