

**Terrace Bay  
Schreiber**

# News

The Terrace Bay-Schreiber News is published every Wednesday by: Laurentian Publishing Co. Ltd., Box 579, Terrace Bay, Ontario, P0T 2W0. Telephone: (807) 825-3747.  
Second Class Mailing Permit Number 0867

**EDITOR  
ADVERTISING  
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Single copies 35 cents  
Subscription rates per year  
in-town — \$14.00  
out-of-town — \$18.00  
Member of Ontario Community  
Newspapers Association and The  
Canadian Community Newspapers  
Association.



## Season safety

One of the main concerns at this time of the season is safety. Even more so now with the recent flurry of highway fatalities.

CFNO radio reported eight deaths in less than three weeks in this region. The *Times-News* reported seven deaths— five in Ontario, one in Quebec and one in New Brunswick— and is blaming them on the first major storm of the season that caused deplorable driving conditions.

The day after the driver had been taken away, I went to the scene of the accident near Steele River Bridge and was quite shocked.

The rig was at the bottom of a deep ditch and all the cattle— live and dead— were trapped within the wreckage.

I had to drive to Terrace Bay for this job and I was lucky—I didn't hit snow until Wawa. Everytime a transport loomed ahead or behind, my knuckles went white and my speed decreased considerably.

I've also been hearing lately that people can't seem to get it in their heads that winter driving provides a whole new set of rules for the driver.

The main ones that come to my mind are: decreased speed; good snow tires, of course, and being careful when applying the brakes. Applying the brakes too hard will cause the wheels to lock therefore losing all traction.

Smoke alarms are always a must, but now that furnaces are in full use and fireplaces are being stoked, checking your existing alarms and even buying new ones to put in those crucial places is doubly important.

It is also a good idea to check your chimney to make sure it is clear if you haven't already done so. You can get a professional to do it or you can do it yourself.

Just get a mirror or even get right in there and look for light at the top. You also want to make sure Santa can get through.

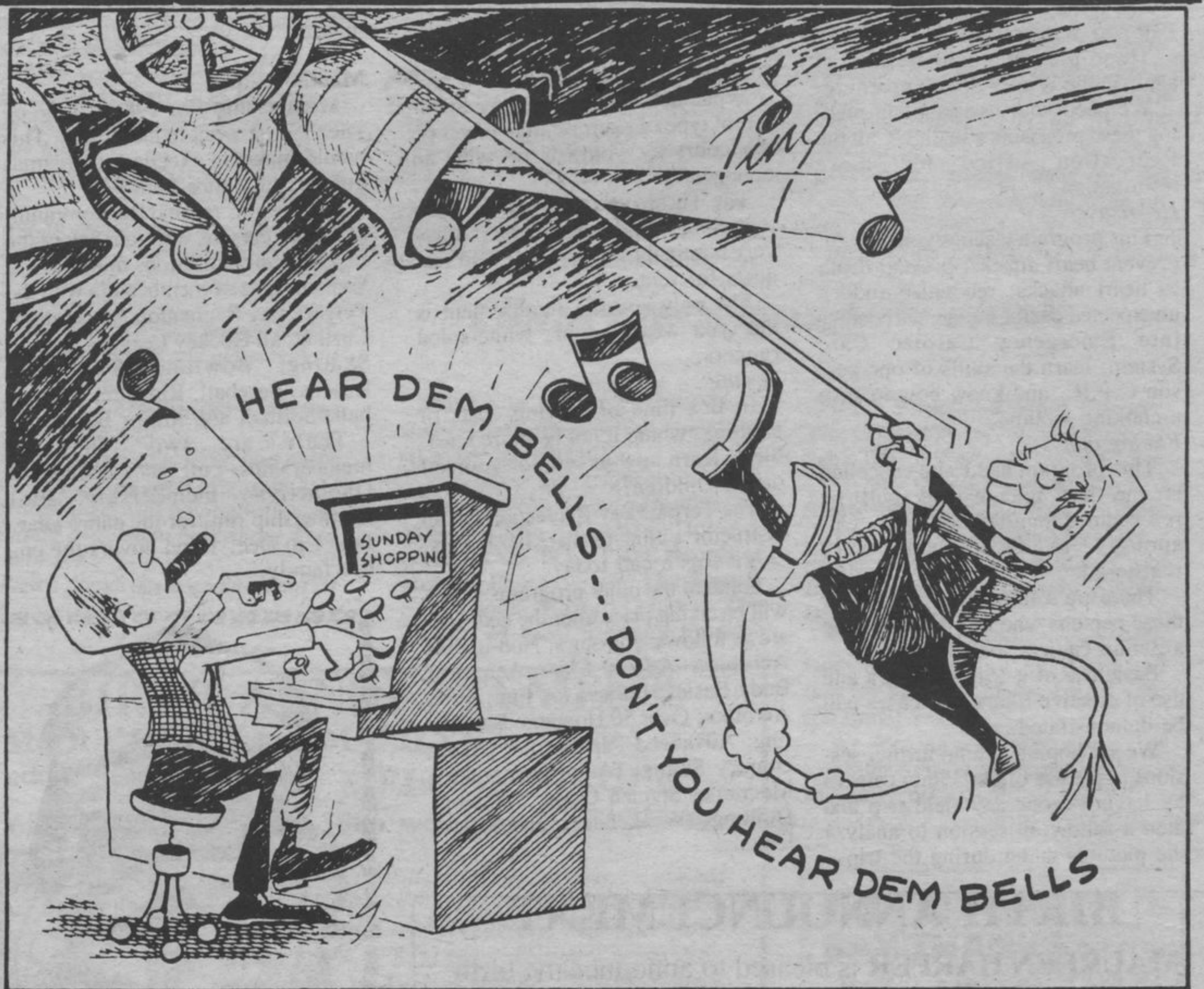
And don't forget to check your Christmas lights to make sure they're safe to use. It seems that every Christmas, at least one string has to be thrown away due to frayed or faulty wiring.

