

## EDITORIAL COMMENT

### Some Needed Changes

As Georgetown grows, the need for some changes in street names becomes more apparent.

Newcomers, particularly are confused when it comes to locating someone on a street which starts in the park area as Young Street, then becomes Mill Street, then Water Street, then John Street. When one proceeds under the railway culvert, you are on McNabb Street briefly, then enter John Street East.

Delrex Boulevard, North and South, with similar house numbers, is most confusing, as is Mountainview Road and Main Street itself, each of which have a double set of numbers. To add to downtown confusion, the even numbers are on the east side of Main Street South, but when one reaches the four corners, the even numbers start on the west side.

There could be serious delays in mat-

ters of urgency concerning such services as fire department, police and ambulance service, and town council would do well to survey this and see what measures can be taken.

We do not suggest dropping any certain street name, particularly when it has historical significance. Young and John Streets, for example, were named for early town residents, and if that street became one, the name should be placed on another street.

Chapel Street East and West, which actually run parallel to each other is another puzzlement. We have an Ann Street, and a Princess Anne, a Victoria Street, a Victoria Avenue, and Victoria Crescent.

There is a Charles Street and a Prince Charles. And there is often confusion between Delrex Blvd. and Rexway Drive.

### A Glossary for Newcomers

One of our newer residents told us the other day how confused one can become in a town which still retains traces of past days. Asking directions, we was told to turn at the corner where the monument used to be.

It started us thinking how often one who has lived here for some time is inclined to slip into the vernacular. Hence, this brief glossary of some of the pitfalls new resident may face.

**THE WHITE BRIDGE** — the recently replaced overhead railway bridge on Main Street north, originally named because a family named White lived nearby.

**THE OLD POST OFFICE** — at the foot of the Mill Street hill, now an apartment building.

**THE GLASS GARDENS** — fading from popular usage now, but still used as an alternate for the Smith and Stone plant by some of our old timers.

**MACLAREN'S FLATS** — the late Alex MacLaren's property, now site of the Varian plant, once popular for skating and tobogganing.

### Names are New

Limitations of staff have made it impossible for a few years for the Herald to include a social and personal column of the type which was so popular when the town was smaller.

For the past few years, we have concentrate on this at Christmas time, with the aid of half a dozen housewives who have made calls to as many homes as possible in the town.

Last week and this, readers will note a plenitude of these newsy little items, and this will be continued in our next week's edition.

We wish to thank the women who worked so hard compiling these, and the residents who so courteously supplied the information.

**THE OLD PAPERMILL** — at the foot of River Drive, where paper was manufactured by Provincial, now housing Deltacrafts Manufacturing, and PAPERMILL ROAD, renamed River Drive some years ago.

**THE GIRLS' SCHOOL** — a United Church establishment, sold to the town after it closed, and now known as Cedarvale Community Centre.

**THE PARK** — the old, original park, not to be confused with Cedarvale or the new east end Lions Park.

**THE SHOE FACTORY** — on John Street West, where for years the Dayfoot family produced quality footwear, particularly noted for their ski boots, later a boat works, and now converted into a number of town houses.

**COLLEGE VIEW** — the area north of the railway culvert, which got its name from a private school located there many years ago.

**HUNGRY HOLLOW** — that huge hill at the end of Mountainview Road south, actually part of the 9th Line, Esquesing, origin of name unknown.

Social items have a way of becoming much more important than they seem on the surface. Sometimes they have brought people together who came from the same community or have mutual friends there. They bring people up to date on children's married names and where they live, give the new homes of former town residents, mention a new young member of a family, or in sad reverse, indicate that a senior member of the family has died when one notes that only Mr. or Mrs., as the case may be, has visited this year.

It is our hope to have a regular social and personal column in the Herald at a later date. Meanwhile, we remind readers that we are always pleased when you phone these items to us.

## THE DISTRICT AT A GLANCE

### 91 YEAR OLD DIES IN NEW YEAR'S FIRE

**HILLSBURGH:** Fire of unknown origin early New Year's day claimed the life of Henry Thompson, 91 year old resident of Hillsburgh. Mr. Thompson, who lived alone, died of asphyxiation in his second floor bedroom, presumably while attempting to escape. The fire was discovered by neighbours returning at 1 a.m. from a New Year's Eve party.

