



SIGN RAMBLER FACTORY DEAL

NEW FACTORY FOR RAMBLER: Principals of American Motors (Canada) Limited, Peel Village Developments Limited and Bennett Sharp Limited gather happily at the conclusion of negotiations for new Rambler factory in Brampton, Ontario. Standing left to right: Robert H. Bennett, Sydney E. Coon, J. Kenneth Kinsella, both of Peel Village; Herbert G. Sharp, Executive Vice President, Roy D. Chapman, President, both of American Motors (Canada) Ltd.; Charles F. Watson, President, Peel Village Developments Ltd.

Will Produce Rambler Autos In New Factory in Brampton

Production of Rambler automobiles in Canada will begin before the end of this year in a new, ultra-modern factory in Brampton's "Peel Village" near the outskirts of Metropolitan Toronto. Earl K. Brownridge, executive vice president and general manager, American Motors (Canada) Limited, told a press conference: "Continuously increasing sales of Rambler cars in Canada make this exciting development possible." Mr. Brownridge said the appointment of Mr. Brownridge, a leading Canadian industrialist, was announced recently when the company confirmed reports that plans were underway to open a new factory in Canada.

This development parallels an expansion move in the United States where Rambler production facilities are presently operating 24 hours a day six days a week. American Motors is the only automobile manufacturer in the world operating its facilities on the basis in order to meet the exceptionally heavy demand for its products. "We intend to build more than 10,000 Ramblers the first year and we will probably need about 700 employees," Mr. Brownridge said.

"In keeping with our sincere desire to have a truly Canadian company we intend, Brownridge, will be one of the finest and most efficient of our Ramblers as high as factories in Canada. One of our possible continuous efforts most important objectives in will be made to constantly in this new manufacturing operation is to maintain Rambler's fine reputation for superb quality."

The new plant will be built on a 40-acre site in the modern, new development of Peel Village on the south-east edge of Brampton. Initially, the facility will have a plant area of 250,000 square feet and this will be planned to allow for expansion of production facilities as the Rambler market grows, Mr. Brownridge said.

I plaster and make it stick that I could cover the odd square foot without having a single hole split my face, head or otherwise, never once entirely. With a wet paint job was the anticipation that, after the starch hardened, the ceiling still had to have a coat of paint. It was then I literally threw in the sponge. I could wipe off a glob of crack filler, but my dignity really suffered when a steady stream of off-white paint started slithering from my brush down my forearm to elbow and my right shoulder seemed permanently separated from its socket.

I have a sample of plaster for this type of ceiling material. I closed the front door behind me, dropped the key in my pocket and headed for a railroad station. I had a ticket to take a connecting train and see how Canadian Pacific owned railroad, the CNR, care of literally thousands of people who ride the rails. Canadian coworkers.

When my train pulled into the Union Station in Toronto I quipped up before heavy snow gates with several hundred bare-chested young girls. There were no executive types, even business men, hanging on their right hands while the women read headlines in carefully folded newspapers. My estimate for a 40-mile trip was to get to the shores of Lake Ontario was very real to me, but remained routine to these basic human beings as they are purported to be. You'd never guess it from watching a trainload of commuters.

Not a word was spoken, nor a friendly nod exchanged among these people who sat each other five days a week.

Such a railroad must count noses in the night's queues for incoming trains. There was a seat for everyone as the 530 was quickly packed to capacity. And at most stations, as we rolled to a stop, there seemed to be a car for each passenger. Adjacent parking lots were crammed with vehicles awaiting smart drivers. I say smart because evidently the commuters have discovered what good sense it is to fight traffic only as far as their home town station and then let a diesel engine take over the responsibility of getting them safely to and from work.

Some chap, in a gray flannel suit had written such convincing advertising copy I was easily sold on the simplicity of mixing an innocuous looking white powder with sufficient water to make a smooth paste and then apply to the clean surface with a sponge. There was nothing in these directions about first taking Judo lessons to prepare one for wrestling with step ladder and implements, or mention made of the fact that doing a Michelangelo stunt could tie one in a knot-like pretzel.

Actually, I got to adopt after the first struggle to attach must house. It shows up all the defects in walls and furniture and too often inspired me to tackle jobs that exceed my strength or capability. I never seem to learn my lesson; I just go on being a sucker year after year.

This time it was the wide crack in the ceiling where the February blizzard leaked persistently for hours, that caused my stiff neck, twisted shoulder ligaments, ten broken finger nails and a bruised spirit. I was nothing but a bundle of strained muscles merely hours after I decided to stucco the ceiling to cover up the damage.

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\$183,500 Tax Assessment Public School Operation

It will take \$183,500 to operate Georgetown's five public schools this year.

The figure was announced by finance committee chairman Stan Findlay at a regular meeting of the board, in Harrison public school last Wednesday night.

The estimate, which will be put before council for budget, was the highest ever struck by the board but remained well below some early forecasts which

placed the operating cost at over \$200,000.

The George Kennedy public school official opening will probably be set for the first week in May.

Mrs. Max English and Mrs. Ernest Ball were visitors at the meeting querying the board's view on "opportunity classes." County public school inspector R. N. Hornblow sat in on the meeting and attended officer Harold Moyes submitted his re-

port which showed no truancy problem in any of the five schools. His work was again commended by the board members and principals.

A request by Peter Pratt, 14 McIntyre Creek, for use of a room at Harrison public school for dance classes was turned down by the board because of the number of problems involved.

Accounts totalling \$3,580.07 current, and \$1,428.01 debenture, were paid.

STOLEN CAR RECOVERED ON WATER STREET

A car apparently stolen from the driveway of K. Davidson, 74, Charles St., Sunday was returned to its owner hours later by police.

The car, a 1952 Plymouth was recovered on Water St. a short time after it was reported missing.

**New Partner Joins
Latimer Law Firm**

Georgetown's oldest law firm, established in 1934 by the late Leslie Dale, Q.C., announced this week the addition of a new partner, Mr. Terrence Barnes.

The firm, formerly known as

Dale, Bennett & Latimer, will be known henceforth as Dale,

Bennett, Latimer & Barnes, Mr.

Latimer told the Herald.

The new partner, Terrence Frederick Barnes, B.A., LL.B., is the only son of Mr. and Mrs. F. Barnes of Toronto. Mr. Barnes lived most of his life in that city, however, he attended a school and graduated in the Humane Arts course at Victoria College, University of Toronto. While at the U. of T. he enlisted in the Navy Reserves, an offer which he accepted, and he became a member of the crew.

Mr. Barnes graduated in 1953 and was soon called into the peace time R.C.N. where he spent two years stationed at various naval bases as personnel selection officer, also served as section head of the Royal Canadian Military Institute, Toronto, North Halton Cancer Society and the Children's Aid Society.

A member of St. John's United Church where he is on the Board of Stewards, is also presently a member of the George Street High School Board, and a member of Credit Lodge AF & AM and Halton Chapter.

Mr. Barnes is also a member of the Royal Canadian Legion in

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