

The Georgetown Herald

A Thomson Newspapers Limited Publication
 Walter C. Biehn, Managing Editor
 Garfield L. McGilvray, Production Superintendent
 Office Staff: Terry Harley John Ollivier
 Plant Staff: Dave Hastings Bob Baskerville
 Mrs. Aileen Bradley
 Leslie M. Clark
 Corey R. Herrington

Serving the Communities of
 Georgetown, Glen Williams, Norval,
 Limehouse, Hornby, Stewarttown,
 Ballinacree, Ashgrove,
 Terra Cotta

Member of the Canadian Weekly
 Newspapers Association
 and the Ontario Division of the
 C.W.N.A.

Authorized as second class mail,
 Post Office Dept., Ottawa

EDITORIAL COMMENT

Shouldn't Be Measured in Dollars

There has been a radical change in opinion about remuneration for public service in the last decade.

In our short memory, we can go back to the days when the only local benefits accruing from public service were the honours entailed. Payment to municipal councillors was unthought of, much less to members of school boards and hydro commissions.

Now our last stronghold of free service among elected officials is the public school board which, to our knowledge, still serves gratis. Most appointed bodies, library board, board of parks, cemetery board, etc. also serve with the sole thought of service.

According to a discussion last week at council, we are to be faced with still another paid organization, this time a committee of adjustment which will hear appeals against the zoning by-law when it becomes law.

Payment for such service is a subject which can be debated at some length, and to which neither side of an argument can have all points in its favour. We can go so far as to agree with a token payment to men who serve a town in a capacity of public trust. And yet we cannot assess the services of a councillor or a school trustee above those of a member of the planning board or a church organization, a service club or a conservation group.

We have watched succeeding councils vote themselves meeting fees which have advanced by stages from \$5.00 to \$13.00. We do not

argue that a council member's service is not worth this, but we question how any figure can be arrived at as an accurate one. This march of progress has been abetted by a provincial government which sets ceilings on such payments, and one could interpret this as justification for such payments.

At the federal level, we have governments voting larger and larger shares of the tax dollar to the point of maintaining a paid group of administrators, complete now with a lifetime pension if a man can hold on to his seat for three successive terms.

We are rapidly going back to the old Grecian days when public service was a profession, recognized as such, and for which training and payment was established accordingly.

If we are to have professional rulers, whether at the federal or local level, then we should return to those days. There should be training courses in our institutes of higher learning for politicians. And a prerequisite of contesting public office should be a degree in the science of government.

Perhaps it would not be a bad thing to have our country's affairs in the hands of trained personnel, controlled by public election, but all versed in the procedures of government. Specialized training should ensure to a larger extent a man's governing qualities. And if politicians are to reach the point where they make politics a profession, we should require more training than just the ability to garner votes on voting day.

Town's Share Too High

A larger share of cost for provincial highways which go through a town should be paid from provincial funds.

Take a town like Georgetown, whose entire length is traversed by Highway 7.

For years highway traffic was impeded by a rough and dangerous stretch of roadway which the town could not see its way fit to afford fixing, and which, when finally done added a sizeable chunk of debenture debt to an already full portfolio.

And the end is not yet. Contemplated widening of the highway to Norval, and the certainty that this will eventually be continued to Guelph will again pose a similar problem

for highway authorities, for the Georgetown stretch will be a bottleneck. And we can see no reason why Georgetown ratepayers should subsidize highway travellers and pay a large sum to speed their way through our town.

It is a question to which the Dept. of Highways should give some study. Certainly, a town should pay its share of cost for using a highway as a town road. An easy way to figure would be to take a similar busy roadway in another part of town, estimate its upkeep over a period of years, figure from this a yearly cost and have the town pay a similar figure for highway maintenance. And it shouldn't be too difficult a figure to arrive at.

Ambulance Volunteers Needed

Georgetown Volunteer Ambulance Service needs more volunteers, according to one of the members who asks some publicity for the group.

According to the ambulanceman, the ranks of volunteers have been thinned by members who have moved from town since the Avro lay-off, and there has been no increase in newcomers. Which means that those who are left are serving longer tours of duty and carrying a heavier load than it was originally anticipated.

With a shifting and increasing population, there are no doubt many newcomers who are potential GVAS members. The present membership wants them to know that they would be welcomed. Any information they wish to know can be obtained from members, who would be happy to have them attend a meeting of the group.

