

TERRACE BAY
SCHREIBER

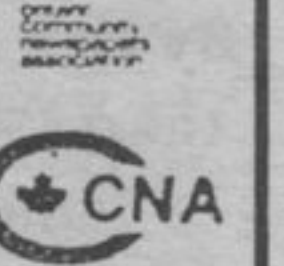
News

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EditorKen Lusk
AdvertisingJulie Wright
OfficeGayle Fournier
Production Co-ordinatorSaila Young

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Crackling flames in a fireplace are inviting and heartwarming during the holiday season

Bright, crackling flames in a fireplace are especially inviting and heartwarming during the holiday season.

Here are some tips that should help you and your family enjoy the fireplace for many seasons to come.

Don't burn Christmas wrapping paper or trees in the fireplace. It's not an incinerator.

Hang Christmas stockings on either side of the open hearth, never directly above it.

Don't put the Christmas tree near the fireplace.

Seasonal cleaning

Have your fireplace cleaned before the start of the season and again before the end of the season, if used frequently.

Burn no more than three pieces of wood at one time. Fireplaces are not meant to be heaters or a substitute for wood stoves.

Keep the damper closed when the fireplace is not in use to prevent a flow of cold air coming down the chimney into the house.

Invest in a four-piece fireplace set that includes a brush, shovel, poker and tongs. Also, buy a cast iron grate with a good front lip.

Always close the firescreen when a fire is burning.

If you have glass doors, close them at night to minimize cold downdrafts and the escape of room air up the chimney, and to prevent ashes and embers from blowing into the room.

Don't use too much kindling to

start a fire. Three full pieces of newspaper, crumpled, and five pieces of kindling positioned in tent formation should be sufficient.

For a prettier fire, burn smaller pieces of wood. Smaller pieces will also prevent smoldering.

The aroma from a crackling fire can be pleasant but it's not healthy.

Carbon monoxide and other pollutants are being released. If you smell smoke, call in an expert to diagnose the problem. (It could be due to one or more of the following reasons: hidden blockage; improper chimney design; damper not open wide enough; a mechanized exhaust system is in operation in your home, such as the fan above the stove or your clothes dryer).

Keep the areas in front of and to the sides of your fireplace clear of combustible materials and furnishings.

Remove ashes regularly

Ashes should be removed on a regular basis.

Remove them only after the fire is completely out and the ashes are cold.

To dispose of them, place ashes in a metal container with a tight fitting lid.

Don't ever burn charcoal or coal and never use flammable or combustible liquids such as oil, charcoal starters, gasoline or kerosene to start or intensify a fire.



Christmas stressful time of year

Mental Health and You is provided as a service of the North of Superior Programs.

The purpose of these articles is to inform the community about mental health issues.

These articles will cover a variety of mental health issues.

If you would like to comment on this article or any of the other articles that have appeared, feel free to write to the News office, P.O. Box 579, Terrace Bay, Ontario, POT 2WO.

Any opinions expressed are not necessarily those of the management of the North of Superior Programs

The next article deals with how we may cope with an extremely stressful time of year—the Christmas Season.

Colleen Kenney, the child development worker in Schreiber, gave me this article taken from the monthly Rossport Harbour Express.

"Surviving the holidays

The Christmas season is a happy and significant one for numbers of people. Quite a few people look forward to the holi-

days with great anticipation and look back on them with pleasure.

Whether or not one likes Christmas, the additional holiday celebration produces more decisions, more demands and more excitement, more social activity.

These strains and tensions

see page 9

Arthur Black

The Era of the Airless Spare

Keep both hands on the steering wheel there, Maude, I'm going to tell you about the latest automotive breakthrough and I wouldn't want you to lose control and smack into a lamp post. It's from the folks at Uniroyal -- they're bringing out a revolutionary new concept in automobile tires -- a tire that absolutely cannot possibly go flat.

Which is not all that hard, because the new tire from Uniroyal has no air in it. Yessiree, they're calling it "airless spare". It's mad of polyurethane bonded to a stamped steel wheel disc. It weighs 20 percent less than a conventional compact spare and will take up to 35 to 40 per cent less space in your trunk.

You realize what this means, don't you? Pretty soon new cars will be packing an even smaller spare tire than that ridiculous donut they come with nowadays.

Have you had the pleasure yet of driving one of those "conventional compact tires" as they are so euphemistically called? It's quite a treat. Happened to me for the first time last spring. I was piloting a rent-a-car along the 401 when I heard the all-too-familiar THWUP THMUP THWUP that tells you another steel belted radial is on its way to the Goodyear Permanent Parking Lot In The Sky Great. Flat Tire. I got out and opened the trunk only to face what looked like a wheelbarrow tire lying in the bottom. "What's that?" I asked my more worldly passenger. She explained that it was the latest thing, a compact spare tire that, with a little luck and careful driving, should get me to the next gas station.

It did, but just barely. And I had a new experience to add to my lifetime Thrill List: Creeping along the 401 on a compact tire at

30 miles an hour while supersonic transport trucks honked and blared and swooshed by me, just inches from my side mirror.

And now it looks like we're going from the compact tire -- a dumb, small idea in its own right -- an idea that's even dumber and smaller.

Ah well, let's face it. The whole concept of automobiles has been going downhill ever since they were called horseless carriages. I don't mean to come on like Methuselah, but I can remember when cars, built with real steel and actual rubber -- not a particle of polypropylene or a morsel of computerized mumbo-jumbo from bumper to bumper. Those cars had cloth covered seats and leather covered dashboards and doors that closed with a rich, satisfying KA-RUMPI when you shut them. Those cars had fenders that could actually take a whack or two without turn-

ing into accordion pleats the way modern ones do.

