

Firehall Renovation

Continued From Page 1

Deputy-reeve Norm Crawford informed the delegation that at the last meeting, council had discussed the possibility of adding one new bay, installing washrooms and an upstairs area. And, council had put some money in the budget towards this project.

Mr. Laidlaw indicated the firefighters, as a group, would be satisfied with this arrangement.

It's a question of dollars and cents, Councillor Robert Gedy pointed out. "There's nothing like \$20,000-\$25,000 in the budget for the fire department." There is no alternative but to take present facilities and fix the roof and improve its sanitation standards, he said.

This budget doesn't allow for expanding. If council does decide to renovate, he said, it is going to have to explain to the taxpayer why the village will have one of the highest rates - especially since it received a grant back from the province to lower taxes.

However, council was unanimous in having their representatives work with the fire committee to obtain estimates on the cost of renovating the building.

Reeve John Kincaid told the fire delegates that contrary to what has been printed in the press, council has taken steps to do something about the situation prior to now.

He said there had been a delay because council was undecided over the location of a new fire-hall. However, if the fire committee okays the present site for developing, there is no point in spending \$15,000-\$20,000 on a new site.

Mr. Laidlaw indicated the fire committee wanted to work hand in hand with council with renovation plans for the present site, rather than

Land

Sought

Continued From Page 1 amount for the buildings and houses on properties according to an established value.

He said the firm has many agreements already signed and the men have already canvassed the affected area believed to be a strip of land encompassing about 80 farms in Walpole township, in Haldimand and Townsend township, in Norfolk County.

In February, a Toronto-based holding firm approached area farmers to sign an option for a five-year period at \$400 to \$1,250 an acre.

See additional story.

moving to another land site.

Also at the meeting: Council approved the village's new fire prevention bylaw, subject to further approval from the fire marshal's department.

The bylaw will provide legal backing for fire officials on inspection who discover hazardous fire situations.

Bill Courtnage, chairman of the village parking committee suggested council explore the idea of trading property with the bowling green club and using that area for parking.

An alternative location for the new green could be the park. Reeve Kincaid said he could see nothing wrong with the parking committee discussing the matter with the bowling green club.

Hans Jansen, village inspector, was instructed by council to make further inquiries concerning the provision of a fire exit for the Chek-R-Bowl lanes.

Council agreed that the owner must act immediately to rectify the situation or the matter will be turned over to their solicitor.

"All we're asking for is cooperation to keep the building safe." That's not asking too much when a human life is involved, Councillor Fred Brock said.

Stilted Fine

Continued From Page 1 or anyone nearby in the event of a fall.

Mr. Pearce told the Record Thursday that the use of stilts is particularly dangerous because applying a wet cement ceiling requires a fine sense of balance. And, the worker must hold a mortar board in one hand and a trowel in the other.

There is always danger that the person wearing stilts may fall over and through a plate glass window, down a stair-well or on debris causing injury to himself or a co-worker, he said.

Mr. Pearce added that the normal method is to use a regularly installed scaffold platform.



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Turning The Clock Back In Jarvis

by Mrs. R. A. Miller
written 1953

The Village got its name from one Wm. Jarvis, aide to Governor Simcoe, who had extensive land deals throughout Haldimand in the early nineteenth century. Although No. 3 Highway had been in existence as a connecting link between Niagara and Detroit, it was not until the construction of the Plank Road connecting Hamilton and Port Dover that Jarvis was even dreamed of. It was formerly called Sherman's Corners.

John Jones owned some land at the Junction of No. 3 and No. 6 Highways and during the building of the Plank Road, one James Sherman built a Shanty and Blacksmith shop on the corner where the Imperial Oil Service Station now stands. At first he kept liquid refreshments for the navies working on the road in his shanty, but as time went on and demand grew he built the first "Tavern in our Town."

When the road was finished a "Toll Gate" (1 shilling) was set up to help pay for the road. So, in 1843 W. C. Shannon moved into the "Toll House" which stood on the spot now occupied by the Walpole Mutual Fire Insurance Building - and by the way this was the first Insurance Company to operate in Haldimand County.

John Gowan opened the first store on the site of Elliott's Plumbing and Tin Smith Shop. James Sills built a store, which later housed the Post Office where we now have Copeland's Restaurant. The descendants of these three families have been identified with the growth of the town.

Rial Canfield was one of the earliest business men, who carried on a very extensive trade in timber and stoves and later opened a general store. He was a very enterprising man and did much to promote the prosperity of the early village. By 1852, at nine years of age Jarvis had a population of 100.

In 1873 the Loop Line Railway was constructed and the village increased in size and importance. On May 24, when most were away celebrating the Birthday of Queen Victoria, it was all but swept away by fire.

Some thought this would be the end of Jarvis, but it was really a blessing in disguise as the very flimsy frame buildings were replaced by fine brick edifices. The brick was made of good Walpole clay at the Brickyard on the property known as the "Turn In," about a mile west of Jarvis and was operated by Rodgers and Snyder families, whose descendants

are numbered among our present citizens.