Make sure if your kids are removing broken bulbs from strings that they unplug the string before they stick their fingers into the socket to get the metal base out.

It's my hope that we don't hear any more reports about accidents and injuries now that the holiday season is approaching.

Christmas is a time to celebrate and to be thankful for the things that we have, and to remember the coming of Jesus.

It is also a time to **Take Time To Be Safe.**



## Olympic torch is coming

OCO '88 and Petro-Canada announced on Nov. 17 the detailed route of the Olympic Torch Relay leading up to the XV Olympic Winter Games in Calgary in 1988.

The relay will pass through Terrace Bay on Jan. 11, 1988.

It will enter Simcoe Plaza from Radisson Ave. and then head out Highway 17 through Schreiber and Rosport to its stopover point in Nipigon.

OCO '88 and Petro-Canada, the sponsor and organizer of the Olympic Torch Relay, invite Canadians to become involved.

Beginning early next year, torch bearer application forms will be distributed to every household in Canada and runners chosen from those applications will be drawn by the summer of 1987.

Members of the public and selected individuals will carry the torch along the route.

The relay will start from historic Signal Hill in St. John's, Newfoundland, one year from Nov. 17, and wind its way across Canada giving Canadians coast to coast the opportunity to reach out and touch the Olympics.

There is no single event in the history of modern man that fires the imagination, stokes the enthusiasm, and captivates the spirit like the Olympic Games, and the torch that symbolizes the games, the release stated.

The Olympic Torch Relay will also create a legacy of opportunities for winter amateur sport in communities across Canada. Programs are being developed such as the sale of Olympic Torch Relay glasses through Petro-Canada outlets.

For each glass sold, Petro-Canada will set aside five cents toward amateur sport. These funds will enable amateur sports organizations

across the country to encourage athletic excellence.

"A significant legacy for local communities across Canada will be created as a direct result of the Olympic Torch Relay," said Bill Pratt, president of OCO '88.

"The route was chosen to get to as many Canadians as possible," said Petro-Canada's President, Ed Lakusta.

