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Mayor's speech in Norval is flawed

We have to hand it to Halton Hills mayor Pete Pomeroy, few politicians would have been as frank as he was last Thursday at the Norval Community Association meeting — at least voluntarily.

Mayor Pomeroy unveiled his own 25 year plan for the association members as he detailed his predictions and goals for the town during the next quarter century and we were both encouraged, and shocked by his comments.

He describes Halton Hills as "virtually a small town" surrounded by "some of the best agricultural" in Ontario. We are encouraged by both comments and are especially glad to hear the mayor's pledge to help preserve much of the local farmland. It's not often that a development hungry municipal politician will come up in support of rational planning and conservation of farmland. It is therefore doubly important that responsible elected officials help ensure that valuable, and unreplaceable farmland is protected and not allowed to be subdivided into such small parcels that it is of no use to professional farmers.

Halton Hills farmland also helps preserve the small town feeling of the community and acts as a much needed buffer between the town and the Golden Horseshoe's urban sprawl. As long as the farmland is preserved Halton Hills residents will, at the very least, be assured of a little greenery in their life.

It was a little surprising to hear the mayor predict the approval of the Focal development in Georgetown considering the town's decade-spanning battle with its developers.

In his comments about the development the mayor made some disturbing remarks and fell

into the trap that all too often snags homeowners.

Mayor Pomeroy states his objections to Focals' plans to construct townhouses in the new development. He says he wants the housing mix in the subdivision restricted to residents representing "the quality of people who will keep the cost of social services down... a class of people who are community-minded and will build on the community spirit."

The mayor appears to be a home-owner chauvinist who thinks that anyone who cannot afford or does not want to come up with a down payment, and therefore chooses to rent a townhouse, is somehow undesirable.

If the mayor had restricted his comments to problems with the density of a townhouse dominated subdivision, his comments would not be so objectionable but instead he specifically refers to the quality of person that would live in such a development. His message is clear. Renters do not take care of their homes, children or community in the same way as residents in single-family or semi-detached homes do.

We wonder how Georgetown's townhouse residents on Mountainview Road would respond to the mayor's comments.

In his speech the mayor proudly refers to Halton Hills' community spirit with pride. We would certainly not be proud of a community in which middle and lower income earners — the majority of renters — are not welcome.

So while we are encouraged by the mayor's foresight in terms of agricultural land we are greatly disturbed by his anti-renter comments expressed at the Thursday meeting.

School buses need seatbelts

Thursday's terrible bus tragedy in which four school children were killed near Barrie while on skiing excursion once again raises the contentious issue of school bus safety.

While the bus involved in the accident was not a school board vehicle the incident reminds us that even school buses are not vulnerable to accidents.

It was a little over a year ago that residents in nearby Adjala township, northeast of Caledon, were shocked when a school bus was involved in a fatal accident with a gravel truck in which the bus driver was killed. Many of the children on the bus suffered injuries as they were thrown around the vehicle by the impact of the crash.

The Adjala accident prompted an outcry for increased school bus safety and many angry parents demanded to know why school bus riders do not wear seatbelts.

The main argument presented by bus owners and school board officials at the time was that school children would abuse seatbelts, perhaps even hurt each other with them, and would also be unlikely to wear them.

The argument simply doesn't hold up. Certainly, in Ontario right now a 'seatbelt consciousness' is being developed as adults and children alike are being encouraged to properly use their seatbelts. Seatbelts must be worn, in cars, by law, and both the federal and provincial governments are conducting public education campaigns to encourage seatbelt use.

We think these moves have had an effect and would be surprised if school bus children did not cooperate and wear seatbelts.

Children's reluctance to cooperate should not be used as a justification to not properly protect them anyway. It would be a sad comment on the school bus system if drivers and supervisors proved unable to make sure children in their care protected themselves by wearing seatbelts.

Installing seatbelts on school buses is long overdue. Last week's tragedy should serve to remind us all that death can also be an unwanted rider on school buses. Every effort must be made to protect school bus children, seatbelts would be just one such step.



Crombie's comments concern returning Tory MP's



Ottawa Report
By Stewart MacLeod

Ottawa Bureau Of The Herald
As Conservative MPs straggle back to Ottawa for next week's resumption of Parliament, I expected them to be somewhat preoccupied with the unflattering press coverage of Joe Clark's world tour, or with their stunning decline in the public opinion polls.

Clark, their party leader, has really been getting a journalist shelling as he wanders the far corners of the earth in search of a greater understanding in foreign affairs. And after enjoying a 10-point lead over the Liberals in the public opinion polls, it must have come as a shock to see that margin decrease to two points.

But in series of off-the-record chats with Tory MPs, I didn't find an overwhelming preoccupation with these particular aggravations. And perhaps this was because they were too busy expressing outrage at those Yuletide comments by Levesque and Ryan. Nor has he been heeding the advice of his leader.

Clark, just a few weeks earlier, had placed his foot squarely in his mouth when, under persistent questioning in French, said that a Conservative federal government would negotiate on sovereignty-association providing some 60 per cent of Quebecers favored this course of action. It was the wrong thing to say, and his

Levesque about constitutional change, that the Tories are no different than Pierre Trudeau's Liberals in this respect, that the whole thing has been blown out of all proportion.