### POLICE CHECK MOTOR SLEDS USING R.R. RIGHT OF WAY

**FERGUS:** Town police have been asked by the Canadian Pacific Department of Investigation to co-operate in checking snowmobiles using the railway right of way. A CP spokesman told police that the machines are becoming a hazard to rail traffic.

### VILLAGE HAS FIRST WOMAN TRUSTEE

**INGLEWOOD:** The village of Inglewood in Caledon Twp. made history last week when its residents elected their first woman trustee. In her first attempt at politics, Mrs. Marie Thompson received 107 votes, good enough for second place in the polling. It was the first

### election in Caledon Township in 16 years ending an amazingly long string of acclamations.

### MAYOR CONCERNED OVER DRAG STRIPS EFFECT

**ACTON:** Mayor Les Duby told council he is really concerned about the possibility of a drag area being constructed on the 8th Line of Esquesing, a few miles east of Acton. "I've no personal objection to a drag strip," said the mayor. "I'm concerned about the effect on the town. The fringe benefits we accrue are most undesirable."

### BRAMPTON HOME BUILDING DROPS

**BRAMPTON:** In 1969, Brampton issued 453 building permits for \$9,164,732.75 worth of n.w. construction, — 56,250,005 less than in 1968. The year 1968 saw 269 permits for new dw. things issued compared with 68 permits for new dwellings this year.

### TWO RECOUNTS FAIL TO CHANGE RESULTS

**CHINGUACOUSY:** Al Ferri and Gordon Cation failed to be re-elected to Chinguacousy council seats following a recount last Wednesday of votes in the December 13 township election. Ferri gained only one vote to lose by a 20 ballot margin, to

### Leonard Bull. Cation dropped one vote to lose by five ballots to Murray Judge.

### BURLINGTON GETS A RABIES WARNING

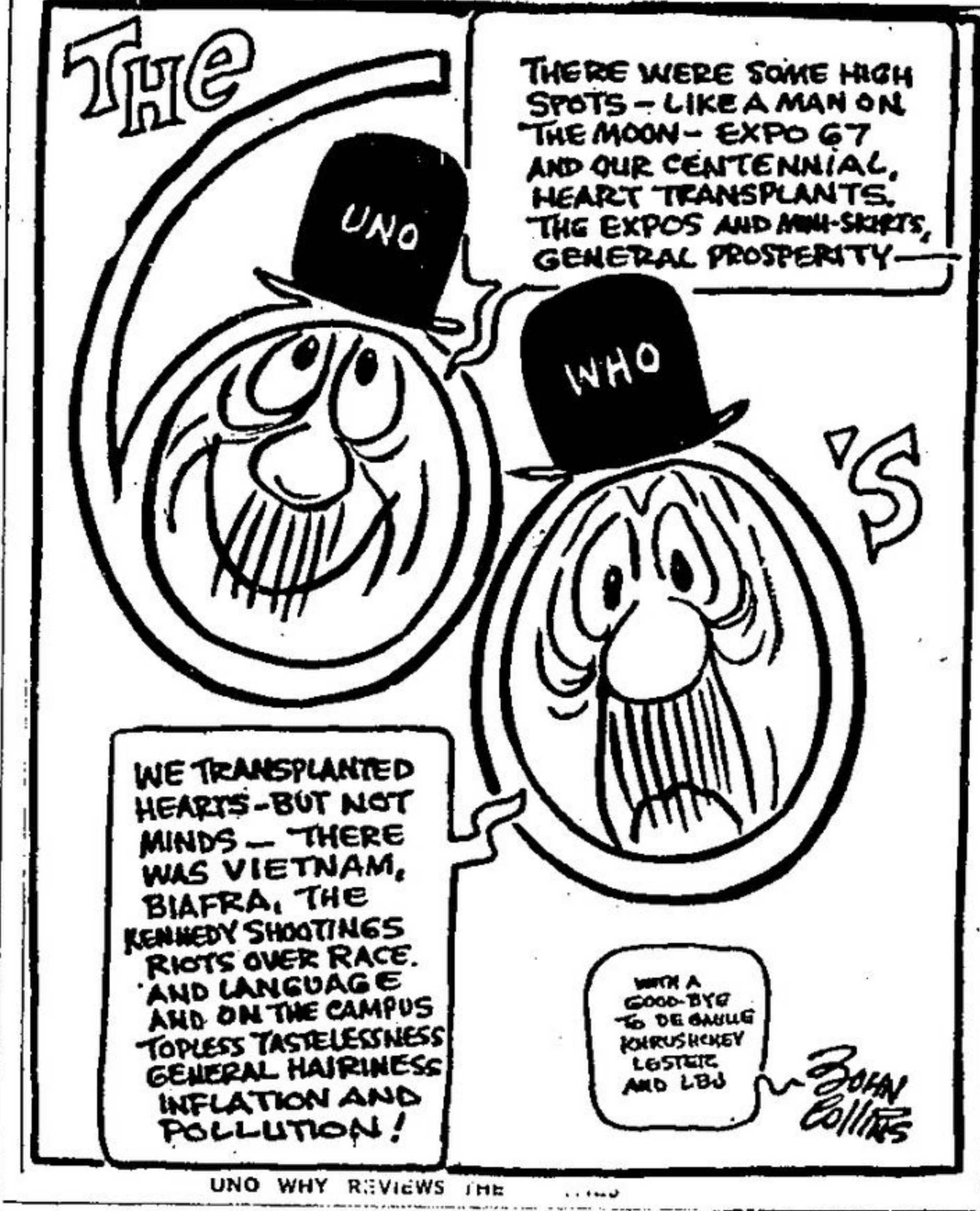
**BURLINGTON:** Police are concerned about the number of rabid animals in the area which Burlington may encounter in fields and bushland. The 18th dead fox since summer suspected to be rabid was found this week by children. The children were tossing it about until stopped by an adult. The tail was missing and police are trying to learn the identity of the children in case they need treatment.

