

editor's choice

Editorial

Touching All Of Us

Volunteer involvement has been part of North American society since the first settlers came to the "New Land". At that time, the helping hand of a neighbour may have meant the difference between having a roof over-head for the cold winter, or not being able to survive the harsh climate. Because of the basic fact that people need people, early settlers worked for a common purpose of establishing settlements and villages, where everyone was important to the operation and survival of the whole group.

People needing people is what volunteering is all about. Volunteerism has seen many changes over the years, from the informal neighbour helping neighbour to the organization of voluntary groups and organizations. Volunteers wear many hats in our society. Today's volunteer might be anyone from the Hospital Volunteer to Chairman of the Board to Little League Coach. During these times of financial hardship, needs are increasing while the availability of money is decreasing. More often than not, it is volunteers and volunteer organizations that attempt to pick up the slack.

Some volunteer and volunteer organizations have higher profiles and visibility in the community than others. But one thing is the same, their presence is felt by each and everyone of us in our day-to-day living. For example, many medical advances can be partly attributed to volunteers who have worked hard in raising money to sponsor research. Church groups, P.T.A.'s and sports leagues are all volunteer operations.

Each individual volunteer has his/her own personal reason for volunteering. The reasons are as different and varied as are the people who volunteer. Volunteering can be an exciting, growing and enjoyable experience. To most individuals who volunteer, it is personally gratifying to serve a cause or practice one's ideals while working with people to solve problems. In the long run, it is a feeling of personal accomplishment to see the benefits and know that one had a hand in them. Many become involved because they want to make some kind of contribution and be involved in the lives of others. Other volunteers are kept going by the know-

Arthur Black

Vintage Volvo at death's door

I want to talk cars today — mostly because cars have been on my mind of late.

It's the Heap in my driveway. A Volvo 142S — vintage 1969. I've been driving it for nine years and, against all odds, it made it through another winter. But there can't be many more miles left on the odometer.

If I had an odometer. Mine stopped ticking off the miles a couple of years ago, about the time the speedometer died. That was after the turn signals quit, the gas gauge gave up the ghost and the emergency brake came away in my hand.

My Volvo is a bilious dark-green colour, lightly suffused by a spreading rash of rust spots. ("Spots" doesn't do them justice: "craters" is closer). It looks like

something you might find rearing out a weed patch along Vimy Ridge. It still runs, but certified mechanics can't tell my why. Which is why cars are on my mind. I'm going to be in the market for one soon.

Got a brochure here about a smooth-looking little number called the ZIL. Actually, it's not little — it's ballroom size. The ZIL is nearly 20 feet long, and six feet ten inches wide. Moves right along for a car of that size 'though ... Zero to 60 in 13 seconds and a top speed of 118 miles per hour.

But I'm afraid it would be a little tricky to buy a ZIL. They only make 30 of them a year and you have to take delivery in Moscow. It also helps to be a close friend of Yuri Andropov.

The ZIL limousines are reserved exclusively for top Kremlin officials and visiting VIPs.

Then there's the price tag: each ZIL sells for about \$140,000.

Besides, they only come in black.

Well, let's see what kind of transportation I could pick up on this side of the Iron Curtain. There's always the De Lorean of course. Stainless steel, gull-winged automotive offspring of John De Lorean, who is currently cooling his heels in a U.S. jail on charges of cocaine trafficking.

De Loreans are (were) manufactured in Northern Ireland. De Lorean *pere* may be in the slammer but his cars are selling like hotcakes. You can buy one

from Tartan Leasing Company of Oakville, Ontario.

But only if you hurry. De Loreans are so popular that the price is going up — they became \$4,000 more expensive in the past month alone. If I made a phone call to Oakville right now, I could be tooling down Highway 11-17 in a De Lorean next week.

Providing I had \$36,900 in my chequing account.

Of course, if I wanted to be really patriotic, I'd pick up a model of Canada's answer to the De Lorean (not to mention the Edsel) — the Bricklin. Remember them?

The Bricklin firm had grandiose plans of turning out dream sports cars in New Brunswick. They followed the classic Canadian

business formula: first they milked the federal and provincial governments for sundry millions of dollars in subsidies. Then they went into receivership.

But they did turn out a few Bricklins. About 2,800, to be exact. I know the New Brunswick government bought a couple of them. No doubt they'd be more than happy to unload one of them on me.

Trouble is, the Bricklin firm folded in 1975. Which means that Bricklins are already collectors items.

Museum pieces, even. And I've already got one of those.

