

## Beep! Beep! The flagman cometh

As municipal consultants have determined in the recent past, Georgetown's Highway 7 corridor is beset by problems affecting not only the flow of traffic along Guelph Street but the nature of commerce lining its curbs.

Civic leaders are only now learning how extensively bad planning in the past is causing unforeseen problems today.

So it bothers us greatly when highway repairs become necessary once again and town officials seem oblivious to the traffic and commerce problems they create overnight. Georgetown's main corridor is now being reconstructed from Rexway Drive to Armstrong Avenue — a matter of adding a fifth lane for the most part — and the problems caused by the work go beyond mere inconvenience: the highway is an atrocious mess.

It seems to us, without immediate benefit of expert opinion, that the inevitable reconstruction project could have been handled in phases, with Guelph Street's considerable traffic load diverted around single work areas no longer than several hundred yards.

Instead, the contractor's heavy equipment and workmen line the full length of the torn up highway, shaving out a section of asphalt in the middle of the road here, laying sewer and water mains at the side there. Hydro workers crowd around utility poles to

accommodate the construction, flagmen wave passing cars onto the soft (and not-so-soft) shoulders to avoid swinging shovels and laborers relax for lunch in the blockaded safety zones that used to be a passing lane.

The reason behind all this chaos is not lost on Georgetown taxpayers: anyone who faces the horrendous lines of cars on Guelph Street at suppertime each day is looking forward to the finally widened highway with relief. The addition of a central turning lane in certain sections of the road will resolve many time-wasting traffic delays and, in general create a much safer driving environment.

What is much harder to justify is the town's and contractor's "all at once" approach to reconstruction. A horde of laborer teams attack different sections of the road at the same time, no doubt saving themselves and the taxpayers some money but wreaking havoc on the average driver's most mundane outing.

Frankly, we'd rather put up with a section-by-section construction project for a full season than the all at once assault over the course of two months. Spot construction is easily countered by minor detours; blanket reconstruction is unavoidable for resident motorists, aggravating for passing-through drivers and a pain in the neck for Guelph Street businessmen.

## Leathertowners set an example

In a world in which our metaphors are often linked to cars, Acton's Leathertown Association appears to have learned something from the recent history of the North American automotive industry: You can go just as far — do just as much — in a Volkswagen as you can in a more expensive, full-size gas-guzzler.

While the region's own grandiose scheme for luring new industry to Halton is failing to muster enthusiastic support around committee tables at regional headquarters, Chip Petrillo, Leathertown Association chairman, is whipping up all kinds of exciting Leathertown interest among local businesses and residents who want Acton listed as a major point of interest on Ontario roadmaps.

The region's proposal to spend \$400,000 on business development in Halton by 1983 is years too late. Business may be booming in Oakville and Burlington but the "development doldrums" have hit Halton Hills.

Tired of waiting for someone else to pick up the proverbial cudgel, Acton's Leathertown Association has decided to do its own knocking on executive doorsteps, attracting new commerce to the community in a colorful and unique manner.

Like all great ideas, it's the simplest and most obvious that seem, for

years, to go unnoticed. Acton has history, the association has noted, a history based inextricably on the tanning industry. Connect the history to the community's business community, sew on a catchy steer hide logo, add "Leathertown", get a man like Mr. Petrillo to help with tailoring and suddenly the idea has already achieved more for the community in sheer business optimism than Halton's business development department has since the region was formed in 1974.

We congratulate Mr. Petrillo and the Leathertown Association — all 7,000 members — for their initiative in bringing commerce to Acton. The materials are there to make the community an important stop on a tourist's itinerary. However, any group should be wary of government "wrenches" which, while they may help, sometimes slip into the machinery.

Meanwhile, the rest of the town is indeed curious about what all the fuss is about. Acton's sudden pre-occupation with itself may yet serve as an example of how the rest of us can pull ourselves away from an ambiguous commuter identity to recognize that we have a distinct municipal heritage as well, something that other people in the province might be interested in.

### POET'S CORNER

## Be Not Resentful

When a person is trying and making a gain  
Give them great courage and help  
them train,  
Be not jealous and stand in their way  
Give them credit and make it a day.

