

## Heavy traffic on our highway of the future

Halton Hills councillors are currently trying to find a middle ground for the proposed transformation of Guelph Street through Georgetown that would provide a compromise between, say, Brampton's commercial strip east of Kennedy Road and Washington D.C.'s Pennsylvania Avenue.

So great are the potential ramifications of revamping what has become an integral part of the Georgetown landscape that a special consultant's study became necessary, at a final cost of nearly \$15,000.

We don't think the expenditure can be challenged, but some of the study's findings appear open to questions from ratepayers who negotiate Highway 7 on a daily basis or better.

Of greatest concern is the consultant's recommendation to keep high-density housing in mind if and when the sprawling Dominion Seed House lands between Maple and Mountainview become suddenly financially threatened and subsequently vacant. That the huge nursery might someday be burdened by real property taxes and no longer considered farmland is a possibility that hadn't occurred to us.

As far as we're concerned, the Seed House is easily one of Georgetown's visual highlights, its nursery seasonally scenic and its buildings uniquely attractive. Of nearly as much importance to local motorists, the holdings effectively cut traffic stops and starts in half, and any reduction in vehicular movement during road-clogged peak periods is an asset this town would feel hard-pressed to give up.

Thus, the suggestion that high-density housing, possibly of the townhouse variety, is the best type of development for those lands if they become available in future

alarms us greatly. With the Seed House parcel turned into a residential subdivision, its cars channelled onto Guelph Street via one, two or even three sidestreets, traffic along that stretch of our main drag would no longer be simply unbearable, it would be impossible.

The consultants recommended the housing route over another proposal to cultivate the Seed House property as parkland. We frankly don't know their reasoning at this point, but clearly the idea of preserving the lushness of the area warrants further consideration. If indeed the Seed House is destined to move on (a questionable enough pretense), the land's natural beauty could be enhanced to turn the area into Georgetown's centerpiece, a showcase of municipal dedication to recreation and community activities.

Even apart from the Seed House issue, the report now before council has plenty of questions to resolve. Ironically, moments after the report was received by the planning board last week, a proposal by Cherrytree Developments to establish a private health club at Guelph and Delrex won tentative support, contrary to the consultant's advice. The report stresses the need for more serviced, industrially-zoned land in Georgetown and warns that council must strive for some zoning uniformity along the corridor.

Instead, council appears ready to rezone industrial land for a commercial use that does not neatly fit in with existing establishments near that intersection.

Obviously, there is much more to the corridor question than counting traffic lanes, plotting the best locations for signal lights and assembling an orderly arrangement of pylon signs. All ratepayers should take an interest; Georgetown could change dramatically before their eyes.



Here's one of those pictures we couldn't let go. Staff photographer Lori Taylor's shot of Megan and Colin Duncan having some fun in the sandbox couldn't make it into last week's Herald, but cartoonist Greg Landry's busy schedule this week allowed us a chance to make good. The Duncan kids were enjoying children's activities at the Maple Nursery School's open house a week ago Saturday.

## Halton's History

From our files

**THIRTY YEARS AGO**—Frederick William Appleyard, a former resident of Glen Williams, died at his home at Crewson's Corners April 18 in his 86th year.

Mr. Appleyard was born August 9, 1864 at Market Rasen, Lincolnshire, England. He came to Canada on a sailing ship in 1882 and secured employment as a moulder in a foundry located on the site of the present city hall in Toronto. While there, he attended the first Canadian National Exhibition.

Bob Jepson entered his beagle hound, Kerry's Bugle Girl, in the recent Sportsman's Show in Toronto and took first prize in the novice class. The dog is a 14-month-old female, named for Bob's young son, Kerry.

See the Sin City's wildest days, in the movie "Bagdad", starring Maureen O'Hara, Paul Christian, Vincent Price and John Sutton. On Monday night, a watch from Barber's will be wound and started on our stage. All you have to do is guess at what time the watch will stop and Barber's will present the person with the closest guess with a beautiful Bulova wrist watch.

**TWENTY YEARS AGO**—A trio of would-be burglars wearing crude masks fashioned from towels made an unsuccessful attempt on the Meadowglen Mushroom plant early Thursday morning after a vicious assault on the night watchman. According to police, John Cornish, 71, of Glen Williams, was walking through a doorway in a small tool shed adjoining the plant boiler room when he was grabbed by one of the men and thrown to the ground, where he was held with his face in the cinders while the two other men searched the grounds. The only things missing are a one-quarter horsepower motor and a large bar.