### ONTARIO HOUSING CORP PROVIDES MILTON HOMES

**MILTON:** Ontario Housing Corporation will call tenders this week for a 36 unit senior citizens housing project to be constructed in Milton. The project was requested by Milton council following a survey by OHC of living accommodation for senior citizens there. The survey revealed a need for cheaper housing for elderly people in Milton.

### OAKVILLE JOBLESS AT NEW WINTER HIGH

**OAKVILLE:** A layoff at the J. A. Watherspoon foundry in Oakville has boosted unemployment in that area to a new high for this time of the year, a Canadian Manpower official said this week. The layoff of 70 workers took place right after Christmas.



### OUR ECONOMY

## Free Trade Auto Agreement Benefits Both Canada, U. S.

by Frank Flaherty

American and Canadian trade officials are currently arguing about the terms of an extension of the Automotive Free Trade Agreement between the two countries. The deal was made in 1965 for a five-year period and is now due for renewal.

The argument is strenuous but no one connected with it expects the arrangement will come to an end. The benefits of keeping it alive are too great. The penalties for dropping it are almost as great but greater for Canada than for the United States.

The dispute stems, in part at least, from the fact that the agreement was not a free trade arrangement in any real sense. It was an arrangement to do away with customs duties on automobiles and parts when traded between the automobile companies established in both countries.

### CANADIAN ANGLE

From the Canadian angle it was designed to enlarge the manufacture of vehicles and parts in Canada. From the American angle it was designed to create an overall bigger market for cars and parts and thereby benefit the U.S. by generating increased exports to Canada and greater prosperity for the largely American-owned companies producing autos and parts here.

So it was backed up by commitments on the part of the companies to increase output in Canada and notice that they would enjoy free trade only so long as production of vehicles in Canada didn't fall below a stipulated

level. This was intended to guarantee the continued existence of the Canadian operations.

This, in effect, put a floor under Canadian production. Washington now says the floor is no longer needed and wants to abolish it. Canada doesn't agree. Canada goes farther and argues the floor should be moved up rather than lowered or abolished in order to ensure that, in the event of a business slump, all the automobile business would not go to American factories.

### EXPANSION SOUGHT

Canadian officials want to expand the agreement into other lines, such as off-highway vehicles, big dump trucks used by mining companies and specialized vehicles for handling logs in the woods. Many of these are custom-built. There is a **Sheridan Technology** — sizeable volume of production in Canada. Manufacturers could sell more of these vehicles in the U.S. if they came under the agreement, and, with bigger volume, could lower prices.

