

**Playing in traffic**

Top photo: Blair-Kidney, an environmentalist with the Ministry of Environment and Energy, adjusts the remote sensor device to meter vehicle exhaust pollutants on the Stouffville Road onramp to Hwy. 404. Above: Kidney and partner Ron Bell of the ministry's standards development branch monitor and chart the data gathered.

Photos by STEVE SOMERVILLE

# Smog Rover on trail of exhaust emissions

**MIKE ADLER**  
Staff Reporter

I gave two guys in a Chevy van the chance to eat my exhaust, but my exhaust wasn't that bad.

It's good enough to pass inspection by the Smog Rover, whose crew has been breathing car emissions all summer for Ontario's Ministry of the Environment and Energy.

When the breeze from your tailpipe contains more than one per cent carbon monoxide, they say, you're part of the province's smog problem.

Surprisingly, I wasn't. "You were at point seven, so as far as we're concerned you came in clean," rover employee Blair Kidney said after I drove past the parked van on a highway onramp.

And I wasn't alone: about 79 per cent of the 511 cars and light trucks driving by the rover at Stouffville Road and Hwy. 404 Thursday had "clean" emissions under one per cent.

That's not hard to do, stressed Kidney and fellow rover Errol Gaskin. Just keep your car well-tuned and maintained, they said.

"As long as you follow the car's maintenance schedule, you generally will get clean emissions," Kidney advised.

But the rover also counted 110 vehicles that were poorly tuned on the ancient monochrome computer screen set up on its back seat.

The worst exhaust of the day contained a dizzying 15 per cent carbon monoxide.

Environment Minister Norm Sterling, who sent Kidney and Gaskin on their mission, is promising to get tough on smog.

Starting next year, cars and light trucks in the Greater Toronto Area will have to pass a smog test before owners can renew their registration. Heavy trucks will have to do it once a year, when they get a safety check.

The test is supposed to cost \$30 or less. Motorcycles, antique cars and farm vehicles won't need a test, though.

For running tests, the smog rover crew set an infrared lamp — it looks like a tube — across from a receiver, a portable generator, and a tank of canned gases found in smog.

The van's computer read the amount of carbon monoxide seen in the invisible beam of light, which must be carefully aligned.

"Even a centimetre off could give us absolutely nothing," said Gaskin.

# Brothers asleep when fire breaks out in cattle barn

■ From page 1 ■

While the Whitchurch-Stouffville Fire Department was making its way to the farm just south of Bloomington Sideroad, Deputy Fire Chief Murray Emmerson allowed himself a personal moment. Emmerson knew the farm — He was born there.

"My dad sold the farm to their dad in 1946. I was raised here for six or seven years," said Emmerson.

That's not all Emmerson and the farm community have in common. For a firefighter, at a time like this, there's little time for sentiment.

Barn fires are tough to fight and this was no exception. There was no chance to save the calves or the cow, no hope for most of the barn cats, no time to salvage the tons of winter feed including hundreds of bails of hay and tons of grain and corn. There was little time to dwell on the past nor to comprehend the full financial loss. When a barn, complete with stock and winter feed goes up in flames, thousands upon thousands of dollars are lost. There's no such thing as full farm insurance coverage. Such is life on a farm.

"It was fully engulfed when we got here," said Fire Chief Bill Brown. "All the water in Stouffville couldn't have touched this one. All we could do was keep the other buildings from going up."

Cause of the fire is unknown at this time, stressed Brown.

An antique tractor which belonged to a neighbour was pulled away from the blaze. It was damaged but the attached forge harvester seemed intact.

In the dark of night, the neighbours, using their own tractors, moved expensive farm machinery

out of a nearby utility barn, placing it out of harm's way.

Meanwhile, Whitchurch-Stouffville fire fighters formed a water-tanker shuttle system. It included a tanker from the Markham Fire Department. Firefighters worked throughout the night and into mid morning just to keep the damage to a minimum.

"Everybody did everything they could," said Margaret. "The neighbours and the fire department worked hard."

As dawn broke, Don and Jim faced another crisis. The herd had to be milked. Their nephew Scott Paisley provided the answer. Joined by other farmers, Paisley returned to his farm to milk a large herd. Others, meanwhile, began the job of loading the 34 surviving cows onto cattle trucks and horse trailers. The cows were nervous and heavy with milk. Still, they were alive.

To ensure that there'd be no mix up between herds, Don White, using a spray paint can, marked each cow as it was loaded. It was a dull task performed on a day he'd never forget. "Yes, it is hard," White said.

At 9 a.m., in keeping with the law, the Ontario government's milk board was notified of the fire. Milk board officials agreed: The milk from White's herd would be weighed and picked up at the Paisley farm.

Earlier, the farm vet had arrived to doctor the badly burned bull. The decision to put the bull down or attempt try to save him would have to be made. Again, there was no time for sentiment. The bull is no pet. But, still, it hurts.

You could see the pain on Don White's face.

# Strike disrupts student timetables

**MIKE ADLER**  
Staff Reporter

Some local public high school students are stuck in classes they don't want, partly because of work not done during their teachers' recent strike.

School principals say it's normal for teens to want to add and drop courses once school begins, but the two-week strike made the routine more difficult by delaying timetable changes and registration for new students.

Stouffville District High School started timetable changes yesterday — staff spent last week just registering new students — and "quite a few" students still need help, said principal Rod Leonard.

"It's going to take us at least the rest of the week to get this done," he said.

"They're following the classes they're given," Leonard added. "In some cases, it's not the classes they want. But they're given it, so they're following that."

Guidance staff have been busy, often working extra hours to make the changes, and were close to finishing the job yesterday at two local schools. At two others, students may not be attending all classes they want until next week.

It's unfair that some pupils can attend their chosen classes and some can't, said the father of one student at Middlefield Collegiate Institute in Markham. So far, reported the parent on Friday, a daughter at Middlefield is "supposed to sit in the

cafeteria and do nothing" for one class.

"If they are not ready to open, why did they open the school?" he asked.

The number of displaced students at Middlefield was down to a handful Friday, said principal Jim Gilliland, who hoped those remaining would get their timetables adjusted by this afternoon.

"I can't squeeze anything more out of my people here," Gilliland added. "Given that there was nothing done last week, I'm astounded at where we are now."


Most students at Markham District High School are in classes all day, but a few are not, said principal Fred Sadler. "They may have one blank on their schedule," he said yesterday, adding some are sitting in on classes they want to take.

Like other schools, MDHS did its registrations first, then started course changes for OAC students and ninth graders. It hopes to finish the rest by the middle of next week, Sadler said, adding that, as an "overflow school," it always takes a while to adjust each fall.

Yesterday, principal Mike Wasylenky said timetables at Markville Secondary School are "in pretty good shape" and all changes might be done by end of the day, or perhaps this morning.


No one is out of class at Unionville High School and all students have a timetable, said principal Dennis Connor.


The teachers' union is voting on its two-year contract deal with the board Thursday, and the board is expected to ratify the agreement Monday.



**HOUSTON**  
Ford Mercury

## \$99 OVER DEALER INVOICE






**1.9%**  
financing over  
48 mths (OAC)

**OR**

**\$2000**  
CASH BACK



**4.9%**  
April 24th  
RCL LEASE  
(OAC)

**BILL HOUSTON FORD MERCURY SALES LTD.**  
111-769 Highway 48, Stouffville **640-4541**

SEE DEALER FOR DETAILS

McCowan Rd. Hwy. 48  
Bloomington  
Stouffville Rd.  
Major Mackenzie  
Ninth Line

**OUR CUSTOMERS ARE THE FOCUS OF EVERYTHING WE DO**