

## Gravel battle: the year ends in dismay

It's a sad reflection on our local elected representatives when the first year of their term comes to a close with the news that a group of residents whose problems they have been struggling all year to resolve are now considering legal action to settle the matter themselves.

After visiting the town council chamber several times during 1979 and sharing conversation and correspondence with both municipal and provincial authorities, residents of the Sixth Line near Limehouse still have plenty of cause for anger over the abuse of their neighborhood by corporate and "public" interests.

With the town allegedly stymied by the legislative muscle of Jim Snow's ministry of transportation and communications and Jim Auld's ministry of natural resources, these unfortunate property owners have found themselves helplessly caught between the shifting forces of government.

The problem at hand, of course is the controversial Sixth Line wayside gravel pit operation, which continues to generate noise, dust and horrendous inconvenience and poses serious safety hazards to any pedestrians who must dodge the occasional speeding gravel truck.

Confrontations at several town council and planning board meetings during 1970 resulted in shared frustration among councillors and residents alike. Angry words were expressed, threats were made, but in the end result, council members appeared to be more satisfied than the beleaguered ratepayers.

Vows of support by council as a whole and earnest attempts by

Mayor Pete Pomeroy and other members to challenge the two ministries involved appear to have produced no viable results, although in most if not all cases, hours of operation have been curtailed.

Whether the town can go further in its attempts to make the provincial government respect the rights of private citizens is precisely the question which Sixth Line homeowners may try to answer in court. It would be unfair to speculate on the possible outcome of that matter here.

However, we fully anticipate a clarification of municipal-provincial relations to emerge as the bottom line of any legal wrangles which may arise out of this damnable abuse of the homeowner's basic right to peace and privacy.

Unable to obtain any definite estimate on the amount of aggregate left in the offending quarries, the residents point out the close proximity of the pits to a relatively large cluster of homes, contrary to common ministry practice. They also fear a depletion of groundwater, an ever-present danger wherever mining operations take place, and one which Halton Hills has already experienced in the Glen area.

To again challenge the mysteriously suspicious workings of the Davis government would be redundant; the problem at hand formulates its own questions in the minds of any observant reader. We wish the Sixth Line residents much luck in finding the answers and, ultimately, in finding a lasting solution to a problem created well after most of them moved to the tranquil and generally scenic area amidst Halton Hills' rural countryside.



## Tips for the Clark campaign: Crosbie tours, Joe stays home



### Ottawa Report

By Stewart MacLeod

Ottawa Bureau of The Herald

The Conservative party has never bothered asking for my advice, but if it did, I would suggest a campaign strategy that would keep Prime Minister Joe Clark close to Ottawa while Finance Minister John Crosbie stumped the country in search of votes.

The 48-year-old finance minister is the most powerful weapon in the Tory arsenal. He is head and shoulders above Joe Clark when it comes to campaigning. And by remaining close to Ottawa, with frequent television appearances, the prime minister could convey the impression he is keeping a tight grip on the nation's business while his ministers go trolling for votes.

Another prominent performer would be Transport Minister Don Mazankowski - providing he doesn't decide to retire from politics. If the solid, reliable Mazankowski could be persuaded to criss-cross the West while John Crosbie specialises in eastern affairs, then Joe Clark could afford to be a sort of chairman of the board in Ottawa. Furthermore, such a campaign would not only be more

effective, it would be a lot more fun. And Heaven knows we could use some fun in a Canadian election campaign.

**LITTLE FUN**  
Let's face it, there isn't much mirth in watching Pierre Trudeau stomp arrogantly out of a news conference, or Joe Clark trying to manipulate his fingers into a victory sign, or Ed Broadbent having another doughnut in the factory cafeteria. But, regardless of what you might think of his party or his budget, there is a great deal of fun listening to John Crosbie dissect his opposition.

"They left the economy in shambles, Canada's reputation in shambles, the state of the country in shambles. There they sit, just a bunch of shamblers..." Sometimes, the liling Newfoundland orator appears angered, sometimes dismayed, sometimes amused, but he's never been at a loss for words. His budget presentation, during which he batted off opposition barbs like a goalie warming for a game, was a classic performance. He simply never rattles. And his schedule surrounding the budget speech would have reduced lesser men to babbling wrecks. He was on early-morning television, on breakfast radio interviews, at mid-morning news-conferences, at noon briefings, afternoon panel discussions, evening meetings - always with down-to-earth patience. And at the end of exhausting days he could still stick his tongue in his cheek and take another crack at the enemy.

"...They've been sitting there now for six months unable to stand seeing somebody else in power and they've now finally flipped their lids... they're rudderless, they're leaderless and they're

conscience-less."  
**STRAIGHT SHOOTING**

Ask Mr. Crosbie what brought on this election and he doesn't beat around the bush: "Their political shortsightedness, their inability to see a longer term future for Canada, their grasping desire to be in power, their power mongery that's rampant over there, an epidemic among them, has forced us out."