All indicators suggest the automotive industry will be even more expensive in the years ahead than it has been in the last five years. This makes it even more important than hitherto that Canada maintain a prosperous and efficient auto industry inside its own borders. It not only means more good jobs for more Canadians but more markets for Canadian materials.

More Canadians are going to own more cars, more goods are going to move in trucks, so much so that it's estimated Canadians will shortly

be spending more on automotive transport than on either food or clothing.

The Canadian case for keeping or extending the floors under Canadian production is that they are necessary to ensure that Canadian auto-workers are not hit harder than American in the event of an industrial slowdown. The American case for taking them off is that they are no longer needed. The Canadian industry can stand on its own feet.

That, say the Canadian experts, may be true of the situation now and in the immediate past when business was expansive. In the event of a slowdown, however, automotive free trade without floors would mean more unemployment in Canada and less in the United States. It would permit the United States to exports its unemployment to Canada.

### CAR PRICES

Up to now, however, the deal has been good for all concerned in Canada — the big auto companies, the parts manufacturers, material suppliers, the factory hands and the automobile users. Cars, of course, cost more now than they did five years ago but without the free trade deal they would cost still more.

Prices to consumers have risen but it is as fast as they would have risen had there been no free trade arrangement. The spread between the retail price in Canada and the retail price in the United States has narrowed, but is still there. Given an extension of the deal it may grow more. Given a return to normal tariff arrangements, it would widen.

### IN THE MAIL BAG

## Says Dragstrip Opponents Lack Knowledge of Sport

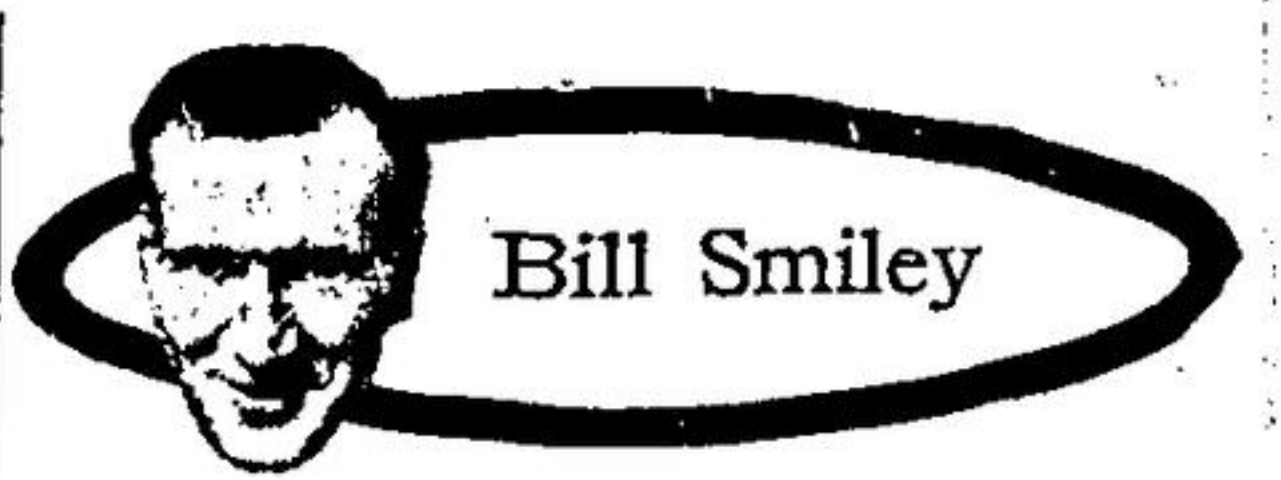
R. R. 2, Norval  
Dear Sir:  
During the past few weeks we have been reading about the new drag strip which is under construction in Esquesing Township. Several people have expressed their views; some in favour and some against. I would like to add a few facts and some of my own opinions and observations on the sport of drag racing. I am 28 years old and I am proud to have been associated with drag racing for the past eight years as both a spectator and competitor.