The GVAS is a public service of great importance to town and one which should command a full membership.

Three Busses Take Teeners For Day's Fun at Wasaga

The first in a series of bus trips partaking of the offerings of the planned by Club Midtown took Wasaga midway. Three busses some 100 teeners to Wasaga's sandy beach on Sunday where they spent the day sunning, surfing and ground where they stayed from

11.30 a.m. until the early evening.

The club met at the Corner Cupboard on Main St. at 8.30 Sunday morning where they were picked up by the busses and completed the return trip at about 11 p.m. The journeys to and from Wasaga contained some of the day's peak enjoyment for the party as close to six hours of singing made each bus load a mobile glee club. Chaperoning the group were Mr. and Mrs. Calvin King and Mr. and Mrs. Dale Tost.

The enterprising Midtown executive also hope to stage a street dance at the new shopping plaza in the near future, the proceeds to go to the hospital fund. Other bus trips would take in Toronto and Kitchener.

NEW SERVICE LOCATION
 HWY. 7 NORVAL
Triangle Television
 AND RADIO SERVICE
 CAR RADIO SALES - Authorized Phillips car radio service depot
 ANTENNA AND TOWER INSTALLATION
 Triangle 7-9607 OR Glendale 1-6180
 SHOP OPEN 9 A.M. TO 9 P.M.

Norval United Church
 Rev. R. Freely, B.A., B.D.
SUNDAYS
 10.00 a.m.: Sunday School
 11.15 a.m.: Morning Worship

Controversial Corner

by Ian Cass

TEAMSTERS WIN OVER CANADIAN RAILWAYS

Many readers will recall the truckers' strike which occurred in Southern Ontario last April. Perhaps the most outstanding feature of the strike was the fact that Ontario Labour Minister Daley appealed to that upstanding leader of U.S. labour, Jimmy Hoffa, to achieve a settlement. The main issue of the strike, and reported issues were many, appeared to be the truckers' objection to the use of rail piggyback services by the transport companies involved.

The immediate result of the strike, and Mr. Daley's appeal to Hoffa, was a blow to Canada's transportation system and a weakening of Canadian control of Canadian labour. The U.S. Teamster President succeeded in getting control of Ontario Local 938 — a local which had been something of a thorn in his flesh for some time. Therefore, the immediate result of this Ontario strike, was to strengthen the empire of a labour leader who has already boasted of his ability to cripple the U.S. economy, a man described by the U.S. Senate as "a menace to the nation", a man who boasts of a police record "as long as your arm".

This is by way of introduction: the main issue in the strike was sent to conciliation. The conciliation board, under the chairmanship of Carl Goldenberg, has just handed down its findings. Its verdict was that Smith Transport and Kingsway Transport companies must favour their own drivers in preference to the use of rail, way piggyback transport. This is a very short-sighted, dangerous situation, and one which I sincerely hope will be challenged by the Minister of Transport on the grounds that the board has shown itself to be incompetent, influenced and unrealistic.

The conciliation board has virtually told the two transport companies that they are not free to choose the type of transportation which they feel is best. I am no great advocate of free enterprise, but the people of this country have chosen that system of government, and I see no reason why a conciliation board, or any other non-representative body, should be empowered to undermine it. It is the old story of whether or not management has the right to manage—Mr. Goldenberg presumably thinks not. Now this dangerous precedent has been set, why shouldn't truckers strike against the use of air freight, or, for that matter, against the use of lake or coastal shipping? There is far too much far-headed legislation surrounding Canada's transportation system already—some of it company inspired for protection against competition; some of it inspired by union stupidity, like the piggyback affair.

The railways of this country have been the whipping-boys of politicians for too many years. They have been criticized, violently and continually, for their inefficiency, bad management, high rates and out-dated equipment. They have fought a long and losing battle with the trucking companies who have run off with most of the plums of the business and left the railways to carry the rest. The railways were mainly responsible for the economic development of Canada—without them the West would still be an infant. The rail system of this country is essential to its progress and economic health. It must be maintained, either as a limited inefficient operation draining away tax dollars, or as an enterprising concern and a source of national revenue. The inescapable fact remains—Canada could not survive without her railways.