That's better than Joe Clark saying the Liberals lack a sense of responsibility. Yes, sir, said Mr. Crosbie, when he decided to bring in a budget he was determined "not to have a hash or a mash or a mishmash of NDP and Social Credit or Liberals policies." He was not "just attempting to slinge and winge and minge into power and stay there at any cost." And "we're not trying to bulldoze them and bullyrag them."

And while the prime minister sells the budget as a tough, but necessary, it's time-to-face-the-music, proposition, Mr. Crosbie can make it sound like a gift-package. "I haven't done anything to hurt the consumer... I am acting to help the consumer in five years time when, if we don't act now, might be cut off from oil altogether and freeze in the dark or lose his job or have an inflation rate of a hundred per cent..."

By the time he completes the sentence you feel that the 18-cent-per-gallon increase in excise tax would be a privilege to pay. Mr. Crosbie is not only an outstanding debater, he has a wealth of a time in the process. And I suspect that will be a rare commodity in the current campaign which, without some new national voices, has all the appearances of a sudden-death overtime period to end a contest that started last spring.

## Goodbye to the Seventies

The curtain closes on a year and a decade amid the usual rave reviews from those in the front rows and savage critiques from the mezzanine, give or take a few exceptions who ended up in the wrong seats.

With Halton Hills a microcosm in the global macocosm, the mood of our times is reflected throughout the year-end summaries and year-ahead forecasts from local spokespersons featured in this week's Herald.

While more critics are panning the '70s as a decade than those writing the raves, much was accomplished in the years following the chaotic '60s. The past decade ends, we feel, on a note of in-

creased humanity among the people of the world, a greater sense of the earth as a true global community, and finally, a greater understanding of ourselves.

Souring the music of the spheres, to wax poetic, is the horror of potential calamity in the mid-East and the frightening unassuredness of the immediate past and the immediate future.

Whatever the future holds, the '80s may well settle the score, so to speak, on a number of social and political issues of interest to every man, woman and child. We look forward to the good time, anticipate the bad, and we strive each day to make this world a better place to be.

## Showdown in the Legislature: Davis, Smith face off on future



### Queen's Park

By Derek Nelson

Queen's Park Bureau of The Herald

The wind-up day of the legislative sitting again found Premier William Davis and Opposition Leader Stuart Smith trading shots about their differing visions of Ontario.

But for once (after leaving out the personal slurs), it is possible to reduce their arguments to basics.

Smith led off by suggesting that because 5,000 more people left Ontario than came here this year the government's policies have been a failure and opportunities here significantly less.

Davis countered that there has been a historical trend of "going west" so it doesn't bother him. Then he got to the crunch.

"The question really does indicate a degree of cynicism and pessimism on (Smith's) part."

"I believe this province represents in terms of its economy, social and educational programs - which he doesn't think are so hot - the best place to do business, to raise a family, even to be involved in the political process," Davis said.

**SMITH'S TURN**

Smith responded. "The question has nothing to do with the great potential of this province but rather the sad waste of this potential because of poor leadership."

"It will only enjoy a (great future)

once it is given proper leadership to use the human resources intelligently rather than squander them the way (it is presently doing)."

He then asked how it is that Ontario has sank to 10th among the provinces in per capita growth in manufacturing this decade.

Davis replied this way: "I can only say once again in terms of the jobs created there is not another province that has done as well."

"There has not been another jurisdiction in North America in the past two years that on any comparative basis has created as many jobs within the manufacturing and service sectors as has taken place in Ontario."

**KEY POINT**

Then the premier expressed what lies at the rest of his disagreement with Smith.

"I would only say to the Opposition Leader (that he), for once, show a little enthusiasm, a little confidence..."

Davis perceives Smith to be a pessimist, a bad-mouther, a drag on Ontario's glorious future under continued Tory rule.

Smith sees Davis as dangerously over-optimistic and hiding his head in the sand from severe structural problems in the provincial economy that must be tackled in new ways.

**BOTH WAYS**

The views aren't necessarily contradictory.

Per capita manufacturing growth in Ontario is low, for example, compared to other provinces, as Smith charged.

But Ontario has done extremely well in providing new jobs through most of an economically turbulent decade, as Davis said.

Yet Smith is absolutely right to worry so much about our branch-plant economy

and its basic weakness as illustrated by the huge amount of manufacturing products we import compared to what we export.

In effect, we are paying for our manufacturing imports with the raw materials and semi-processed materials we export.

Still, this is the holiday time so why be gloomy. Davis wins the round because there probably is no more favored place over-all today than the Ontario he has led for the past decade.

