

Safe Boating Week — July 1 to 7

The great majority of boating accidents which take hundreds of lives a year can be prevented by safe operating procedures, the Canada Safety Council says.

In its Safe Boating Week Campaign running from July 1-7 inclusive. The aim of the campaign, being conducted in co-operation with the

Federal Ministry of Transport and the major voluntary boating organizations in Canada, is to alert the public to the magnitude of the problem and what steps should be taken to solve it.

In 1969, the last year for which figures are available, 289 Canadians lost their lives in boating accidents. There are in excess of 1,000,000 pleasure boats in the country.

"By promoting safe operating procedures and stressing the need for better training in boat-handling, we believe the campaign will increase efforts being made to reduce the toll taken by boating accidents," J. C. Thackray, president of the Canada Safety Council, said in his campaign message.

Transport Minister Don Jamieson said the increased number of boats has led to the increasing congestion of the nation's waterways. His department is responsible for the administration of federal laws regarding navigation.

"Dangerous and illegal practices, consequently, can have far-reaching results that affect the lives of the careful as well as the foolhardy," he said in a message endorsing the campaign.

By far the greatest number of victims drowned when the boats in which they were riding capsized. This category of accident can be caused by overloading, overpowering, venturing into dangerous unknown waters, sailing in poor weather, the sudden movement of passengers or lack of necessary operating skills. 15, weather forecasts before sailing. Small boats should keep reasonably close.

If boats look overloaded, they generally are and are especially vulnerable to capsizing in choppy water. Overpowering makes boats extremely unstable, especially on turns, resulting in many capsizings. The law requires that every pleasure boat 16 feet long or under, powered with an outboard motor or motors totalling

10 horsepower or more, shall carry a plate issued by the Federal Ministry of Transport stating the maximum load and horsepower recommended for it.

Excursions into unknown waters subject the boat passengers to dangerous currents, rapids or tides which can quickly capsize the craft. Boaters should inquire as to local dangers before taking such trips.

Only the foolhardy, often reinforced with the false bravado provided by alcohol, venture out into storms. Other boaters get caught in bad weather by failing to listen to marine and local weather forecasts before sailing. Small boats should keep reasonably close to shore so they can make it to safety if a squall materializes.

Passengers should stay put once they are seated to prevent boat overturnings. Boat operators must know how to deal with the bow waves and wakes of bigger and faster boats to prevent capsizing.

Boats should be equipped with lifejackets approved by the Ministry of Transport for every passenger. Four out of five people drowned in boating accidents were not wearing lifejackets.

Many of the victims drowned because they were in cold water. Canada Safety Council advises boaters whose boats capsize to stick with the boat until help comes. They are in cold water and the craft is drifting toward danger.

Taking sensible precautions against capsizing greatly reduces the possibility of tragic mistakes. These and knowledge of correct starting and docking techniques, the rules of the roads, correct water procedures and the use of nighttime navigation lights are needed to take down the high unnecessary toll taken by boating accidents.

Old Fort Henry Bake Ovens Open

INGSTON, Ont. — It's unlikely there's even a Canadian housewife who doesn't know how to bake in an oven. Frankly, it's a man's job. And that is exactly how a year old Dutchman and Gerry Brouwer looks.

Mr. Brouwer is the new baker at Old Fort Henry. He has begun this year — the first time since the Fort's original ovens were closed down in the late 1800's — to produce fresh bread daily. Already his visitor customers are lining up.

"There's something about

old fashioned bread," he says, "that none of the modern bakeries can match."

He believes the secret is in the ingredients and the baking.

Certainly, Mr. Brouwer — a retired civil servant — is not the least hesitant in showing how it's done.

Each morning at 6 a.m. a member of the famed Fort Henry Guard heads for the ovens deep inside the Fort's walls.

The night before Mr. Brouwer prepares a carefully selected combination of soft and hard woods. All the sleepy young guardsman has to do is light the fire and let it burn slowly for the next two hours.

At 8 a.m., Mr. Brouwer arrives and begins to make his dough for the first batch of up to 40 loaves of bread.

"I use only the best whole wheat flour, mixing it with bakers yeast, water, and salt," he explains. "Then I let it cook for from one and a half to two hours and take it out."

While the first batch is cooling, he starts the second, and by mid-day all his bread is ready for visitors who buy it at 50 cents a loaf.

The baker tries to strike a balance between batches of the regular shaped loaves and the round loaves. Mr. Brouwer says however that three quarters of his customers prefer the round shaped bread "because it looks more old fashioned."

He also makes a large quantity of dinner rolls along with the regular bread.

The bake shop itself is clean and whitewashed and is in the original location used by garrisons of British troops who staffed the Fort from 1836 until it closed down in the 1870's.

Originally, a sergeant cook was in charge of serving a full regiment of 11 officers and 327 men, including many of their dependants.

The ovens could produce 150 loaves of bread daily and the regulation ration was one pound of bread per man per day.

Today, Mr. Brouwer makes a loaf of two pounds weight and his capacity is up to 80 loaves daily.

Part of his cooking equipment includes a "dough box" which was capable of holding dough to make bread for 390 men.

"It's too big for my requirements so I generally use a smaller dough box now," he says.

In a sense, Mr. Brouwer is a master baker.

"I am the fourth generation of my family to be a baker," he says proudly.

He started in his fathers shop in Nykerk, Holland, as a delivery boy.

"I remember watching my grandfather check the temperature of the ovens to see if they were right for cooking."

"He used to take a piece of brown paper and put it in

the oven; if the paper started to curl at the edges, then the ovens were ready," says Mr. Brouwer.

In 1952, he came to Canada with his wife and seven children.

He worked at a number of jobs before retiring after serving at the Royal Military College in Kingston as a clerk.

This is the first time he has returned to his old profession since he came to Canada.

"It's remarkable the way some of the older ladies who visit the Fort take such an interest," he says. "Most of them remember baking bread over a wood fire so they know exactly what I am doing. But the younger women have never seen this style of baking before."

One woman rushed up to Mr. Brouwer to ask him if he would give her some dough to eat.

"She used to eat it as a child. She told me she hadn't had any for years."

Mr. Brouwer also claims that his bread will stay fresh much longer than its modern equivalent.

"Bakeries today don't use the old ingredients anymore — they take all the bran out and that's a mistake," he adds.

But at home, Mr. Brouwer leaves most of the cooking to his wife.

Except for bread. "She never bakes bread at home," he says and adds, "I think she has a pretty good opinion of mine."

For further visitor information and weekend tour details, write: The Public Relations Officer, St. Lawrence Parks Commission, P.O. Box 340, Morrisburg, Ontario.

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