The piggyback system, developed by the railways, is a minimum handling system in which the goods are brought by tractor-trailer to a convenient railway pick-up point, the trailer is driven onto a flatcar taken by rail as far as possible, and then hooked up to another tractor for the final phase of its journey by road. The system works well, and avoids the usual costly time-wasting operation of double loading and unloading previously associated with combined rail and highway haulage. And now Mr. Goldenberg's conciliation board has seen fit to impose limitations on the use of this progressive system, to state that the two transport companies involved may only use this method under certain conditions. The board has denied the companies their right to send legal freight in a legal manner; it has denied the railways their right to be competitive. Under pressure from the teamsters' union, who didn't have a legitimate grievance in the first place, it has exceeded the authority of any conciliation board. If the railway workers go on strike as a result of jobs lost through the diminished use of piggyback flatcars, perhaps Mr. Goldenberg could be persuaded to chair the conciliation work in that dispute!

Canada does not need any increase in long-distance heavy truck haulage. We need a more efficient railroad system to handle the bulk of our long-distance freight. The railways already have two strikes against them as far as competing with the trucking industry is concerned—they have to build their own railroad tracks; the truckers use the highways, paid for by every motorist and taxpayer in the country.

There is no doubt that the country needs an efficient trucking industry just as it needs efficient railroads, but we cannot tolerate any attempt to promote one by submitting to pressure groups from the other. When the pressure group involved has the countering hand of Hoffa behind it, this is even more reason to stand firm against it.

Mr. Goldenberg's conciliation board must be told to think again.

Canada does not need any increase in long-distance heavy truck haulage. We need a more efficient railroad system to handle the bulk of our long-distance freight. The railways already have two strikes against them as far as competing with the trucking industry is concerned—they have to build their own railroad tracks; the truckers use the highways, paid for by every motorist and taxpayer in the country.

There is no doubt that the country needs an efficient trucking industry just as it needs efficient railroads, but we cannot tolerate any attempt to promote one by submitting to pressure groups from the other. When the pressure group involved has the countering hand of Hoffa behind it, this is even more reason to stand firm against it.

Mr. Goldenberg's conciliation board must be told to think again.

CARS COLLIDE AT PLAZA ENTRANCE

Police investigated a two-car collision opposite the DeLrex shopping plaza Monday, July 20th when a car driven by William R. Horbal of 44 Arrowsmith Ave., Toronto, collided with a car driven by Douglas Creswick of 91 Prince Charles Dr.

The west bound Creswick car, a 1959 Renault Dauphin sedan, was making a left turn off Guelph Street into the Loblaw parking lot when the accident occurred, about 6.45 p.m.


The damage was estimated at \$400 to the small Creswick vehicle and \$300 to the 1958 Buick convertible driven by Mr. Horbal. Cst. Harley Lowe made the investigation.

NORVAL Presbyterian Church

Minister
 The Rev. G. L. Royal, B.A.
SUNDAY, JULY 26th
 Summer Service - 10 a.m.
THE CHRISTIAN LIFE
 (4) "Death & Resurrection"

St. George's Church (ANGLICAN)

AUGUST 2nd TRINITY X
 8.00 a.m.: Holy Communion
 9.30 a.m.: Holy Eucharist, Family Service and Church School
 11.00 a.m.: Holy Communion
 4.00 p.m.: Holy Baptism
 7.00 p.m.: Evening Prayer
THURSDAY, AUGUST 6th
 The Transfiguration
 10.00 Holy Communion
 Rev. J. D. Rathbone

HOW'S YOUR I.Q.?
 TODAY'S INSURANCE PROBLEMS ANSWERED

 QUESTION: Will an automobile liability policy pay workmen's compensation benefits?
 ANSWER: Not under any circumstances.
 Contributed in the interest of sound insurance by
JOHN R. BARBER
JAMES F. EVANS
JOHN T. ARMSTRONG

Board Hold's Meeting With R. C. Parishioners

At Holy Cross School on Wednesday evening, July 22nd the school board held an open meeting for all members of the parish. The purpose of this meeting was to answer questions and discuss problems concerning the operation of the school.

Tony O'Byrne, the board chairman, opened the meeting and an interesting question and answer type of discussion followed. During the meeting Mr. O'Byrne paid tribute to Bob McDermott, past board chairman, for his zealous contribution to the board and its undertakings since its inception.

Before closing the meeting the chairman introduced the other board members. The present board members are Tony O'Byrne,

chairman; Stan Walsh, Bob Brick, Arthur Herbert, 6 Guelph Street, Ed Malison is secretary-treasurer.