"Each kilometre has been plotted, and when we added it all up, it turned out that this will be the longest Olympic Torch Relay ever staged. With land, sea and air, the relay will be 18,000 kilometres.

"This will be a monumentally complex task that will require commitment, not only from OCO '88 and Petro-Canada, but also the thousands of Canadians who will become involved as torch bearers and volunteers," added Lakusta.

## Black N' White

By Arthur Black

I sure hope Ottawa gets around to minting a Medal for Chutzpah soon, because I can't wait for Canada Post to win one.

Chutzpah? It's a Yiddish term denoting impudence, brass or nerve. Remember the story of skinny David facing the gigantic thug Goliath, armed with nothing more than a slingshot? That's chutzpah. And how about the guy who killed both his parents then threw himself on the mercy of the courts pleading for clemency on the grounds that he was an orphan? That's chutzpah too.

So is the performance of Donald Lander last week. Mister Lander is the president of Canada Post. He says that Canadians may have to get used to the idea of postal rate increases every year from here on in. Why? In exchange for the improved service, says Mister Lander.

Oh yeah, right...that improved service everyone's talking about. Does this mean we can all ask for our money

back for the lousy service we've been getting to date?

Wait! Donald Lander's just getting warmed up! He also warned (this was on CTV's "Question Period" in case you missed it) that yet another national postal strike is looming over the questions of wage freezes, wage rollbacks and other contentious provisions in various union contracts. How is the Post Office going to navigate through these perilous seas? Listen to Mister Lander:

"I can say that all those elements are going to be addressed and addressed very openly and very honestly with our unions and certainly it has to be a part of the evolution and the maturing of the corporation."

Wow! Vintage baffleleg! Until he got to the word "corporation" I figured he was talking about his marriage, my teenager or a fine bordeaux wine.

Maybe chutzpah goes with the territory. After all it was a fellow on the other side of the bargaining table -- Jean Claude Parrot of the Canadian Union of Postal Workers -- who, not so very long ago was wringing his

hands and talking in a mortician's dolourous tones about the terrible burdens Canada Post was placing on taxpayers. This from the leader of a union which -- even when it isn't engaged in slowdowns, work-to-rules, wildcats or flat-out strikes -- has an on-the-job absentee rate nearly three times the national average.

Ah well. If it's any consolation, Canada has no corner on Post Office audacity. The U.S. gets its share. A few years ago the American Postal Service discovered it was losing money on every letter it delivered. Solution? The department dropped nearly three and a half million bucks on an advertising campaign encouraging Americans to write *still more letters* to one another. Then (here comes the chutzpah) they threw in another \$775,000 for a study to ascertain how effective the campaign had been.

Meanwhile, back on our side of the border, Canada Post has been cheerily spiking cutbacks with a healthy shot of chutzpah. Just this month they decided to save some money by dropping door to door mail delivery to tens of

