

# Local high schools will benefit from defibrillator program

By Era staff

Lanark-Frontenac-Lennox and Addington MP Scott Reid will make sure that Grade 9 students will know how to use the defibrillators at their schools.

Reid donated \$40,000 to ensure all high schools in his riding have an automated external defibrillator on site. That is 70 per cent of the funding needed for the defibrillator and program, with the Ontario government having given the other 30 per cent.

All students in the riding will receive training through the ACT (Advanced Coronary Treatment) Foundation's high-school program.

Those schools include St. John Catholic High School and Perth and District Collegiate Institute in Perth, as well as Carleton Place High School, Notre Dame Catholic High school in Perth, St. Luke Catholic High School in Smiths Falls and Smiths Falls and District Collegiate Institute. The schools in the Limestone



**Lanark-Frontenac-Lennox and Addington MP Scott Reid joined students at Carleton Place High School to announce the \$40,000 he will give to the ACT Foundation to have defibrillators in all of the high schools in his riding. The program will also train Grade 9 students to use the defibrillators.**

*Photo courtesy of the ACT Foundation*

District School Board will also receive the defibrillators and have programs set up to train students to use them.

Almonte and District High School is not included because it is in the Carleton-Mississippi

riding headed by MP Gordon O'Connell. ACT Foundation executive director Sandra Clarke said several years ago, when Mississippi Mills was still in Reid's riding, he donated CPR mannequins to Almonte's high

school, and the foundation will continue to raise funds for defibrillators in Almonte and eventually, all high schools in Canada.

The funding from Reid will provide the defibrillators, as well as training

units and mannequins to set up a Grade 9 training program in all 10 high schools in the riding.

"I am excited to be a part of this program," said Reid, who regularly donates defibrillators to local fire stations and community areas. "First we started by providing CPR training to our high-school students, and now we are adding AED training.

"This training is providing our youth with the skills to save lives," he stressed. "I cannot think of a more important skill to be teaching our children."

The new program will enhance the CPR program the ACT Foundation established in high schools with Reid's support in 2003. The provincial government will also contribute, as it invested \$1.4 million two years ago as "seed funding" to help the foundation set up training programs in all Ontario high schools.

Research has shown that citizen CPR, combined with the use of a

defibrillator, can improve survival rates if applied in the first few minutes of a cardiac arrest. An automated external defibrillator is an easy-to-use device that can tell when a heart stops beating effectively and deliver an electric shock to help it restart.

"Easy-to-use defibrillators are appearing in many public places," said Dr. Justin Maloney, an emergency physician and medical director for the ACT Foundation. "The schools already teach young people to act, to start CPR.

"Now we want them to grab the defibrillator on the wall and use that too," he added. "These schools are teaching life skills that save lives."

The ACT Foundation is a charitable group whose mission is to set up CPR and defibrillator programs in every Canadian high school. Its core funding comes from four companies – AstraZeneca, Bristol-Myers Squibb Canada, Pfizer Canada and Sanofi-aventis.

By Gena Gibson  
Era

Even in budget discussions for 2010, the Lanark village water and sewer project can take over a meeting.

Lanark Highlands Township's budget and public information presentation hit the village last Monday, following presentations in Middleville, North Lavant, South Lavant and White Lake. The last public session is tonight (Tuesday) at the Watson's Corners Community Hall.

Brian Raycroft questioned the \$7.5 million in the bank right now, which the township has kept for the proposed water and sewer project. The money was at issue in a discussion of road projects such as the Highland Line and Galbraith Road, which received two-thirds funding from the federal and provincial governments, with the township planning to borrow the remaining \$1.5 million.

"That is earmarked for sewer and water," said Highlands chief administrative officer Tom Derreck, who led the presentation. He said officials wrote to MPP Jim Watson, the minister for municipal affairs and housing, to ask what that money was intended for.

"He said the money was

intended for the sewer and water solution that council had selected," Derreck explained.

Bob Spratt brought up the \$900,000 paid to engineering consultants CH2M Hill to finish the preliminary design for the project. "If you had got grants ... 45 per cent would probably be paid for by the provincial government."

Towards the end of the meeting, Spratt and Mayor Bob Fletcher got into a war of words, when Fletcher stressed that when the township started looking at water and sewer options in 2007 or 2008, everyone was in agreement. He said when council considered whether or not to finish the preliminary design, \$600,000 of that money was already spent, "and we had a signed contract for the rest, so we would pay a penalty, anyway."

"Obviously, the four (members of council – Fletcher, Deputy Mayor Bruce Horlin and councillors Tom Lalonde and Leonard Echlin) did it," Spratt countered, bringing up the survey by MP Scott Reid and MPP Randy Hillier that was overwhelmingly against spending the \$900,000.

"Come on in and I'll show you the records," Fletcher invited.

Derreck started the presentation with an overview of the 2010 budget before any cuts were made by council, as well as the operating challenges for Lanark Highlands and how the township compares to other Lanark County municipalities.

The draft budget showed a zero per cent increase in the tax rate, which would result in an average \$35.43 increase overall in taxes for 2010. Council will pass the final budget on May 27, following discussion over the last few weeks on where to save money.

The draft budget includes reinstating an \$80,000 transfer to reserves for fire trucks. Fletcher said an administrative review by the Ontario Fire Marshal's Office last year brought forward 53 recommendations on fire services.

Walter Faraday said rate-payers have been told many times that money has to be put into the fire services to keep house-insurance rates lower for local residents.

"I've never seen a reduction," he stressed.

"It all depends on whether the insurance company wants to give you something, but it also might prevent them from putting it up," Fletcher pointed out.

Sherri Lillico asked whether having so many

fire stations is mandatory. Derreck explained that it is not, although the fire marshal's office is okay with it, and also suggests hiring a full-time chief. The township now has a part-time fire chief.

"Do we need them all?" Brian Lillico asked of the fire stations. "Has there been a study done to say, can we centralize this? I mean, our overhead is fantastic."

Fletcher said the fire marshal suggested looking at the issue over time.

"I think council has to look at things like this," Lillico continued. "If we continue with this big overhead, we're dead. Nickel-and-diming is not going to do it."

He then pointed out the number of community halls, and the \$1,290 grant to each.

"Do we need all the halls?" he asked. "That's another large overhead."

The suggested three per cent increase in salaries (which council has reduced to one per cent), as well as roadwork, were other hot topics at the meeting. Nancy Markle asked what determines that roads projects, such as the one on Sugarbush Hill on Dalhousie Lake, be done.

Public-works director Scott Cameron explained

that the township has a five-year plan, based on growth and use of the roads.

"When I came here, there was a backlog of projects that were looking to be done," he said. They included Highland Line, Galbraith Road, Sheridan Rapids Road and Sugarbush Hill, among others.

Faraday pointed out that since amalgamation, everything seems to have gone downhill.

"In Lanark Township, the roads were kept well, we didn't have debt. I think we were all in pretty good shape.

"What we're doing now, it's really scary."

Fletcher pointed out that 73 per cent of the roadwork since amalgamation has taken place in the former Darling Township.

"LDNS was good, Lanark Township was in good shape," he said. Roads in Darling, particularly on western side of the township, were not in such good shape. "Most of the roads that are in Darling today still aren't surveyed. But the council of the day, the 21 people that joined together, said that was what they want to do."

Faraday said at some point, the township has to start saying no. "There's got to be a limit to what we can pay."