

Snow shows' promise for the future

Winter carnivals staged this past weekend by the Acton Legion and the Norval Community Association fared better weather-wise than the February 2 Halton Hills Winterfest, but that wasn't the only difference separating the town's first annual 'snow-show' from those longer-established, smaller-scale events held elsewhere.

Winterfest organizers, most notably the town's own recreation department and the Georgetown Jaycees, are to be commended for working hard against unpredictable odds to mount a series of entertaining and invigorating activities which, even after half the schedule was chopped due to a shortage of snow, combined to make Winterfest worthwhile and successful.

Absent in the midst of all the fun, however, was the kind of community spirit and togetherness that all but dominates the smaller winter carnivals run by specific portions of the Halton Hills population.

Branch 197 of the Royal Canadian Legion has been operating its 'family day' winter carnival for several years now and, despite the fiercely cold wind gusting across frozen Fairy Lake Sunday, plenty of people forgot the temperature long enough to skate, ski, snowmobile, ride in horse-drawn sleighs and, just like those Ontario tourism commercials say, make fun of winter.

The scene was much the same Saturday at Norval's winter carnival, held both inside and outside the community centre. Though the bulk of the scheduled events were geared to the interests of the many youngsters on hand, the adults had a ball too, dividing their time between watching or supervising the kids fun and

warming up with a hot chocolate inside the school.

It's difficult to speculate whether sufficient snow might have drawn out the crowds to the Halton Hills Winterfest three weeks ago, and thus nurtured the kind of common bond which this own lacks because of its geographical expansiveness and shortage of community-type events.

Residents of Halton Hills unfortunately have few town-wide events which would bring them together for an afternoon, perhaps pitting Actonians versus their neighbors from Georgetown, or better still, combining residents from both communities with friends from Esquesing on arbitrary teams for the competitive events which make winter carnivals fun.

To envision such well-attended festivities bringing residents together from across town on an annual basis is not being unrealistic. Winterfest, as such, has been termed a success despite its costly rescheduling, limited turn-out and shortened format. Consider the potential for the future when weather conditions are right and organizers can conduct a thorough, focused promotional campaign aimed at encouraging residents from all parts of town to attend if only as a challenge to themselves and their fellow townspeople.

We wouldn't go so far as to suggest that Norval residents and Acton Legionnaires should abandon their own carnivals to share the fun with us, but amalgamation, in this sense, is an idea worth considering. No matter how much we enjoy our small, annual get-togethers with neighbors, let's all get behind the town next winter for one big snow-show that will finally make some sense out of Halton Hills' regionalization.

Halton's History

From our files

THIRTY YEARS AGO--Guest speaker at the dinner meeting of the Lions Club last night in the McGibbon House was Lt. Col. K.M. Bourne of Limehouse. Col. Bourne was commissioner of police in Shanghai for several years after the last war and his informative talk on Chinese history, customs and character was concluded with observations on the current political situation in that country.

An over-heated furnace caused a fire at the home of Mr. and Mrs. David Barclay Jr. at Stewarttown late Monday afternoon. No one was in the house at the time and the fire was noticed by neighbors who formed a bucket brigade and kept it under control until the arrival of the Georgetown Fire Brigade. There was considerable damage to furniture and the house interior, mostly from smoke and water.

TWENTY YEARS AGO--An air strip may become a reality in Esquesing Township in the near future. B.J. Kovachik, a licensed aircraft mechanic, intends to buy 23 acres from Mrs. F. Joyce at Five Sideroad on the west side of the Third Line, for hangars to service small aircraft and possibly a small auto repair shop.

Increased budget for the Credit Valley Conservation Authority was forecast in a letter which named Georgetown's share as \$2,543 of \$12,870 to be received from various municipalities in the district. Last year, the town paid \$5,374.

Today, February 18, Lt. Col. A.I. Noble of Norval marks another of life's milestones as he celebrates his 93rd birthday. For 92 years, he has lived at 'The Elms', the home his father built in 1868. He carried on business as a miller in Norval until 1919.

The controversial subdivision report will have a public airing next Monday. Council has invited town auditor H.A. Lever to discuss the report with them that evening. It was prepared on instructions of the 1959 council to give a picture of the subdivision costs on the town's economy and as a guide to future subdividing in town.