Among these new buildings was Chamber's Hall, a three storey structure housing a carriage factory and until lately known to the younger generation as Miller's store - The Jarvis Town Hall. The Burwash Store was prominent on Main Street until destroyed by fire some 20 years ago.

Jarvis has always had a grist mill and Live Stock Shipment by rail, has now given way to shipment by truck. For many years there was also a plough factory. At present Jarvis has a large Butter factory and Casein plant as well as the Simcoe Wool Stock Factory. There are the usual business places and garages, a fine Post Office and our location is at the Junction of two of the busiest and most up to date Highways in Canada.

Nearly one hundred years ago one Dr. Carlos set up a Hospital called "Three Peaks." This was a curious looking building which older residents will remember to have been situated on Monson Street at the location of the present Howard Sloat home. Here for many years, Isaiah Fessette plied his trade as a weaver of blankets and carpets. But history records the first permanent doctor came riding on horseback, Dr. Wm. Howell from Palermo. For some time he stayed at the Hotel known as "Boys." But ninety-two years ago, he purchased the lot now owned by the Robt. A. Miller's across from the old bank. Here he practised for many years as did his brother, Dr. Ted Howell and his son Dr. Ross G. Howell. Dr. Bennett and Dr. Gamble also occupied this house and the late Dr. Wm. Jacques, who served this county well and long as a member

of the Provincial Parliament, served his internship with Dr. Howell Sr. living in the rooms over the office. The older Howell built a fine home at the corner now occupied by Sht Service station. This was occupied for many years by Dr. Thomas Lewis, Dentist, now dead.

Anglican, Presbyterian and Methodist, now known as the United Church, were built as these congregations have kept their buildings in step with the times: Fine brick edifices with memorial windows and cemeteries bearing the names of those who have worshipped within. In 1951 the Christian Reformed Church opened its doors to meet the needs of a new group of citizens, which had come to the Jarvis Community following World War II.

During the first World War, a company of the 14 Battalion was stationed here for training and during the last great War, the Jarvis Airport was built and officially named No. 1 Bombing and Gunnery School, the largest of its type in the Empire. This has since been dismantled and it is our hope that we are never again required to take part in any war.

Lodges have helped also in the social life of the village. The Odd-fellow's and their sister Rebecca's have made their Lodge a power for good in the community, having purchased one of the fine old homes on Talbot St. The Mason's have been identified with the Community from the very earliest days and they too have lately purchased the former post office building.

There is a good ball park on which is situated the Arena and the Board of Trade, Lion's Club and Women's Insitute.

On The Farm Front

Haldimand results consistently show that farmers who cultivate fields fewer times are usually the ones who have higher yields. This is not to suggest that a poor job of seedbed preparation is advised but rather that it can be overdone. Sometimes working the field fewer times would also allow earlier seeding. Earlier seeding is also associated with higher yields.

With the possibility of firmer fertilizer prices because of the shorter supply this spring, the application of fertilizer according to soil test becomes even more important. Soil test recommendations are calculated to give the most economic results. Because of the higher prices expected for 1973 crops a slightly higher rate of fertilizer application may be justified.

Ralgro is a newly approved product that can be used as a growth stimulant implant for beef cattle. Cost of this replacement for D.E.S. is expected to be about 75 cents per animal. In Saskatchewan feedlot trials implanted steers gained a half pound more per day than the steers that were not treated.

The Milk Industry Branch is the new title for the on-farm service or regulatory and administrative section of the Ontario Ministry of Agriculture and Food's

OPP Report

On April 20th, Hamilton City Police recovered five change boxes on the beach along Lake Ontario which were found to have been taken as a result of a Break, Enter and Theft at the Cayuga High School during the early hours of the same date. Prov. Const. W. L. Eves investigated the entry at the High School and found the safe was cut open with an acetylene torch removing the tin boxes which contained about \$500.00 in cash. A person missing from Barrie for ten days, was located wandering along the shore lines of Lake Erie west of Selkirk by Prov. Const. P. R. Wood and returned to his parents.

Federation News

By Otto Cron

Ontario Hydro, in it's efforts to provide an adequate supply of power to Ontario, is in the process of constructing a number of generating plants. And, to distribute power and connect these plants there will be a complicated power line grid system.

Hydro's plans for tower lines from Middleport to Pickering were vetoed by groups, interested in the environment. Thus, the Ontario government set up the Solant Commission to make studies, with people participation to determine where the tower line should be located.

Reservation requests and enquiries can be made of R. H. Dennis, Livestock Branch, Ontario Ministry of Agriculture and Food, Toronto.

Consulting the people is what is referred to as

When Solant meetings are held in the Haldimand area, farmers in west Haldimand will need to become actively interested, so that they will have an input into determining where the corridor will go. This is an opportunity farmers did not have when

the Nanticoke to Middleport route was established. Non farm interests are generous in their contribution of planning farm land in the rest of the province. It would be a welcome change if farmers do this in Haldimand.

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The total length of these corridors, when completed, will be about 500 miles, with a width of about 600 feet. It will use about 100 acres of land for every mile of corridor.

After the studies from Middleport to Pickering route are completed, studies are to begin on the corridor route from Nanticoke, to tie into the grid system in London area.



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