VISITS HOME AFTER FORTY YEARS HERE

First time home in forty years, Arthur Herbert, 6 Guelph Street, will be spending the summer in England.

Mr. and Mrs. Herbert sailed recently from Montreal on the S.S. Sylvania. It is her second trip back, having had a visit in 1922. Mrs. Herbert is planning to visit with her three sisters and two brothers who live in the Greenock area, while Mr. Herbert will be in the Rugby district. He has two sisters there.

DIRECTORY

Dr. J. Burns Milne DENTAL SURGEON X-RAY Mill Street. TR. 7-2871	A. M. Nielsen D.C., N.D. Doctor of Chiropractic and Naturopathy 43rd year of practice 2-5 p.m. - Closed Thursdays Lady Attendant 184 Guelph St., Georgetown Triangle 7-3612
DR. JOHN R. KERBY PRACTICE OF DENTISTRY X-RAY Triangle 7-3641 Main Street Georgetown	RALPH DAVIES A.C.I.S., F.A. Accountant and Auditor 122 Guelph St. - Georgetown TR. 7-3351 Office Hours 9 a.m. to 5 p.m. Mondays to Fridays
DR. K. W. McCAULEY DENTIST 6 Main Street North TR. 7-4641	W. H. Carr Professional Engineer & Ontario Land Surveyor Georgetown - Ontario Res.: 81 Prince Charles Dr. Office: Guelph St. Telephone: TR. 7-3300
S. M. Faibish, RO OPTOMETRIST McNAMARA JEWELLERS Georgetown	Wallace Thompson 3rd DIVISION COURT Clerk and Commissioner TR. 7-2963
FOR EXPERT EYE CARE — consult — O. T. Walker Oculist prescriptions filled Hearing-Aid Glasses 12 Main St. South - Brampton GL. 1-4474; Res. GL. 1-6243 Hours - 9 a.m. to 6 p.m. daily Friday 9 a.m. to 9 p.m. Evenings by appointment	Robt. R. Hamilton R.O. OPTOMETRIST EYES EXAMINED For Appointment TR. 7-3971 181 Guelph Street GEORGETOWN
GEORGETOWN ANIMAL CLINIC C. W. Sayers, D.V.M. 106 Guelph Street Clinic Open 7 p.m. to 9 p.m. MON., TUES., WED., FRI. Afternoons by Appointment	PREVENT Chimney Fires Use Fire Chief Chemical Chimney Cleaners To eliminate soot and scale from your stoves and pipes. The smaller the flame the more soot and carbon. For Use In Oil, coal and wood fired units — for sale at — Halton Co-Op SUPPLIES
MONUMENTS Pollock & Campbell DESIGNS ON REQUEST Inspect our work in Greenwood Cemetery PHONE 2048 82 Water Street North G A L T	Frank Petch LICENSED AUCTIONEER Prompt Service P.O. Box 413 TR. 7-2884 - Georgetown
Tom Van Sickler, B.A. Barrister, Solicitor & Notary 36 Main St. S. - TR. 7-4531 (Dr. Williams Bldg.)	Dale, Bennett, and Latimer Barristers and Solicitors LeRoy Dale, Q.C. (1914-1956) Sybil Bennett, Q.C. (1930-1956) DOUGLAS V. LATIMER, B.A. Triangle 7-3381 Mill St. Georgetown
MAURICE MANDERSON, Q.C. Barrister & Solicitor 61 Mill St. - TR. 7-2464 Roxy Theatre Building	ARNOLD RATHBUN Life Insurance and Estate Analysis SUN LIFE OF CANADA 12 Gower Ct. - Georgetown TR. 7-4792
Lever & Hoskin Chartered Accountants 51 Main N., Brampton Glendale 1-4824 44 Victoria St., Toronto Phone EM. 4-9131	HEWSON, ORD and HELSON Barristers and Solicitors 39 Main St. South. (Beside Knox Church) 120 Guelph St. (Hunter Bldg., No. 7 Hwy.) GEORGE C. HEWSON JOHN D. ORD FREDERICK A. HELSON TR. 7-3245 TR. 7-6961
Robert W. Fletcher Licensed Bailiff Prompt Reports Victor 4-6932 275 Allan St. N., Oakville	