Firemen in dress uniform paid tribute to Georgetown's fire chief last Wednesday when they attended a funeral service in St. George's Anglican Church for John (Oliver) (Jack) Harlow, 40. Recently elected to his fourth term as chief, Mr. Harlow suffered a heart attack the previous week while en route to investigate a possible fire.

From The Herald real estate columns: "Maybe you're no teenager, maybe CHUM isn't your favorite radio station, but whether young or old, you'll really 'dig' this cool, cool value at \$6,500. A 60-foot lot backed by a shady grove of trees, compact five-room house home on a quiet street very close to the new Park Street School.

Asking councillors to sign a petition indicating their wish for a movie theatre in town, Coun. Fred Harrison complimented a resident, Mrs. Agar Guest, for her interest in following a suggestion that theatre chains be contacted which he made at last week's council meeting. Mrs. Guest, he explained, had been in touch with Odéon Theatres, and was told that if a petition was received, signed by a large number of residents, they would survey the town.

TEN YEARS AGO--Reports that the federal government will choose north Halton as the site of a new Toronto region jet airport are pure speculation at this point, according to Halton MP Rud Whiting. Whiting said this week that he knows the federal government is still discussing potential sites with provincial officers, but that he doesn't know what location will be chosen.

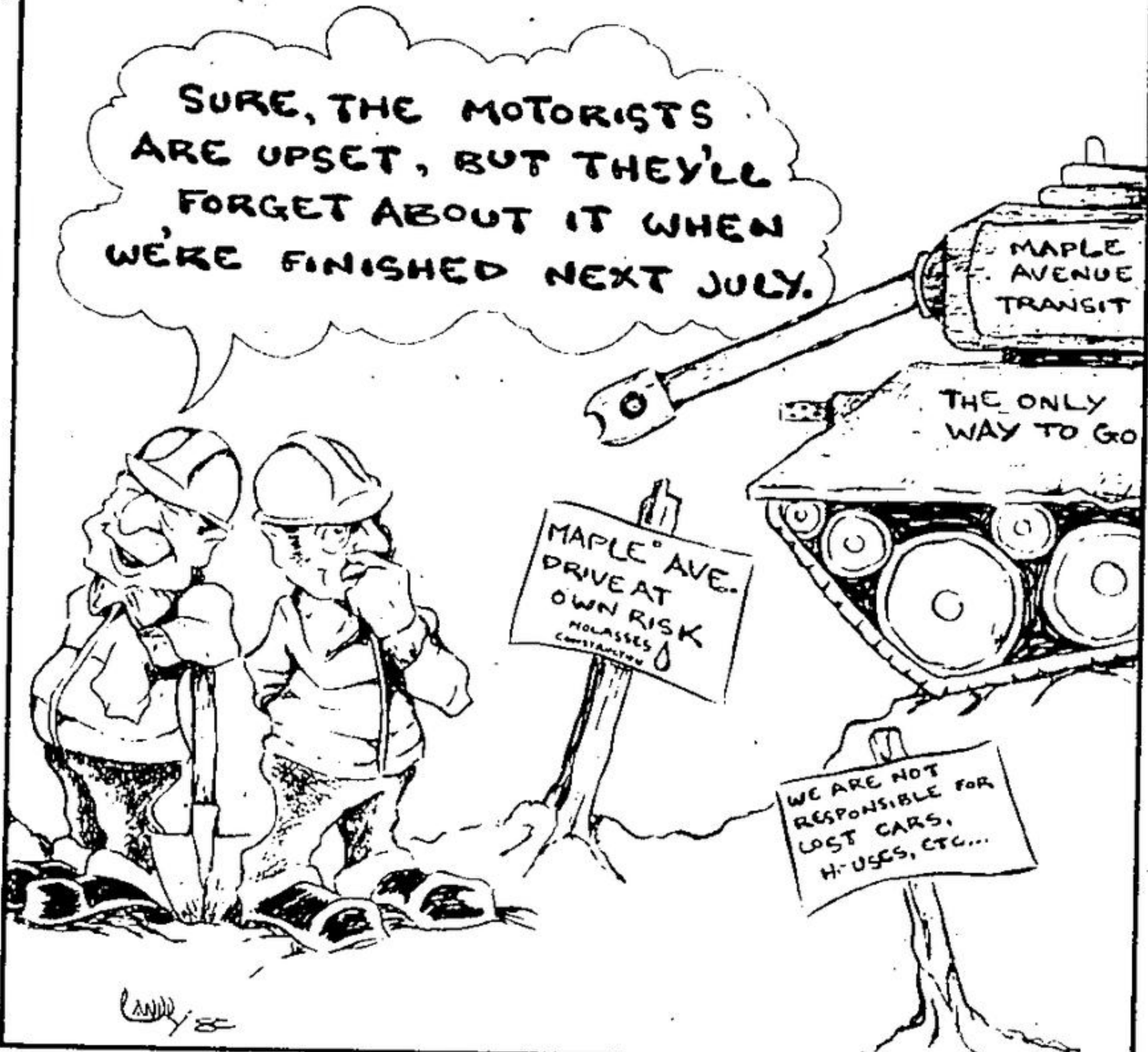
Prohibition of street vendor sales of candy, ice cream and fruit in certain areas of town was included in a bylaw passed by council Monday. The action came after complaints last year that street vendors in elementary school areas were creating a danger of accidents.

