

Editor's Mail

Protection

Fire Prevention Week reminds us of the ever-present possibility of disaster that has the potential for major disruption to our lives, even tragedy.

In an organization such as Parkview where many people reside who would find it very difficult to quickly evacuate their living quarters the possibility of fire is an ever-present spectre.

I supposed, we who are responsible for management, rarely listen to a fire siren in the night without a twinge of terror.

While we have in place in all our facilities, efficient fire prevention equipment and procedures, we do depend very much on the services of our Town's volunteer Fire Department for protection and security.

On behalf of everyone at Parkview, I sincerely thank all members of the Stouffville Fire Department for courteous and generous assistance through the years.

A special thank you to Chief Walter Smith. In addition to fine leadership, Chief Smith has always been tremendously helpful whenever his services were required for staff training or other direction and counsel.

J.M. Nighswander,
Parkview Executive
Administrator.

Priceless

The "Heavenbound Ministries" venture as proposed by David Howard and helpers is certainly an ambitious project.

While the investment boggles my mind, the truth is how does one put a price on the future of our young people?

I trust Mr. Howard plans to reach out to youth beyond the limits of Whitechurch-Stouffville. There are thousands of 'lost souls' out there whose lives could be changed through this ministry.

Shirley Cheung,
R.R. 2, Stouffville



"It's the sun--I think!"

The Tribune

ESTABLISHED 1888

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PERSPECTIVES

Time to drive to survive

BY CHRIS SHANAHAN

Among the regular stack of letters in The Tribune's mail bag the other week was a press kit detailing a new corporate campaign launched by Texaco Canada.

News of the program, called Drive To Survive, caught my attention mainly because I'd recently been at the scene of several brutal traffic accidents.

One in particular — a two-vehicle crash east of Coppins Corners that claimed the lives of two Scarborough men — left a lasting impression.

I happened by the scene shortly after the late model cars had met and come to a grinding halt on an unforgiving stretch of Durham Region Rd. 21. One couldn't help but notice an eerie silence that lasted until emergency crews raced onto the scene and began the gruesome process of prying bloodied bodies out of the twisted wreckage.

The assignment did yield a couple high-impact spot news photos, ones I'd rather not have taken.

Texaco's safety campaign is graphically illustrated by an equally chilling television commercial. It depicts a head-on collision, much like those that occur at an alarmingly frequent rate right here in the Stouffville-Uxbridge area.

One of the things that's never failed to amaze (and disturb) me is the terrible accident toll on roads within this paper's coverage area. In Uxbridge, for instance, seldom does a day go by without a

motorist finding trouble somewhere in that sprawling rural township.

Hopefully, Drive To Survive will make a difference clear across the country.

According to Texaco's senior vice-president, Stuart J. Walker: "The vast majority of driving accidents are caused by driving error, the result of a lack of professional driving training and bad driving habits. Our aim is to increase the number of properly trained drivers, which in turn could help reduce traffic deaths in Canada by one third."

"Such a major commitment is essential to fight this serious problem," Mr. Walker added. "Last year in Canada 4,000 people were killed in traffic accidents, and 200,000 injured. On top of the untold human suffering, accidents cost Canadians \$2.5 billion annually."

The company has three main plans of attack, the first of which is to arrange a 10 per cent discount for anyone wishing to take a Young Drivers of Canada course. YDC is recognized as one of the most thorough driver education programs in the country, with a strong emphasis on defensive driving skills.

The TV ads are part of the program's second element, a broad public awareness campaign designed to inform and remind Canadians about the importance of safe driving.

Thirdly, Texaco is rallying behind di-

verse community, business and government organizations to further cooperative action on the issue.

Already, Drive To Survive has received well-deserved support from the likes of Metropolitan Toronto Police Chief Jack Marks.

"People don't know the driving rules. They have lots of bad habits," the chief claimed. "We can support this program and we would like to bring it to the attention of the Canadian Association of Chiefs of Police."