As a Christian you must not stray,  
You will be blessed your kindness will pay,  
If you are not selfish and greedy at heart.

Good ways are remembered never to part.

Some of the old folks that you knew,  
They had hopes and love for you,  
Do not let those good folks down,  
Bear the cross and wear the crown,  
Don't expect the cream of the crop,  
Your humble share will make you top,  
You can avoid a crucial affair,  
A true person with love and care.

—By Albert Brooks  
HR2 Acton



## Alberta-Ottawa oil agreement has the nation over a barrel



### Ottawa Report

By Stewart  
MacLeod

Ottawa Bureau  
of The Herald

If you are wondering whether we are better off under the recently-signed Ottawa-Alberta energy agreement than we would have been under Joe Clark's Tory government, it's best to think about something else. The answer, it seems, will never be known. Naturally it's an interesting point, particularly since the Clark government was defeated because it proposed an 18-cent-a-gallon tax on gasoline. And the Trudeau Liberals won the subsequent election by promising lower oil prices than the Tories. Why shouldn't we be keen to know just exactly how this new agreement stacks up against the Conservative proposals?

Well, everyone has tried, and so far all we have is an unholy mess of contradictory figures that are further compounded by a vast variety of interpretations about what might have been and what might still be. And every time a new set of statistics is produced, another countervailing set is thrust upon us. And the explanations covering them are worse than the

figures themselves.

### NO MORE

Please don't suggest that we let Prime Minister Trudeau have another go at clearing up the contradictions. He tried it at this most recent news conference, and after 25 minutes of explanation, our confusion was complicated by acute exhaustion. At one point, he had us saving \$1,290-a-year (I think) on "family" fuel under his new deal with Alberta. But that was for last year, before the deal was signed.

The prime minister tossed out this statistic in the face of energy department data that would suggest the average family would be \$450 better off under the Tories. Trouble is, we're not sure at any given time whether we are talking about crude oil, natural gas or gasoline, or whether we're buying it at the wellhead or at the pumps in litres or gallons and whether it's coming from existing wells or future ones.

One set of statistics produced by the Liberals suggests that, had the Tories remained in power, a barrel of oil in 1984 would cost us \$53.70. But the Tories have produced another set of statistics designed to prove that the 1984 price would be only \$35.75. The New Democrats have their own different estimates, but let's not get into that.

Anyway, according to the Ottawa-Alberta agreement, it seems the 1984 price will be \$41.75. And if we look at last year's National Program we will see that the 1984 price would have been \$27.75.

If this weren't difficult enough, the proposed Tory deal with Alberta had not been completed and, quite apart from differing interpretations, we are still lacking specific details. There is also the problem of the tax credits promised by former finance minister John Crosbie. They would make quite a difference, but just how much depends on who happens to be speaking at the moment.

Similarly, when it comes to figuring out just what the Liberals meant when they promised lower fuel prices than the Tories, it also depends on who is speaking. That promise, it appears had certain time limits. And according to the latest interpretation by Trudeau, the promise of lower prices applied in 1980 — before any agreement was signed — and at the conclusion of a five-year pact. He said there was never a specific promise for lower prices in 1981, 1982 and 1983. "Now if you can find any statement where I said that in 1981 we would be better than the Conservative budget minus the agreement... then I will have been faulted by that..."

"If the world prices go up faster than even we've predicted in our assumptions with Alberta, yes, of course, the oil import compensation change will be slightly higher than is calculated in our tables but the consumer will be infinitely better off..."

It was at this point I lost interest in the comparisons. The answers are simply not worth the mental anguish.

## Will proposed rights charter fit us into neat categories?



### Queen's Park

By Derek  
Nelson

Queen's Park Bureau  
of The Herald

Opposition to Bill 7, an act to "revise and expand protection of human rights" in Ontario, continues to mount here.

Unfortunately, much of it centres on such elements in the bill as the freedom of Human Rights investigators to search and seize business documents without a warrant, and to compel testimony without benefit of counsel.

But those possibilities worry me far less than the general thrust of the bill itself, which is to pigeonhole us all in little categories by color, language, sex, and even handicap.