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## Halton's History

From our files

**THIRTY YEARS AGO**-Georgetown's oldest active businessman, John McBean, died suddenly at his home on Queen Street December 31 at the age of 89.

Mr. McBean had been at work as usual that morning, it being his custom to spend the mornings at his dry goods store which he operated on Main Street for 54 years. His death closed a career unique in the annals of Canadian merchandising and it is doubtful if any man has equalled his record of actively participating in business for such a long period or at such an advanced age.

The arrival of 1950 was certainly shielded in fog, however, we will get a look at it soon. The month of December was above normal warmth, the maximum being five degrees above the average of 30 degrees and the minimum six degrees above the average of 17. The rainfall for the month was nearly three times the normal of 1.26 inches, and the snow was just half the normal of 12.5 inches.

**TWENTY YEARS AGO**-The Georgetown public will apparently have to wait until the new high school is accepted by the board from the contractor before they can expect an answer on whether or not the school's spacious gymnasium will be available for public rental. In the first meeting of the Georgetown High School board district since the dissolution of the parent North Halton body in December, the trustees on Monday night again used the "not yet accepted" excuse as a crutch to limp out of the touchy subject into other business.

Many people in the Ballinacree district were without hydro and telephone service for almost a week following the recent ice storm, but everybody is gradually getting back to normal again - and in the wake of another storm which is hitting the district at the present time. One of the gas pumps at Ploffe's service station was also knocked over as a motorist pulled in and slid up against it. This caused the pump to catch fire. It might have been more serious had the tank been full of gas.

### HOME FIRE

Mr. and Mrs. C.A. Foster and Miss Ramsbottom lost their home in an early morning fire December 31. Telephones on that line were still out of order due to the ice storm and a neighbor drove to Limehouse to summon the Acton firemen, who did a good job considering the time the fire had been raging.

Georgetown is still receiving publicity from the industrial exhibit sponsored last fall by the Chamber of Commerce and Industrial Commission. An essay contest in which prizes were awarded by Delrex Developments was a particularly noteworthy part of the exhibit, and winner Martin Wheeler of Glen Williams has already made one television appearance on a Hamilton station. Last Wednesday, he was again featured on T.V., this time on the Kitchener channel, along with Sam Penrice of the judging board and Laura Bairstow, whose essay was judged second in the competition.

**TEN YEARS AGO**-Avian Aircraft Limited on Armstrong Avenue is in a state of suspended animation. The company has closed down, but not folded, and will stay that way until sufficient funds are accumulated to start production. Avian Aircraft has been developing a gyroplane, the Avian 2-180, for the past ten years, and while interest has been shown by industry, the general public and the military, the predicted bright future for the machine has yet to materialize. Avian's employees were reduced from 30 to five in a lay-off which followed the aircraft's long-awaited certification over a year ago.

Georgetown's police department will have its own breathalyzer unit in a little over a month, Chief Constable Harley Lowe told the Herald this week. Chief Lowe expects the department will be equipped to make breath checks for alcohol consumption after February 15.

A second term as fire chief was voted Jack Cunningham Sunday when members of the volunteer fire department held their annual meeting at the fire station. Erwin Lewis was returned as deputy-chief.

A letter from Halton County notifying council that the county had taken over welfare family counselling and debt counselling, met with a shocked reaction from Georgetown council, who claimed they had received no word of it and had never even discussed it themselves. The letter stated present staff would be used.

### TRAIN DERAILS

Three diesel locomotives were derailed in the CNR Georgetown yard early New Year's Day. No one was hurt and damage was minimal. No official explanation of the derailment was available from CNR, but it is believed the three engines in tandem concentrated too much weight on a section of the track, and the rail slipped over on its side. Traffic was held up for about four hours while a work crane lifted the locomotives on to the tracks. The sight of the crane at work took local oldtimers back a few years when the Georgetown yard was known as Calamity Junction because of frequent derailments and train collisions here.

**ONE YEAR AGO**-Georgetown's McGibbon Hotel changed hands again last week. Nick Markou closed the deal Friday to purchase the hotel from Gladbar Hotels Limited, for an undisclosed amount. The hotel has been in operation for more than a century.

Members of Halton regional council were red-faced last week over a \$945 bill to be picked up by the taxpayers for food and beverages consumed at a recent farewell banquet for outgoing councillors. Former chairman Ric Morrow played host to 20 of the 24 members of his 1977-78 regional council November 15 at the House of Palermo south of Milton, where to everyone's surprise, each guest ran up a dinner tab that averaged \$45 a head.

Denny Andrews of Acton will receive the Star of Courage, Canada's second highest award for bravery for civilians, for his efforts to haul Roland and Lorne Sheppard from the freezing waters of Notre Dame Bay in Newfoundland December 28, 1977.

Here's to  
the future:  
a new year,  
a new decade