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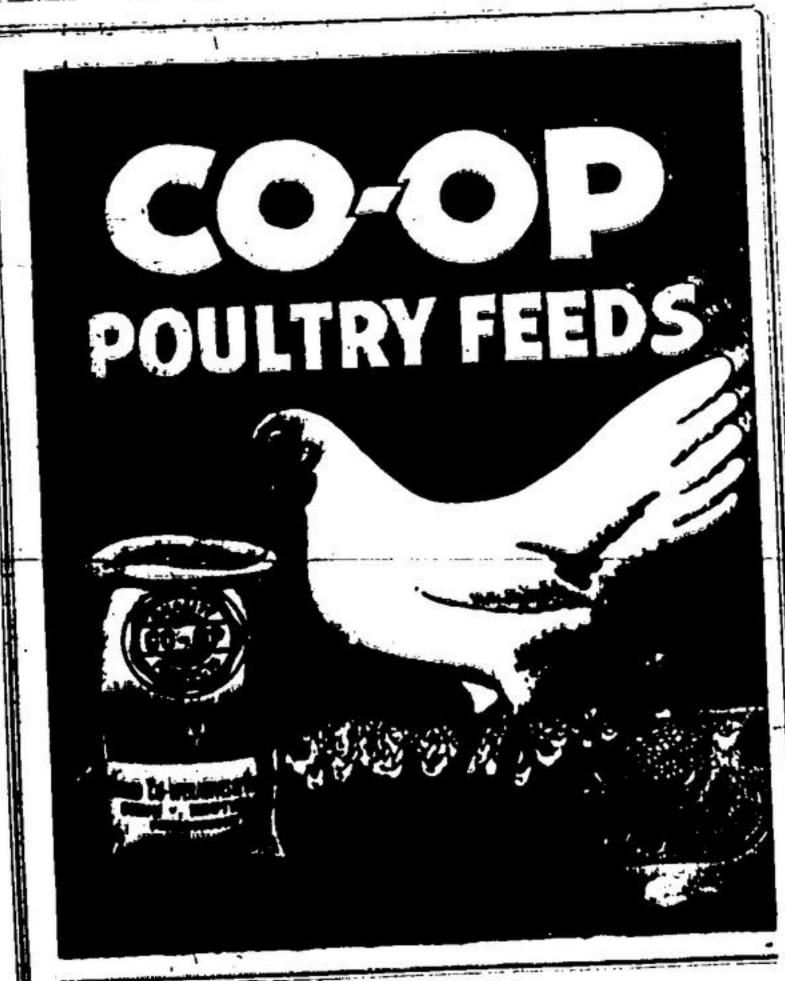
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MILTON 127

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

scute in the more thickly populated

centres firms planning to build new

plants looked for sites either where

there was housing accommodation or

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

tocations beyond the fringe of the

city. This present movement, which

was brought about by sheer necessity,

is, for reasons that were not in most

cases considered, proving in all ways

small town finds he has solved the

problem of "labour ternover." People

living in a small town soon become

anchored in the community, and their

personal problems are fewer. Condi-

tions generally are pleasanter than in

the cities. There are few, if any,

'pressures,' and conditions for bring-

ing up a family are a great deal bet-

ter If and when it is wanted, the

city itself lies at the end of an hour's-

drive Most valuable to the industrial-

ist is the home-owner employee. But

in any case the employer can expect

those on his payroll to be contented

in their private lives, and is himself

in a better position to ensure impro-

labour a vital problem in every branch

of Canada's Industry, the present out-

of the city is most marked industry

., willing to move out. But existing

and and make it available for devel

sepment. Provided this is planned in

advance on the basis of suitable allo-

visitions for population, Industry and

recreation facilities, with safeguards

arainst overdevelopment, the propos-

ation is one from which - as in the

case of Georgetown all will profit

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EVERY

mall towns will have to service more

With the retention of highly skilled

Acd working conditions

The industrialist who moves to the

where it could be provided.

advantageous to industry.