Drag racing started in California about 25 years ago. Uninformed residents raised the same objections that we are hearing now. Under the guidance of the National Hot Rod Association, (NHRA), it has grown into a great national sport in the United States and today objections which do happen are at non-sanctioned strips or because the safety regulations are not followed. Drag racing is not associated with, and can not be compared

every serious competitor is to better the existing 'National Record' for his particular class of competition. There is a general outlook among drag racers that "nothing is impossible." This can be illustrated best by the fact that about 15 years ago mathematicians calculated that it would be impossible for a wheel driven vehicle to accelerate to more than 180 mph in a quarter mile distance; now dragsters are reaching terminal speeds of 240 mph. This is the type of thinking which has been responsible for all of man's great accomplishments such as the discovery of America by Columbus and the landing of man on the moon.

The youth generation of today has a great deal of energy, ambition and money. Drag racing is one of the best outlets for their resources. Participation in drag racing develops in them many of the qualities necessary for survival in the fiercely competitive and highly technical world we live in today.

I dare say that the people who are trying to stop the establishment of a drag strip in this area have no knowledge of the sport and they have obviously never attended an organized event. They exhibited the same narrow-minded, prejudiced and selfish attitudes against which the youth of the world is revolting today. Yours truly,  
— John C. Burton



Bill Smiley

## Looking ahead with terror

Many experts, and a goodly number of non-experts, like yours truly, are pounding out millions of words these days looking back over their shoulders with horror at The Sixties, and looking ahead with terror, at The Seventies.

I don't know what the last decade did to you, but it aged me about 20 years. Or maybe it only feels that way because I've spent it teaching school and surviving two teenagers.

In the history books, this past decade will receive a few paragraphs as one of turbulence and social change. But if you've lived through it, you've been through the wringer, Sam, and you know it's been one of wrenching, chaotic, violent revolt.

It produced assassinations, ugly and stupid wars, a deepening of racial hatreds, and a feeling of impotence and despair among ordinary people.

It produced a new breed of music, and a new breed of young people; a breed that questioned everything, but supplied few answers; a breed that turned away from the church and turned on to drugs; a breed that suggested "work" is a dirty word and dirty feet are a sign of moral purity.

The decade produced dozens of new "democratic" countries, with dozens of new dictators to run them. It brought forth the pill and a sexual revolution. It gave birth to new highs, or lows, of pornography, printed and filmed.

We experienced vast strides backwards in inflation, pollution and population control. We saw the inevitable rise of black, red and yellow power, with its inevitable violence.

We saw the paradox of a steadily increasing materialism battling it out with a steadily increasing spiritualism in the direction of all weird, exotic and far-out cults. We drank more and smoked more, despite the huge hikes in prices. And narcotics swept the western world like the bubonic plague.

We saw the vast, venerable and rigid edifice of education attacked from within and with-

out, and now have an educational system with one foot in the grave and the other being gnawed by militants who don't know anything, but know that what they know is right.

We have had race riots, strikes galore, "confrontations" peace marches in which a lot of people got clobbered, a steadily growing crime rate, and the sundering of innumerable families because of the so-called generation gap.

I could go on and on, painting a grim, black picture. But it's not all black. The yahoos have not quite taken over yet. The Establishment, another dirty word, has been forced to take a good, straight look at itself, and what it saw was not always pretty.

A great deal more is being done for the socially deprived. People, as a whole, are becoming generally concerned with pollution at last.

The Christian churches have taken slow and halting, but definite, steps toward unity. The Pope is no longer invisible in some circles.

Canada is still intact, after a decade of talk about disintegration as a nation. Individuals have taken a stand, as witness Dr. Alcorn on peace, Stanley Burke on Biafra, and Bill Smiley on snowmobiles.

The Yanks took two shots at the moon and made it both times. There's almost a certainty of minimum family revenue. Medicare and similar schemes protect the aged and the poor from financial catastrophe. The list is long.

And you must remember that you can't make bread without yeast. The young people, the rebels, have provided the yeast. But there is all that dough that must be produced. And the rest of us make the dough and the "bread" in more ways than one.

I have faith in the human race, though goodness knows why. I'm willing to give it another decade, if you are. And if things don't improve, I will resign from said human race at midnight, December 31st, 1979.

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