Georgetown Police are working with the Fire Marshal's office around the clock in a concentrated effort to apprehend the person or persons responsible for a fire Sunday night that consumed a number of coats in the basement of St. John's United Church. Police Chief Roy Hartley said the culprit entered the room in the downstairs portion of the church where the garments were stored some time after the service started and ransacked the coats before setting them on fire with rolled up paper.

With roads a main item on the business agenda, members of Delrex Ratepayers Association attended a meeting in Wrigglesworth School auditorium on Wednesday. The meeting heard a report by William Carr, association president, on four questions submitted by the executive to town council for answer. Mr. Carr explained that the ratepayers are caught in the middle of a difference of opinion between council and Delrex Developments over specifications for "graded and gravelled roads" as contained in a 1954 agreement when the Delrex area was annexed to the town.

With Acton agreeing to a similar proposal, Cecil Robertson of Glen Williams will commence his duties as dog controller for Georgetown on May 1. Council on Monday ordered preparation of a by-law which will initiate the new system. It replaces a former arrangement with the Oakville Humane Society.

**TEN YEARS AGO**—The dispute between a number of Esqueting Township residents and the developers of Golden Horseshoe Driveway between Georgetown and Acton will be aired in court. Mr. Justice A.H. Lief of the Ontario Supreme Court has ordered lawyers representing both sides to file the necessary documents so the case can be heard when the court opens a sitting at the county courthouse in Milton May 11.

The proposed garbage disposal plant on Highway 25 may be the answer to much of the garbage disposal problem now facing Halton communities, according to George Kerr, minister of Energy and Resources. He warned a group of businessmen last week against a too hasty rejection of the idea by Esqueting Township. He advocated the establishing of such plants in rural area to handle the growing mountains of garbage from urban areas, which cannot be processed without causing pollution.

Every Thursday morning the Smith and Stone strikers from Local 1421 UAW go back to school. For two hours, they attend union education classes held in the Legion Hall. Various members of the UAW Education Committee outline the history of unionism and the labor movement in general. Labor laws, political action and distribution of union funds are only a few of the wide-ranging topics discussed.

A free skating session at the Memorial Arena Sunday ended the skating and hockey season here which started six months ago. As soon as the well-attended skating period was over, arena staff started the operation which will see the arena floor stripped of ice some time this week.

**ONE YEAR AGO**—Halton region's slower growth rate, quieter highways and varied mix of relatively low-priced housing are being credited for making it increasingly more competitive with neighboring Peel region and Metro Toronto in terms of attracting new industry. Halton regional chairman Jack Rafitis last week said Halton offers industry a balance.

Construction on the first three boulevard islands on Main Street planned for the beautification of downtown Georgetown won't begin until after the Pioneer Days celebrations at the end of June, members of the Business Improvement Area were told last week.

Hilda Barrack, whose "dream home" on Regional Road 9 (Five Sideroad) turned into a nightmare of structural deficiencies, failed last week in her final attempt to win the support of town council. Council voted 7-2 last Tuesday to follow the advice of its lawyer and have the 59-year-old widow pick up the bill for the town's \$1,000 to \$1,500 for court costs. Those costs stem from last month's lawsuit, in which Mrs. Barrack unsuccessfully attempted to have the town pay her \$12,000 in special, general and exemplary damages because preliminary inspection of her five-year-old, custom-built home, by the town's building inspector, Doug Sargent, overlooked several serious deficiencies.

## Political realities of F-18 support Ottawa's Quebec deal



### Ottawa Report

By Stewart MacLeod

Ottawa Bureau of The Herald

Having been granted my wish for an early decision on the purchase of a new fighter plane, perhaps I should leave well enough alone. But there is something decidedly unsettling about the way pressure politics entered the picture at the last moment, leading to a major rejuggling of figures.

We do, I suppose, have to face realities. And one of the current realities is the fact that Quebec now is embroiled in a critical referendum debate. Another reality involves the industrial spin-off from the new fighter-plane program which, over the next 15 years, may cost us a whopping \$4 billion.

Given these realities, it is difficult to criticize the government for ensuring that Quebec, at this critical moment, gets a fair share of the economic fall-out from the fighter program. What bothers me is that this was allowed to become an over-riding factor — despite wholesale denials — and the subject dominated the decision-making process in the final days.

Seven years have passed since the government first began considering a new fighter program, and three years have passed since six aircraft manufacturers were invited to submit very elaborate, very expensive and very detailed proposals which would include a breakdown of all industrial spin-offs and all

economic benefits that would flow to the Canadian aerospace industry. And two years have passed since the submissions were reduced to two finalists — General Dynamics with its single-engine F-16, and McDonnell Douglas with its twin-engine F-18. From the beginning, it was beyond dispute that the military people preferred the F-18 over the F-16. So we can assume that the economic benefits were the major bones of contention over the last 18 months or so.