Rather than a means of protecting people from discrimination, Bill 7 is a blueprint for a race relations industry such as exists today in the United States and the United Kingdom.

The function of that industry is to designate a group "disadvantaged," then impose by regulation a quota system for that particular group on all employers.

Moreover, unlike today's Human

Rights Commission, which responds to complaints from individuals, Bill 7 says the commission's police or investigators can actively look for discrimination against groups.

### LARGE NUMBER

Having a vested interest in finding such discrimination they undoubtedly will do so, which will mean further expansion of the race-relations industry in general and the provincial Human Rights bureaucracy in particular.

And the new aim of the Commission will be to bury what liberal societies have fought for and partially achieved — equal opportunity for individuals — in exchange for guaranteeing equal results for groups.

The city of Toronto provides a prototype of how the new system will work in practice across Ontario.

First, members of the city's own race-relations industry survey city government departments and segregate everybody by color, people being classified either "white" or a "visible minority."

Then they count noses.

The audit department, which is 41 per cent "visible minority," is praised for its "commendable" hiring practices. The fire department, with less than one per cent, is frowned upon. The over-all city hall average for "visible minority" employment is seven per cent.

### WHO WITH?

These figures are immediately compared with the race relations industry's guesstimate of Toronto's

"visible minority" population, 30 per cent being a favored figure nowadays.

Next you have the mayor, in this case Art Eggleton, say the city is a "multicultural community and the city's population should be reflected in the civic workforce."

That sounds like every department, or at least the over-all ratio, should be 30 per cent. And how is this to be accomplished?

By quotas, of course, or as the mayor so delicately put it, the fire department (for example) will "have to improve its recruiting techniques."

### NO HOPE

One might think the Ontario Human Rights Code would ban such obviously discriminatory hiring on the basis of color. But while it does now, Bill 7 will do away with that prohibition.

Discrimination on the basis of color, euphemistically called "special programs" in Bill 7 (and "affirmative action" in the Pierre Trudeau Charter of Rights), will then be legal to help "disadvantaged groups" achieve "equal opportunity."

But of course the only way the race-relations industry knows that "groups" have received "equal opportunity" is to measure results; that is, to count heads and compare averages in one place with another.

Which brings us full circle for quotas for those lucky people who'll belong to government-designated "disadvantaged groups," although interestingly that won't guarantee aid for individuals within the group.

## Halton's History

From our files

THIRTY YEARS AGO—Council plans to inspect the public library and the library board. J.L. Lambert and Harold Henry interviewed council on behalf of the board, saying that the building is in deplorable condition and that a conservative estimate for renovating and plaster is falling down. The present budget of the board shows income of \$1,730 and fixed expenses of \$1,230, so \$500 is hardly enough for book purchasing and allows nothing for major expenditures. Mr. Lambert said there was a possibility the town could be better served by a new, smaller building.

Permission was granted to the Boy Scouts to hold Apple Day on Oct. 27.

Councillor Lyons questioned expenditure for putting new pavement in front of Silver's store. "It's pretty hard to support a \$174 expenditure without council support when hundreds of citizens are asking for sidewalks all over town," he said. Coun. Marshall said, "The sidewalk was in terrible shape. I've seen half a dozen ladies fall. I paid for a pair of stockings myself to avoid trouble. There are lots of bad sidewalks but isn't Main Street the best place to start repair work?"

Georgetown will have dial phones in 1953, Bell Telephone announced this week. The company has purchased property on the corner of Main and James Streets. Residents of Glen Williams will benefit from the new service for all telephones in that area will be converted to two-party or private line service.

The open seasons and bag limits for upland game birds and small animals for 1951 in Ontario were announced by Harold Scott, Minister of Ontario Department of Lands and Forests.

An ad announces the opening of Henry's Cut-Rate Store on Main Street, beside Georgetown taxi. Opening specials include ladies' all-wool pullovers for \$2.48, boys' rivet pants for \$2.49, and men's heavy work pants at \$2.98.