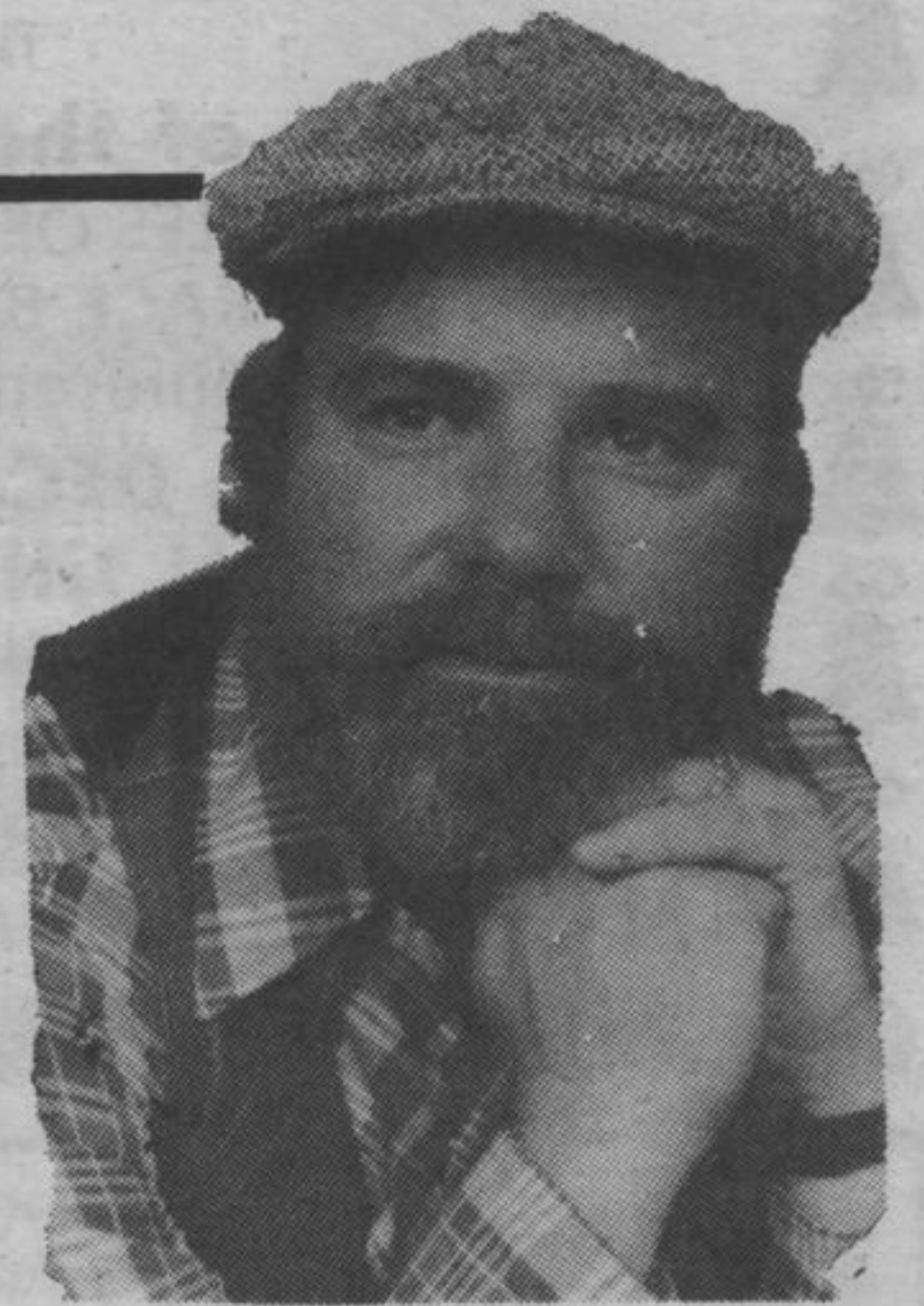
thousands of Canadian homes. Did the corporation apologize or offer to compensate the taxpayers from whom the service was being withheld? No siree. Instead, Post Office spokesmen gushed about the new "Supermailboxes" that would soon appear in the affected neighbourhoods...all part of a "new, improved" service.

What's a Supermailbox, you'd like to know? Well it's kind of a giant bin where all the mail for a neighbourhood gets dumped. Then you and your neighbours get to go and pick it up. Brilliant, yes? It gets the Post Office out of door to door delivery and gives residents the chance to trek on over to their Supermailbox, there to fumble with keys and frozen locks several times a week.

Still...at least Canada Post announced that particular cutback -- even if they did try to dress it up to look like an improvement.

That's more than they did for the citizens of St. Alphonse, Manitoba. Those folks lost their local post office last year, meaning residents now have to drive up to 15 miles to pick up their

## Canada Post chutzpah



mail. What really burns them is the fact that the mail delivery truck still passes through St. Alphonse every day -- with their mail on board. It just doesn't stop anymore.

"All the driver has to do," said one resident, "is put his foot on the clutch pedal, brake and throw the mailbag out."

Canada Post of course, doesn't see it that way. Even after an official complaint was received from a committee of St. Alphonse citizens, a postal official wrote back to say that the decision to cut off service would stand.

The letter never reached St. Alphonse, however.

Apparently it was lost in the mail.