Beds in the corridor is a problem Georgetown and District Memorial Hospital board, staff and patients will have to live with for some time. A recent letter from the Ontario hospital services commission states the 31-bed addition to Georgetown hospital approved in 1977 can't be considered until a survey of the needs of hospitals throughout the province is completed.

No town or city has ever been so well represented at a provincial bowling rolloff as Georgetown will be at the Youth Bowling Congress' provincial finals in London, March 1. In the zone eliminations which concluded in Guelph Sunday, Georgetown's youth bowlers captured 26 of 36 places to completely dominate the team progressing to the next level.

Reassessment of Halton County properties will begin next year and the new assessment system will likely be implemented by 1973. At a press conference Monday, Halton-Peel Assessment Commissioner Robert Stetch said reassessment of Halton will begin next year. It will probably take two years. ONE YEAR AGO--The vacant one-acre parcel of land at Mill Street and Acton Boulevard in Acton known as Leishman Park will be the subject of a third Ontario Municipal Board (OMB) hearing if a recommendation of the town's general committee to proceed with residential development of the land is accepted next week by council. Lawyer Bruce Payne attended Monday night's committee meeting to reaffirm the desire of neighboring homeowners to have the site developed as a passive neighborhood park.

A new 25-month contract agreement between Disston (Canada) Incorporated and 114 members of United Steelworkers of America Local 8603 was ratified by 80 per cent of the membership at a meeting in the Acton Legion Hall Monday evening. H.H. (Hert) Hinton of Acton was a guest at last Wednesday's meeting of Halton regional council, where he presented a watercolor painting of a Milton scene to Halton Hills Mayor Pete Pomeroy as a gift to the region. Mr. Hinton, a former Acton councillor, former Halton County Warden and former trustee of the Halton board of education, introduced renowned painter Gerry Puley, whose watercolor, entitled 'The Sing Sod', will hang in the new regional headquarters.



Davis' visit with Boston transit enhances international trade



Queen's Park By Derek Nelson

Queen's Park Bureau of The Herald

BOSTON - What could be more appropriate than for visiting Premier William Davis to see here a commuter rail car pass bearing the familiar green and white colors of Ontario's GO Transit system?

GO, the GO standing for Government of Ontario, radiates out of Metro Toronto bringing suburbanites to work in the downtown core.

And at the moment 60 of the commuter rail coaches are being rented to the Massachusetts Bay Transit Authority (MBTA), the fourth largest in the U.S. and serving three million people.

It would be nice if Davis' glimpse of a GO train in the heart of Chen Chowder Country were a good omen for future sales by the Ontario manufacturer.

The premier, in fact, while not just visiting here to sell the MBTA and American politicians on Ontario-built transit, misses no chance to ask that our vehicles have a fair chance in the U.S. market-place.

HAVE LEAD In Boston he has a good head start. The MBTA bought 190 Thunder Bay-made subway cars in 1976, and seem happy with how they have operated.

The authority is also taking delivery of 152 buses from General Motors' London, Ont. plant, although the reason in this case is that the particular type of bus MBTA wants isn't made in the U.S.