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 allimportant 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 procress of expansion to bursting point would be bound to repeat Mself. The answer to that could lie in planning based on purpose the purpose being to maintain the small town atmosthere and at the same time to allow for reasonable growth

Industry's, purpose is, of course, basically the same as that of those many andividual 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 overcrowded cities of Europe have been forced into doing during the last quarter century Canada, however, is in this respect much more fortunate since sirgin country is never far from the fringe of our largest cit-Moreover we have today the mechanical means to create in record one those made to measure - mail towns in which the desired ratio of population to Industry and Commerce can be planned in advance

Expical of this type of advanced planning, which is usually undertak en with an existing small town as the me teus is the new development now under way at Georgetown Here, Shrates from Toronto, buildozers and tractors have already transformed the sandscape over some 1700 scres and but bline is in process. The plan prorates a basis of 40 per cent for fedus. tis against a tot per cent residential. area with an additional 200 acrereenbelt as park and recreational tand. There will also be a chopping

the trend towards establishment

NEW ENGINEER FOR ACTON AND MILTON

Acton and Milton's new town enginver recently hired by the North Halon 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 Turonto engineering firm of Armstrong, Kingston and Hansen Prior to comand 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 upresidence in either of the two towns but is presently looking for a place to

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 sumeier to supervise engineering in the three towns dropped out this spring when the municipality 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

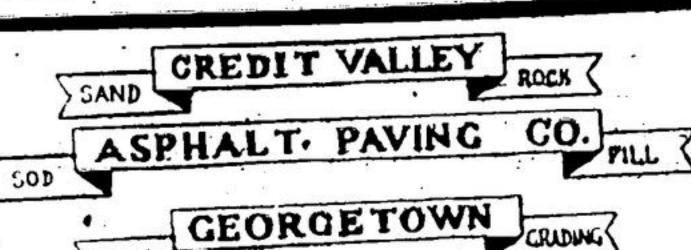
A captain with Georgetown High School cadet corps, he was chosen for the training course which another local student, Bill Hardman took last year. He spent two weeks at lpperwash before going west for this ex-

cellent 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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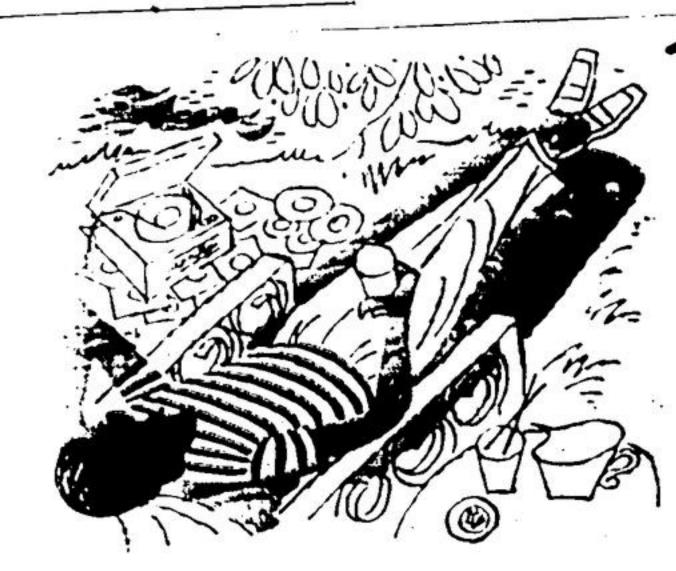
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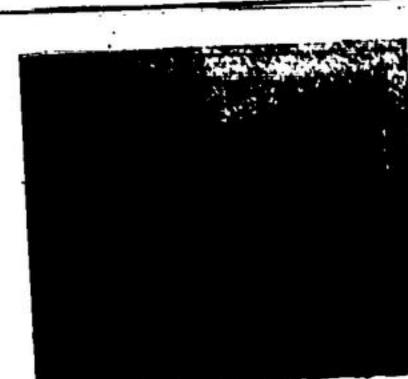
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