### OFFERS REFINED

In that period, both companies refined, and sweetened, their offers at enormous costs. The three governments that held office in that period have been inundated with representations, full-page newspaper ads were taken out by the competing companies, and in the view of one senior officer, every last economic dollar was squeezed out of the two finalists. The decision-making process should never have gone on this long, but with elections, procrastinations and the like, it extended into the Quebec referendum campaign.

And when General Dynamics said that 50 per cent of its \$2.8 billion industrial benefit package would be spent in Quebec — and it was a widely-accepted view that only seven per cent of the McDonnell Douglas industrial spin-offs would reach that province — the resulting lobbying became intense.

Even Quebec Premier Rene Levesque seemed to develop a sudden and peculiar interest in federalism, and he demanded that the F-16 be selected. "It is the absolute right of Quebec to have its fair share."

### HEAVY LOBBY

The 74-member Quebec Liberal caucus also began lobbying with an unprecedented intensity. And I have

before me a copy of a letter written to Defence Minister Gilles Lamontagne by Ian Watson, the Liberal MP for Chateauguay, in which he mounts an emotional four-page defence for the F-16. "Even without the political argument, the F-16, on everything I have been able to check, is a country mile ahead," he wrote. "When the political ramifications are added, a decision favoring the F-18 now would be scandalous."

We can assume that Lamontagne was being battered with this argument from other Quebec Liberals. In any event, the government and McDonnell Douglas officials sat up all night negotiating the program. And later that day, the choice of the F-18 was announced, along with the news that about 47 per cent of the industrial benefits would go to Quebec.

So many variables are involved it is difficult to know the full extent of the last-minute changes, but they were extensive enough to bring smiles to the faces of Quebec Liberal MPs. "Sure some of the change will affect Ontario," said MP Jacques Olivier, "but we never complain about Ontario's share of the automotive industry."

I disagree. I've heard many complaints about the auto industry from Quebec MPs, but that's not an issue.

As mentioned earlier, with the political realities we face, it isn't easy to be critical of the government's action. Perhaps most of us, given the current situation, would have reached the same conclusion. Yet, there is something disquieting about the fact that, after the thousands of man-hours spent refining every conceivable detail, that such massive changes could be made, in apparent political panic, during one late-night bargaining session.

If it was this easy, why has a final decision been postponed since 1978?

## Balancing production safety against 'zero economic growth'



### Queen's Park

By Derek Nelson

Queen's Park Bureau of The Herald

Somewhere today there works a very sorry public relations officer who represented (past tense?) a major asbestos firm.

During the height of the controversy here concerning asbestos he was asked to comment on a statement by a union official that 42 employees at an eastern Metro asbestos plant had died from asbestos-related diseases.

His response indicated the number was "socially-acceptable," the price that had to be paid so society would not be deprived of a valuable industrial product.

Reaction on all sides was indignation. And while for someone in the public relations business to utter such a statement is incredibly stupid, it highlights an unspoken aspect of much current debate about people's chances of dying or suffering disability.

What the public relations officer was talking about can be summed up in one word: Risk.

Not, mind you, knowing risk, the gamble kind of risk best exemplified by people's refusal to do up their seatbelts, or by an asbestos company employee who smokes and doesn't wear a respirator.

### NOT GOOD

Nor are we talking about negligence or deliberate ignoring of safety rules by either a company or its employees. Death in these cases is not, and no one could

claim it to be, "socially acceptable." But statistical risk, with which we all live daily.

Any insurance actuary can calculate to a life how many airline pilots will die in accidents per million miles of air travel, or how many coal miners will die by accident and disease each year to dig that fuel.

But no one can judge which pilots and which coal miners. As a society we've labelled these deaths "socially acceptable," in that we know they are bound to happen, and yet in response we do not ground all aircraft or stop coal mining.

What is new, however, is the steady growth in the last few years in the number of jobs that some people insist should be risk-free.

### BILL 70

For example, the most controversial section of the Occupational Health and Safety Act, Bill 70, passed last year, allowed workers in most occupations for the first time to refuse "unsafe" work.

(And we won't even talk about the other side of the risk-free coin, the attempt to reduce environmental risk to zero in certain "socially unacceptable" industries like nuclear power and waste disposal.)

Yet most of us realize that nothing in life involving machinery, which can fail, or human beings, who can err, is capable of being risk-free. Accidents will happen. The key is to learn what happened to avoid repetition.