What Davis wanted to do was get his foot in the door for an order of streetcars too, for which Boston could be in the market for as many as 75.

A U.S. version of the streetcars (known as Light Rail Vehicles or LRVs in modern jargon) that MBTA bought doesn't work, and Authority spokesmen told a press conference here Ontario has the inside track for replacements.

There are, however, a couple of hitches.

THAL RUN The easy one to handle is the cost of a 90-day trial period by three LRVs, about \$1.2 million, of which MBTA will pick up \$500,000 and the Ontario and Canadian governments the rest.

The hard part is a 1977 U.S. federal law that effectively imposes a non-tariff barrier against purchase of foreign transit equipment by U.S. cities.

That put a big damper on Ontario's hopes of major new transit vehicle sales in the U.S.

What Davis hoped to gain in Boston, as well as in a later meeting in New York, was local political support for exempting Canada from that requirement.

Davis sees a potential market for more than 400 LRVs at a price exceeding \$280 million if Canada can get around the regulations.

ONE ANSWER While the premier didn't suggest it, there is one reasonable solution to the problem of non-tariff barriers against our transit production -- if the Americans can be convinced.

That would be to include transit vehicles under the Canada-U.S. Auto Pact, which in effect allows free trade in cars, trucks and auto parts (but not buses) between the two countries.

And that way, too, it would help redress the balance-of-payments deficit we have with the Americans under that Pact.

In any case, as Davis said, there is "no good reason" for the U.S. to exclude our products just because, for once, it appears we make the better mousetrap.

Letter from the Editor

Paul Dorsey

Cliffhanger confusion

Following a year-old Herald "tradition", here are some impressions of the Brampton-Georgetown election cliffhanger collected Monday night by myself and reporter Steve Frost while making the rounds of the campaign headquarters.

9 p.m. - NDP candidate David Moulton and supporters watch the results tabulated on wall charts at their Queen Street offices, noting sharp Liberal gains nation-wide but a continually close and fluctuating race locally. Mr. Moulton is reserved, almost cautious in his comments to both supporters and the press.

9:20 - The scene at John McDermid's Conservative offices on both the lower and third floors of a Squire Mews office building is more crowded but just as sombre, as party faithful acknowledge a growing Liberal majority and hold their breath to see whether their local candidate will survive the Grits nation-wide backlash.

Moments later, a PC tabulator loudly announces the party is 300 votes ahead in Brampton-Georgetown, the vast majority of concentrated support coming from Georgetown.

"We're down 300 in Brampton and up 600 in Georgetown, for a total gain of 300," he announces to optimistic cheers.

The big wall chart reflects slow and subtle changes to the tally, as totals bounce wildly from poll to poll. McDermid greets supporters, consoles one worker caught up in the emotional strain of the moment, and points proudly to the chart showing he beat Ross Milne in the Liberal's home poll 101-68.

10:26 - an unconfirmed report indicates CTV election-watchers are claiming a Liberal victory in Brampton-Georgetown. Instead, it will be another two and a half hours before the real result is known, proving the station wrong.

10:45 - McDermid launches into his controversial "victory speech", flushed by the apparent success of his campaign and offering what will stand as the strongest words from any candidate concerning vandalism to election signs.

"If I lost I'm going to look for a job," the MP tells a report who remains unsure about the local results, "but I'm not going to lose."

11:05 - A different scene again at Liberal headquarters, where Milne, and not McDermid, is 400 votes ahead with three or four polls still to report. The former MP remains reluctant to discuss the final Brampton-Georgetown outcome, choosing instead to wait out the final 20 minutes for a definite report.

11:35 - The second victory speech of the night is given as Ross Milne is assured by supporters that the all-important victory margin is his. Fanning the flames at Liberal headquarters is the announcement, though ultimately proven false, that McDermid is on his way over to concede his defeat.

11:45 - Another announcement to the Liberal crowd places Milne 178 votes ahead of McDermid. The celebration continues enthusiastically, more people arriving all the time.

1:05 a.m. - McDermid reappears at the Brampton Golf Club Conservative celebration following another check with the returning officer.

"It's 357 votes we won by," he tells supporters still confused and concerned over the night's fluctuating vote. Their spirits are lifted as the MP mounts a riser for yet another "victory speech", in which he heaps elaborate praise on his Georgetown supporters.