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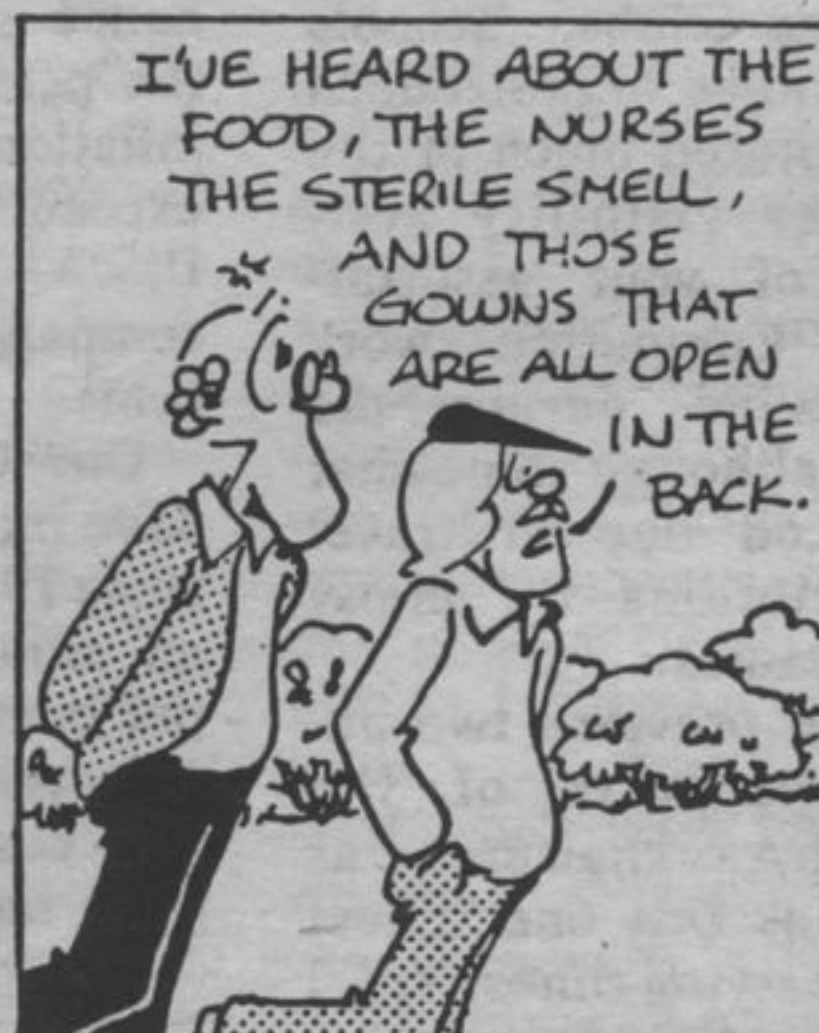
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GRANDPA AND ME



Northern Affairs

Ontario Health Insurance Plan

by JANE E. GREER

On reaching the age of 21, or on marriage, or on becoming fully employed — whichever comes first — a young person normally ceases to be classed as the parents dependent.

An able dependent ceases to be eligible for coverage under the parent's insurance number from the first day of the month following the 21st birthday. To maintain continuous coverage, application should be made to O.H.I.P. within 30 days of the 21st birthday. Applications are available from

Northern Affairs.

In the case of marriage, a dependent ceases to be eligible for coverage under the parents insurance from the first day of the month following marriage. Steps must be taken within 30 days of marriage to change your insurance to family coverage.

Those that are applying for new coverage through non-group enrolment must now provide a copy of a document pertaining to residency status. For example — a returning Canadian or from another

Canadian province, or Ontario resident must produce a Canadian birth certificate or Canadian citizenship certificate. A landed immigrant, returning immigrant (from outside Canada), landed immigrant from another Canadian province or territory must attach a copy of Canadian immigration or returning resident permit.

Under certain circumstances, a resident may arrange to continue in O.H.I.P. while living temporarily outside of Ontario. O.H.I.P. would have to be advised of the

details stating reason for absence and its expected duration.

If you leave Ontario to take up residence elsewhere, you may continue your OHIP coverage until other health insurance coverage becomes effective, or for up to four months after you leave Ontario — whichever comes first.

For further information contact the Northern Affairs Office, located on the Lower floor, Peninsula Building, 2 Gilbert St., Marathon or telephone 229-1153 or Zenith 33160.

ledge that they are appreciated and treated as unique and valuable individuals in the organization. Often the result is that volunteers do things that they didn't dream they could do, and this gives them a feeling of having a stake in community achievement.

There are literally dozens of volunteer

organizations in our communities that can use our help. They range from the Boy Scouts to the Cancer Society to our local sports teams.

The individuals who have been so successfully running them need our help and this seems like a very appropriate week to become involved.

