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## SMALL TOWNS GETTING TOGETHER

Arthur Lewis

In these strenuous days it can be relaxing to consider the pleasure of a small community whose very existence arises from the desire to remain a small community. This is probably fundamental in the present trend to establish small towns around large cities, and many factors contribute to it. Not the least of these is the attitude of industry in general — an all-important consideration, and not only in the matter of taxation.

For a variety of reasons, industry, as well as the individual citizen is beginning to show a marked preference for the small town beyond the city limits. And industry too, is anxious to keep it a small town. This provides a paradox, since most of the big cities owe their existence as such as industrial development during the last half century, and it may not seem unreasonable to suppose that the process of expansion to bursting point would be bound to repeat itself. The answer to that could lie in planning based on purpose — the purpose being to maintain the small town atmosphere and at the same time to allow for reasonable growth.

Industry's purpose is, of course, basically the same as that of those many individual citizens who wish to escape from the restricted conditions of over-crowded cities. And it is logical that Canadian industry should today be feeling the urge to do what its counterparts in the far more over-crowded cities of Europe have been forced into doing during the last quarter century. Canada, however, in this respect much more fortunate since virgin country is never far from the fringe of our largest cities. Moreover, we have today the mechanical means to create in record time those made to measure small towns in which the desired ratio of population to industry and commerce can be planned in advance.

Typical of this type of advanced planning, which is usually undertaken with an existing small town as the nucleus is the new development now under way at Georgetown. Here, an influx from Toronto, bulldozers and tractors have already transformed the landscape over some 1750 acres and a home is in progress. The plan provides a basis of 40 per cent for business against a 60 per cent residential area with an additional 250 acres reserved as park and recreational land. There will also be a shopping centre.

The trend towards establishment

### NEW ENGINEER FOR ACTON AND MILTON

Acton and Milton's new town engineer, recently hired by the North Halton Urban Board following the resignation of Ross Simmons has assumed his new duties.

Frank Pallesen, a graduate of the University of Copenhagen, comes to that area after working with the Toronto engineering firm of Armstrong, Kingston and Hansen. Prior to coming to Canada in July of last year, he was employed as city engineer in a community of 25,000 in Denmark.

Mr. Pallesen, who is married and has one child, has not yet taken up residence in either of the two towns but is presently looking for a place to live.

The new engineer will be jointly employed by Acton and Milton, Georgetown, which under the Urban Board was part of the tri-town arrangement which hired Ross Simmons last summer to supervise engineering in the three towns, dropped out this spring when the municipalities decided to hire its own engineer. However, Georgetown is still a member of the Urban Board in all its other operations.

### TIMLECK HOME FROM BANFF CADET CAMP

Barry Timleck returned home last week from Banff, where he spent three weeks at the national cadet camp.

A captain with Georgetown High School cadet corps, he was chosen for the training course which another local student, Bill Hardman took last year. He spent two weeks at Ipperwash before going west for this excellent course of training.

Importance of the course is realized in government statistics which show that it costs \$2400 to train each cadet. The boys come from high schools in all parts of Canada.

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of industries adjacent to small towns has followed a rapid development in transportation facilities and was doubtless accelerated by the post-war housing shortage. Since this was most acute in the more thickly populated centres firms planning to build new plants looked for sites either where there was housing accommodation or where it could be provided.

In this way became the movement of industry from the city centres first to the suburbs, and then as is happening now — to small towns and locations beyond the fringe of the city. This present movement, which is, for reasons that were not in most cases conscious to industry,

The industrialist who moves to the small town finds he has solved the problem of "labour turnover." People living in a small town soon become anchored in the community, and their personal problems are fewer. Conditions generally are pleasanter than in the cities. There are few, if any, "pressures" and conditions for bringing up a family are a great deal better. If and when it is wanted, the city itself lies at the end of an hour's drive. Most valuable to the industrialist is the home-owner can expect those on his payroll to be contented in their private lives, and to himself in a better position to ensure improved working conditions.

With the retention of highly skilled labour a vital problem in every branch of Canada's industry, the present out-of-the-city is most marked. Industry is willing to move out. But existing small towns will have to service more land and make it available for development. Provided this is planned in advance on the basis of suitable allocations for population, industry and recreation facilities, with safeguards against overdevelopment, the proposition is one from which, as in the case of Georgetown, all will profit.

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