One of the area's most highly publicized traffic mishaps was an Aug. 28 crash between a loaded dump truck and a school bus on Brock Rd. north of Clarendon. Both the truck and bus drivers were supposedly trained professionals, yet the circumstances surrounding that near tragedy brings into question their skills behind the wheel.

Fortunately, none of the nearly 50 bus passengers were seriously injured. But the accident, an obvious case of careless driving in my opinion, could easily have been a lot worse.

Now's the time to take steps to cut down the carnage on our roads. Drive To Survive is a good place to start.

Editor's Mail

Dangerous

Dear Editor:
The Front Page story in The Tribune's Oct. 1 issue under the heading 'Parents Say Bus Stop Is Death Trap' prompted me to write; not as a mother or dad but as a motorist.

One afternoon last week, I approached the intersection of Ninth Line and Lakeshore Road just as the school bus was pulling to a stop.
Believe me, (York Board of Education), it's dangerous. In the winter, it'll be even worse. The steep hill on both sides of Lakeshore Road is extremely treacherous when icy. Accidents happen frequently at this location. I feel the parents have just cause for concern. The drop-off point for students should be changed before a tragedy occurs.

Sincerely,
Gordon Hindel,
Musselman's Lake

Commend

Dear Editor:
Through your newspaper, I wish to commend Stouffville merchants Bob Ancheril and Jack Verhoog for their stand against Sunday shopping.

Because of their Christian approach to the Sabbath, I intend to support both businesses and would urge others to do the same.

Sincerely,
Dianna Gilbertson,
Millard Street,
Stouffville.

Editorials

Weather hurt the Fair

The weatherman dealt Markham Fair another backhanded slap in the face. Conditions were the worst since '77. Attendance and receipts will undoubtedly reflect this.

The weather Wednesday night and Thursday was good and so were the crowds. The situation deteriorated Friday and Saturday, forcing hasty changes in locations of several events.

Sunday, however, was a different story. The skies cleared, the sun broke through and the people responded. The Sabbath saved the day.

Markham Fair is fortunate in that so many activities can be accommodated under cover. This proved a show-saver, Saturday, Friday too. The heavy horses were moved inside. So was the Teen Talent Contest and the Cake Decorating Competition. This was appreciated.

Throughout Saturday's ordeal, President Mary Cosburn maintained her usual pleasant and accommodating composure. She was everywhere: at the Pet Contest, in a Fashion Show, at the School Presentations and in a Spelling Bee. While perhaps inwardly upset, she refused to show it, certain of the fact things had to improve. And they did.

Except during Saturday's downpour, conditions within the Fair core itself weren't that bad. The paved entrance way and walkways proved beneficial. It was the parking that was the problem. Some motorists were hesitant to take a

chance. Many who did, became stuck.

This is an area that undoubtedly requires attention. Improved parking gravel first, then asphalt, should be top priority.

Parking attendants were extremely accommodating. So were tow truck operators. All helped every way they could; but while the rains prevailed, they were fighting a losing battle. Committees had to make the best of a discouraging situation, and this they did.

Markham Fair will continue to have its good years and its bad. But the show must go on. It's wanted and it's needed; now more than ever.

Need lighted cross-walk

A pedestrian cross-walk, protected by a push-button light, is urgently required at the entrance to the A & P Plaza in Stouffville's west end.

The sooner the Town acts, the better it will be for all concerned. A second accident at this location could be more serious than the first.

Regardless of risk, residents of Parkview Village will continue to use this route. It's Council's responsibility to make their passage from Point A to Point B as safe as possible. As the situation stands, lives are in jeopardy six days a week.

As we see it, an approved pedestrian cross-walk is the only solution to a serious problem. Traffic interruption will be minimal and shoppers will be able to travel from curb to curb in relative safety.



They grow them big at Goodwood!

This photo was discovered in The Tribune files of 1959. The holder of this rather large snapping turtle is Ken Maye, then of R.R. 1, Goodwood and now of Stouffville. The snapper was found in a pond on the family farm, Conc. 4, Uxbridge Township.

—Jim Thomas