Even so the risk can be put down in black-and-white on paper. Insurance companies do it all the time, measuring the risk of one occupation against another.

### NO STEEPLEJACKS

Working with asbestos is without question more dangerous than being an office worker, and for disability (although not death) insurance such employees pay a premium.

But interestingly the risk is considered much less than if one were a steeplejack (who can't get insurance) or a

painter (also because of height).

The board of education carpenter whose death set off the latest asbestos controversy was only one of perhaps 80 board employees similarly exposed to the substance, yet none of the others suffered ill-effects.

It appears some are more susceptible than others to different diseases. What seems to be happening, however, is a narrowing of the amount of risk society will tolerate, either in general or to individuals.

As one critic noted, we then run a new risk of "zero defects in products plus zero pollution plus zero risk on the job" equalling zero economic growth.

**the HERALD**  
A DIVISION OF CANADIAN NEWSPAPERS COMPANY LTD.  
103 Main St. South, Georgetown, L7G 3E5  
WILLIAM EVDOKIMOFF  
Publisher & General Manager  
PAUL DORSEY  
Managing Editor  
Phone 877-2201  
Second Class Mail Registered No. 0943

**AN AWARD WINNING NEWSPAPER**  
1978 Second Best All Round - Best Sports  
1978 Best News & Features  
1978 Best News & Features  
1978 Best Composition & Layout  
1978 Best Editorial Page

Advertising is accepted on the condition that the advertiser agrees that the publisher shall not be liable for damages arising out of errors in advertisements beyond the amount paid for the space actually occupied by the portion of the advertisement in which the error occurred. Another such error due to the negligence of the advertiser or otherwise. And there shall be no liability for non-acceptance of any advertisement beyond the amount paid for such advertisement.

NATIONAL ADVERTISING OFFICES  
100 Queen St. W., Toronto, Ont.  
140 Campbell St., Montreal, P.Q.



## Letter from the Editor

Paul Dorsey

## Bring on the arts!

Talking with Nornic Studio directors Enid Williams and Bev Nicholas this past week about their upcoming production of Dear Liar rekindled some of the excitement I share with arts-oriented people in town concerning the new library-theatre complex.

For Dear Liar and other presentations, Nornic is making the most of the Knox Church basement; the situation's much the same with the Little Theatre at Sacre Coeur hall and, to a lesser extent, the Choral Society at St. John's Church. Apparently, the Holy Cross sanctuary is more in demand than any other non-sports facility in Halton Hills by groups of all interests, with the Holy Cross auditorium a close second.

As splendid as some of these buildings are in their limited-use way, this business of putting on shows in churches and schools has got to stop, and it's to be hoped it will stop soon.

It appears some town fathers are hoping for a 1981 start on construction of the new arts complex on the Georgetown library's Church Street grounds. Speaking for all involved groups, I certainly hope there are no delays and that the public as a whole gets behind the project financially and spiritually as quickly and effectively as some groups already have, most notably the Rotary.

Enid and Bev's plans for the future give an indication of how grand it all could be; we ended up talking not so facetiously about Georgetown as another Niagara-on-the-Lake with its annual Shaw Theatre Festival.

The key is to think of the new complex not as simply a "display case" for existing local groups, but a centre where individuals and groups from out of town can demonstrate their talents and enrich local viewers further in much the same way as Brampton employs its Lester B.

Pearson Theatre.

From that point, local groups can strive to match these more proficient performances on their own.

One factor holding Georgetown back entertainment-wise is that few citizens here are used to seeking out amateur talent anywhere but in their own backyard. Thus, the Little Theatre and others maintain a limited but substantial following while the more accomplished groups from Brampton, Mississauga, Toronto and elsewhere are never seen simply because there is no proper facility in which they can do their talents justice.

And this is where Nornic Studio in particular is leading the "competition" in terms of bringing in outside talent of some stature. From the "small beginning" of Dear Liar (as we said last week), larger productions will be mounted involving out-of-towners many semi-professionals and professionals among them.

Nornic and the Halton Hills Arts Council are currently negotiating to bring some substantial talents to Georgetown, but must keep their plans modified, almost low-key as it were, for lack of a proper facility. Where, for example, do you present a major Canadian opera star or an enormously experienced actor with his one-man show? (In fact, their names cannot be divulged until booking problems, including the locations, are resolved.)

Meanwhile, enter Glen Tarlin (as George Bernard Shaw) and Florence O'Connor (as his historical foil, Mrs. Patrick Campbell), two fine Brampton actors who will quietly untie Georgetown's traditional conservative anchor with Dear Liar and let our imaginations, along with those of town councillors hopefully, float creatively out to sea.

See you at the show.