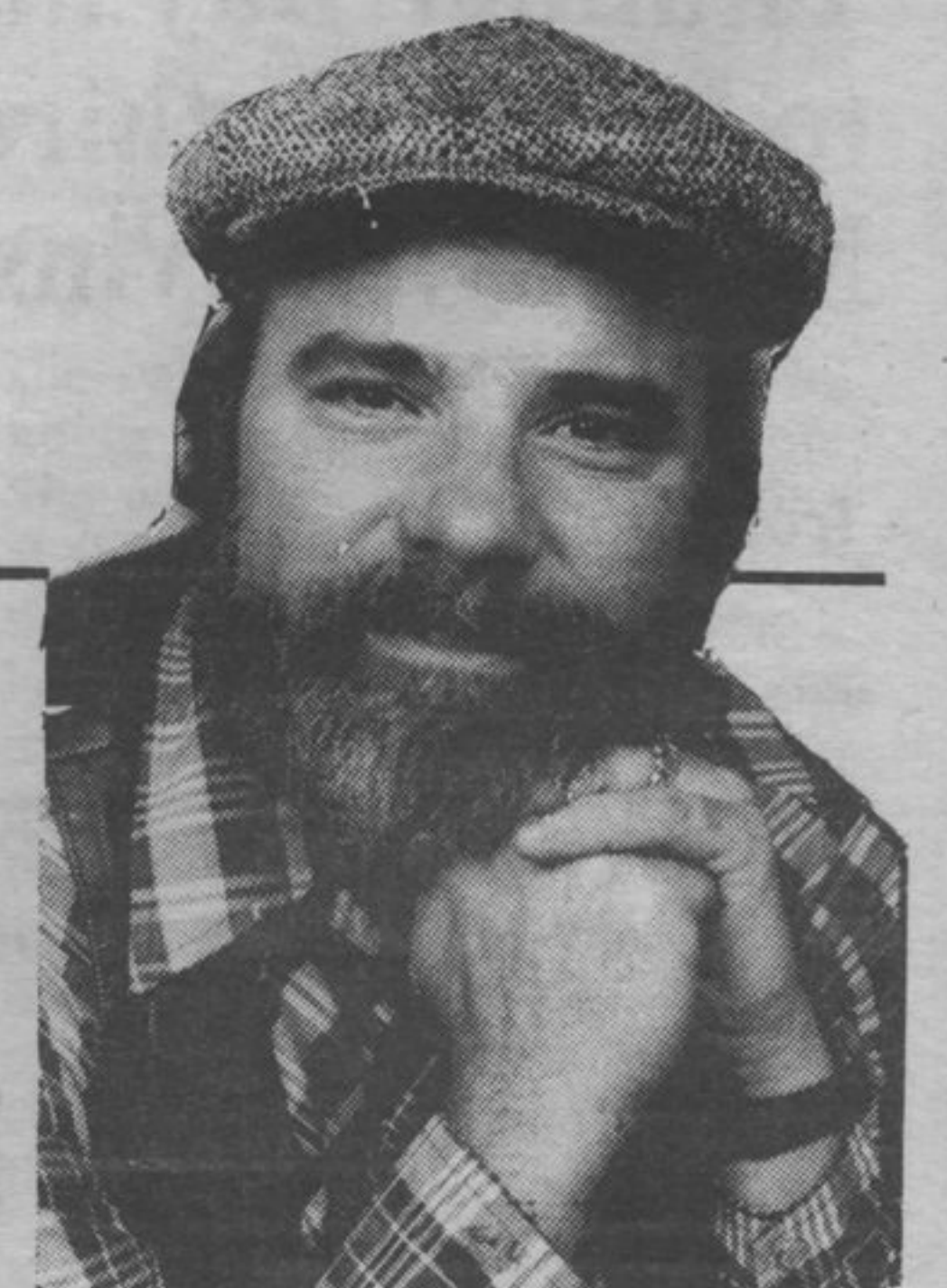
What are modern fenders made of, anyway -- Reynolds Wrap?

The irony is, the cars I remember with such affection were dismissed by my father as just so much mobile tinware. I remember coming up the driveway in my first sports car, feeling fairly show-offish, skidding to a stop at my Old Man's feet.

"Whaddya think?" I asked as I popped open the door. He tapped the front fender gave back a weak and effeminate PING.

"Try not to run into anything," he said.

Then he regaled me with tales of the cars of his youth -- "Back when they really knew how to build a car" -- especially the original Generic, the Tin Lizzie, a.k.a. the Model T and he must have loved it because he was still talk-



ing about it a half a century later. He told me that once during the war, supplies of rationed gasoline dried up completely. He couldn't find any anywhere. "No problem though, we just filled the tank with kerosene."

"Didn't that blow the engine out?" I asked.

"Naw" he said, "you couldn't hurt a Model T."

Ah, they must have really been something, those early cars. Vanished classics with names like Pierce Arrow, Stutz Bearcat, Stanley Steamer and Phaeton. Some of them with rudders instead of steering wheels, with hand throttles and brakes on levers that you had to reach out on the running board to operate...

... and, come to think of it, some of them with one other feature I just remembered my Old Man telling me about.

Solid rubber tires. Just like the brand news ones from Uniroyal