'KEEP MOUTH SHUT'

But privately, it's a different matter. "Those stupid statements will haunt us for year," said one depressed MP. "Why didn't he keep his mouth shut?" He was angry.

Just in case you missed Crombie's national television interview, the former mayor of Toronto made no bones about the fact that any federal government should negotiate with Quebec Premier Levesque regarding his proposed sovereignty-association.

"I think anyone who refuses to negotiate is silly," said the relatively new MP from Toronto Rosedale.

And he didn't stop there. He went on to say, during the interview and a subsequent chat with a French-language Montreal newspaper, that he would prefer to deal with Rene Levesque than with Quebec Liberal leader Claude Ryan. He thought Levesque was looking for a "deal with honor," while Ryan was a "political theologian and therefore far more rigid."

Crombie, despite his recognized abilities, obviously hasn't been spending all his spare time reading the written wisdoms of Levesque and Ryan. Nor has he been heeding the advice of his leader.

Clark, just a few weeks earlier, had placed his foot squarely in his mouth when, under persistent questioning in French, said that a Conservative federal government would negotiate on sovereignty-association providing some 60 per cent of Quebecers favored this course of action. It was the wrong thing to say, and his

staff suggested that it was taken out of context.

ADMITS ERROR

But Clark went before his party's caucus and acknowledged that he had made a serious error in judgement. He said that through five or six questions he stuck firmly to his policy of not dealing with hypothetical situations, but then, under pressure, he tried to describe the strength of public opinion that would result in negotiations. Clark told caucus that, having committed this error, it should not be compounded and that the less said on this subject the better.

There were references to earlier Tory troubles in this area, including Robert Stanfield's difficulties with "deux-nations" and the MPs were warned in no uncertain terms that Trudeau would mince them if they tried to become practical, or even theoretical, about negotiations with separatists. The Trudeau government long ago stake out that safe, it over-simplified, middle-ground of "we will not negotiate the future of our country."

But despite these warnings, Crombie, who seems rather proud of the fact he used to teach a course in Canadian government, soared off on his own, appearing to give legitimacy to Levesque's goals.

So far, Trudeau, who just loves suggesting the Conservatives are "soft on separatism" hasn't acknowledged Crombie's contribution to his cause. But he will, make no mistake about it.

And this is why a great many Tory MPs are returning to this pre-election Parliament wishing Crombie had gone south for Christmas.

TV picture of Conservatives makes for interesting viewing

By DON O'HEARN
Queen's Park Bureau Of The Herald

TORONTO — Television has affected all of us in the past few decades but nowhere probably has it had such an impact as on politics, the grand dame of our society.

It has made the old girl a soubrette; replaced her diadem with a mirror.

This winter the CBC aired a program on the behind-the-scenes life of Premier William Davis, The Art Of The Possible. You may have seen it.

Putting on such a program in itself was not the indictment of television that is in mind. A deeper look at our leaders can have its usefulness.

But in the program there were subtle illustrations of just what a knocking about the medium has been giving politics.

ALL IMAGE
... You may or may not have noticed but in that program pretty well everything was centered around that great be-all, end-all of the seventies: "image."

You will remember the premier's pipe. You didn't see him without it, if you could catch him through the smoke.

When talking about the budget he wanted something done about "storm windows." They would help the image.

There was "consultation," far, wide and frequent. The "image" of a government of the people.

AND ARTIFICIAL
Davis used to be an avid cigar smoker. Perhaps for personal reasons he did change on his own to the more "cosy" pipe.

Assistance to encourage use of storm

windows is a natural move for government in these days of short energy.

And consultation with the public should be an essential political exercise.

All are justified. But in the case of The Art Of The Possible and the Davis government they were too artificial, too contrived.

Davis doesn't really look cosy smoking his pipe. With the storm windows it was a case not of whether they would be

Letter to the editor

Ratepayers knock escarpment reduction

The following is a copy of a letter forwarded to Premier William Davis with regards to the Niagara Escarpment Commission.

Hon. William Davis
Parliament Buildings,
Toronto, Ontario
Dear Sir:

We, the Niagara Escarpment Northern Ratepayers Association, are concerned about the impact on public opinion created by the recent announcement of reductions of up to eighty per cent of the areas subject to control by the Niagara Escarpment Commission.

This undefined and vague statement has

caused apprehension, insecurity and a disruption of peace of land tenure among the people affected.

In particular, careless reference to the word "scarp" has led to unsupported conjecture and bifurcated definition.

To alleviate this confusion, we commend your consideration of a directive by you to the Commission to define its concept of the word "scarp" in the hope that this may relieve the present intolerable confusion.