J.L. Lambert was elected chairman of the Georgetown Library Board Monday and Kenneth Langdon resigned as secretary-treasurer, a position he had held for several years. TWENTY YEARS AGO—Iona Reed, 21, has placed third in the world accordion championships in Italy this week. She is the sister of Mrs. Elmer Walker of Shelley Street.

Mr. and Mrs. Joe Hunter of Norval have sold 13 acres of land that include the flats behind the Plastonics firm and the old switch where the freight car used to travel to pick up flour from the mill. The purchaser plans to build houses on the property and may make it into a park.

A recommendation that the proposed new Halton Court House be proceeded with immediately was contained in the Grand Jury Report submitted to Mr. Justice Landreville. The recommendation noted that the present court house was "antiquated" and needed to be replaced. Administration of the jail was termed efficient but more office space, better ventilation and visitor facilities were recommended.

A full program to mark Canadian Fire Prevention week Oct. 8 to 14 is being planned by members of the Halton County Fire Prevention Bureau, with the theme "Don't give fire a place to start."

The Georgetown Little Theatre concluded its first year in operation with a theatre workshop conducted by Ron Hill. Rusty Banks was elected as new president of the club.

There was a gala official opening of Main Street held Saturday with the Girls' Pipe Band parade and a ribbon cut by three senior Georgetown merchants.

Toll-free calling was introduced between Georgetown and Huttonville Sunday, making it necessary for customers to dial the complete telephone number. Telephone users had become used to dialing only the last four or five digits of telephone numbers when placing local calls.

In an effort to raise the calibre of the local baseball teams, minor ball officials are working on organizing an off-season baseball school for managers, coaches and umpires from January to the end of April.

When final work is completed, the Georgetown and District Memorial Hospital building fund will have a deficit of \$52,000 according to a report to the board from administrator Graham Gilbody. Some of the money may be made up by grants from provincial and federal governments.

TEN YEARS AGO—Georgetown's library is starting to swing. They're bringing the Canadian Brass Pops Concert to town Dec. 8.

Warren Wright, the Georgetown man who made the film *The Many Faces of Hungry Hollow*, received an award from the Georgetown Naturalists at their first meeting of the fall. "I made the film with the only intention being to draw attention to this beautiful area of Georgetown," said Mr. Wright. He emphasized that the valley, subject of his film, needs to be preserved.

Scotch Block Dam and Reservoir officially opened. Started almost two years ago, the 500-foot long earthwork dam cost \$1.25 million. The dam is off Highway 25, in Esqueping Township. It will serve water conservation purposes.

At Donaldson of Hewson Crescent is off to British Columbia Saturday with the hopes of Ontario riding on him to emerge the winner of the Canada Straight truck championship in the truck rodeo. Sept. 11 he beat out other drivers to become the champion Ontario driver of straight trucks. For the last two years he has captured the Toronto championship, and this is his first time going so far. In addition to driving, the contenders are judged on a written exam, appearance and attitude plus their safety record.

A nine-month long salary dispute between the Georgetown police and the police commission went to board of arbitration Friday in an effort to settle the matter. The board must hand down a decision within 60 days.

Mayor Smith said fluoride will be incorporated when No. 6 water well is tapped into the system this fall. Voters favored fluoride in the December plebiscite.

ONE YEAR AGO—Trustee Barry Shepherd says he will not seek reelection. It will mean the end of a 32-month career in local politics for Mr. Shepherd, who regaled the wards three and four seat. Betty Fisher has decided to run for the seat.

A draft of a study commissioned a year ago to examine Georgetown's Guelph Street corridor east of Maple Avenue strongly recommends widening the road to better accommodate traffic flowing through the business district.

Toronto lawyer David Greenspan will attempt to negotiate an end to the dispute separating the Halton Separate School Board and its 400 teachers at a special conference Saturday.

The undefeated Rebel Cross-Country team claimed two more victories this week as they won the team championships at both East York and York meets.

Paving will be done at the new Halton Hills police station before the building opens in December. At Thursday's meeting, members of the police commission changed their minds about leaving the paving until next year with only crushed stone on the parking lots.

Sunday, noon to 5 p.m. Holy Cross School Georgetown  
Kinsmen Soap Box Derby