1:30 - We return to Georgetown with an apparent Conservative victory to report, despite continuing confusion because of conflicting reports from the media heavies, we're told the majority of local voters probably went to bed thinking Ross Milne had staged a cliffhanger comeback after six months absence from Ottawa.

Instead, John McDermid, the former rookie MP who ran a tight, high-profile, intensely thorough campaign with manager Everett Biggs, the man who lost the PC nomination to McDermid last spring, is back as a member of the loyal Opposition.

'Go-for-the-jugular' Webster couldn't lay a glove on Clark



Ottawa Report By Stewart MacLeod

Ottawa Bureau of The Herald

For a time there, I thought my continuing confusion over the current election campaign was primarily due to my isolation from the party leaders -- that if I could get close-up glimpses of them in action I could regain my grasp on what's happening.

If only I could have been in Vancouver, for instance, when Prime Minister Joe Clark volunteered himself for Jack Webster's open-line show. Webster, as all his listeners know, is a somewhat snarky Scotsman with an unerring instinct for the jugular. If guests survive his widely-watched morning show without any bruises, they can consider themselves champions. Webster has been called everything from "The Haggis Basher" to "Oatmeal Savage."

Unfortunately, I couldn't be there for Clark's campaign performance on this particular show, so I did the next best thing. I raced out to the nearest newsstand to read the verdicts of two columnists who have been travelling with the prime minister and reviewing his performances in minute detail.

I have a great deal of respect for the opinions of Geoffrey Stevens, who writes a political column for the Toronto Globe and Mail and for Allan Fotheringham, who does a similar job for the FP News Service. Both enjoy a reputation for shying away from "pack journalism," in favor of their own freely-formed assessment of events. Between these two veteran columnists I thought, I would gain a clear picture of how our prime minister fared with the feared Jack Webster.

I turned first to Fotheringham, who tells us that by the time Clark had reached Vancouver, the latest public opinion polls had given the Tories "all the snap and resiliency of the Los Angeles Rams in that last goal-line stand."

"Things weren't helped when the Tories' schedule had an early morning Clark tossed into the meat-grinder ego of Jack Webster, the highest-paid professional bully in the land..." He goes on to mention that Webster, last year, was impressed with Clark's competence and frankness.

"But now... Clark clearly doesn't have the 9 a.m. heart for the meat-grinder. Well, you really muffed it," is Webster's snappy opener.

"Oh dear," continues Fotheringham, "it's going to be a long morning for the Tories. If by some miracle, you are elected," says Webster to Clark's explanation of his hygienic stand. Webster says quietly, "That sounds like a lot of nonsense." He is almost fatherly.

"Through it all, while the prime minister's left fingers beat that melonome jitter into the desk, is the tone of a vastly talented and wealthy journalist -- who has 'been through the war,' as he reminds Clark -- trying to help along the young man who does not intimidate him."

It was clearly, in Fotheringham's view, a sad performance.

"Finally," as Webster sets up his victim by pleading for several minutes of overtime, he asks Clark what the Tory private polls show.

"They reflect about the same situation," confesses Clark before he collects himself and wades into obfuscation.

Pierre Trudeau. Stevens says that the prime minister's performance on the Webster show reflects a stubborn conviction that voters' memories are not so short they cannot remember why they rejected the Trudeau government last May.

"If Mr. Clark is beset by doubts, they don't show. Mr. Webster, a canny old pro who revels in his reputation as Canada's toughest interviewer, can't lay a glove on the Tory leader. Mr. Clark is good, very good. If the Conservatives were smart, they'd re-run the Webster interview on every television station in the country."

Since I wasn't there, I don't know whether the Tories would be smart to re-run the interview, but I certainly wish they would. I, for one, would be interested in seeing how Clark performed.

ANOTHER VIEW I now turn to Stevens, to see how he reviews the same event. It's a startling contrast.

"Calmly, determinedly, Mr. Clark turns the criticism around and makes it an attack on Mr. Trudeau and the Liberals."

"As he talks to Jack Webster, the prime minister tries to do the two things he must do if he is to have any chance of retaining office. Make the people focus on

Advertisement for the Herald newspaper, including a list of awards won in 1979.