Yours truly,

Fred Davenport
Niagara Escarpment
Northern Ratepayers Assoc.
Kemble Ont. N0H 1S0, 376-6866

Halton's History

From the Herald's files

ESQUESING AG. MEETING

... THIRTY YEARS AGO — The annual meeting of the Esquesing Agricultural Society was held on Saturday afternoon in the municipal building. While the Georgetown Fair enjoyed the best year in the history of the society, it was unfortunate that a deficit of \$340 had to be shown on the year's business. This deficit was due in a large extent to the large exhibit brought out and the outstanding prize list of over \$2,100 paid. This along with a few improvements to pens and the much higher operating costs of last year's show left the balance on the wrong side of the ledger.

As an impetus to the organization of a Credit Valley Conservation Authority, the Lions Club, along with the Credit Valley Lions, will sponsor a dinner this spring to which heads of all municipalities affected will be invited.

Georgetown's oldest resident, George M. Charters, died at his home on Academy Road on Monday, January 26. In poor health for the past year, he suffered a fall on the ice in mid-January from which he never fully recovered. Mr. Charters was born 92 years ago in Norfolk County.

Relatives of a Georgetown lady had a narrow escape from death on Saturday when their car collided with a CNR passenger train at a level crossing just west of Guelph Junction. Mr. and Mrs. Albert Hosker, RR7, Guelph, were both thrown clear of the car, and were admitted to St. Joseph's Hospital. Mr. Hosker, who is a brother of Mrs. Percy Olney of Georgetown, injured his left shoulder. His wife had hip and chest injuries.

LOBLAW'S LOCATING

... TWENTY YEARS AGO — Announcement was made this afternoon by Delrex Developments that Loblaw Groceries will locate in the new shopping area under construction in the eastern part of town fronting Highway 7 at the 9th Line corner.

One man died and five others were injured in a head-on collision on Highway 7 three miles west of town Wednesday afternoon while a dense fog blanketed the area.

Mrs. Ernest Ball, 63 Main St. S. attended a meeting of the Milton District Association for Retarded Children in Milton recently at which the association expressed the desire to help any such children there may be in Georgetown. It was suggested that if transportation is available, the Sunshine School at Milton will be happy to accept any retarded children from Georgetown in enrolment. Since the meeting, the Kinsmen have offered to look after such transportation.

Yolanda Goudekotting, daughter of Mr. and Mrs. Morris Goudekotting, 8 Prince Charles Drive, was judged top speaker among eight students from the four local public schools who participated in a contest Friday night in Wrigglesworth auditorium. Yolanda, who attends Wrigglesworth school, will meet seven other regional winners this Friday when the Halton finals are held here to choose a winner to compete in the provincial finals.

Some time between early Saturday afternoon and mid-afternoon Sunday, a person or persons entered Georgetown High School and committed senseless and malicious damage which, when totalled, will approach the \$400 mark.

END OF GEORGETOWN?

... TEN YEARS AGO — An historic announcement by Darcy McKeough, Ontario minister of municipal affairs, last Wednesday forecast the disappearance of Georgetown as a self-contained municipality within two years. If Mr. McKeough's regional government for Halton and Peel counties comes into being (and the minister left no doubt that it will, preferably by decision of the 15-odd municipal councils involved, but if not, by government edict) Georgetown will become a part of a completely new area composed of Georgetown, Acton and the large part of Esquesing Township around the two communities.

A familiar landmark will disappear around the beginning of April when the Canadian Imperial Bank of Commerce and Garner's Store at the corner of Main and Mill Streets will be torn down. A new bank, patterned after the Canadian Imperial Bank of Commerce at Highway 10 and Queen Street in Brampton, will be built on the site.

The shrill and distinct scream of the steam whistle drew railroad buffs to the Georgetown CN yard like moths to a flame Sunday to see one of the few remaining steam locomotives pass through. The 13-car train was on an excursion sponsored by the Upper Canadian Railway Society of Toronto.

Georgetown Chamber of Commerce opened a new business office at 232 Guelph Street in the Metropolitan Halton building January 21. The office will be open twice weekly, Tuesdays and Thursdays.

CENTURY'S WORST STORM

... ONE YEAR AGO — One man died and another lost a leg in what has been termed the worst storm of the century as it whipped hurricane-force winds through Halton Hills Thursday evening behind nine to eleven centimetres of snow and roads clogged with abandoned vehicles. Charles McNally, 70, of Terra Cotta, was pronounced dead on arrival at Georgetown and District Memorial hospital Thursday after he collapsed trying to chop through ice in a ditch near his home.

Ontario Municipal Board (OMB) concluded three days of public hearings Friday into a proposed library at Cedarvale Park in Georgetown. Board member John Wheeler said a written decision will be delivered in six to eight weeks. The hearing was called after about 3,500 ratepayers signed a petition protesting the Cedarvale site for the library.

A 17-year-old Georgetown fork-lift operator died in an industrial accident last Wednesday afternoon. Wayne Scott Farrow of Norton Crescent died after backing his vehicle into a steel beam at Georgetown Terminal Warehouse on Armstrong Avenue, Halton Regional Police reported.

Unless remedial work is undertaken at the bottom of Metcalfe Ravine in Georgetown "the erosion will become progressively more extensive, causing more and more damages to trees and vegetation, and increasing the possibility of more widespread slope damage," the Credit Valley Conservation Authority was told Monday.

the HERALD
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