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Backbencher push may be sufficient

What the federal Progressive Conservatives are trying to portray as something the Liberals ought to be ashamed of, may be just the ticket Canadians are hoping for.

The past week saw the Tories gleefully riding Prime Minister Trudeau's back because some of his caucus members are making a strong case for the government to take some actions which will help alleviate the plight of more than a million unemployed and suffering Canadians.

The most public demonstration of Liberal concern came in a representation from a group of Quebec MPs including two cabinet ministers who urged the prime minister to do something for Canadians who are being hurt by the government's economic policies. Later another group of Liberal backbenchers admitted to lobbying Finance Minister Allan MacEachen in much the same manner.

The Tories, of course, have been trying to capitalize on the political angle by playing up the expressions of concern as an indication of a rift in Liberal caucus ranks.

The political gamesmanship revolves around the idea of party solidarity which dictates that government party MPs back the policies of their ministers and keep their com-

plaints for private expression within the confines of the caucus.

While it may have its purposes, party solidarity is not always the most politically advantageous stance for individual MPs who must face the hostility of constituents when they return to the riding.

Obviously, some Liberals have decided that it would be more to their benefit to be seen to be urging their leadership to action than to share the unfavorable image the leadership has generated by its unswerving commitment to the present economic policy.

The pressure of the manoeuvrings going on within Liberal ranks seems to be producing some action at the ministerial level. The word was out by week's end that the government was devising job-creation programs to get some of the unemployed back to work.

The prime minister has also been reported to be floating the idea of voluntary price and wage controls and getting some favorable reactions from many quarters.

It remains to be seen what programs flow from these two directions but the reports would seem to indicate that despite what many think, the government has not given up on the situation and may yet have an idea or two to put into practice.

—Courtesy Guelph Daily Mercury



Reading between the lines of PM's searing rhetoric



Ottawa Report

By Stewart MacLeod

Ottawa Bureau of The Herald

When Prime Minister Trudeau got a load off his chest in Vancouver a few months ago by telling his listeners that, among other things, they didn't know what was going on in the rest of Canada, he was roundly condemned for insulting his audience.

In fact, one member of the Liberal audience shouted exactly that, although this didn't appear to phase the prime minister. "I am sorry if I insult you," he shot back. "I was really giving you more credit for your intelligence than I know you deserve."

There's no doubt about it, when Pierre Trudeau decides to throw out a bit of scorn there are no half-way measures with him. And it's not the least bit surprising that, considering the manner in which he lectured his listeners that night, he would receive a great job of criticism. Despite 14 years of Trudeau's leadership, we're still not

used to being told off by our politicians.

I've gone back over that speech Trudeau delivered in Vancouver and, yes, it's easy to see why some members of his audience would be upset. But taken in its full context, it's difficult to quarrel with the prime minister's message.

MESSAGE CLEAR

His remarks may have been delivered to British Columbians but he was clearly speaking to all Canadians and what he was saying is that we're not working hard enough at being Canadians, and we spend too much time bitching about things. It all poured out of him at the end of his prepared speech, when he obviously felt exasperated.

"You'll be the last to know about your mountains," he told his listeners, "and I think Canadians will be the last ones to know about this country — it will take the people from Hong Kong and Japan and the United States to know this country and explain it to us."

"Maybe Canada is too big for us," he mused aloud. "Maybe we can't hold it all together." He said this thought came to him earlier in the day when he spoke to high school students and wondered what they would give to their country when they grow up.

"Canadians are not really concerned about their country now really, are they?" he asked. "You know, they'll applaud when you have the flag and all

that, but are they really asking themselves what shape it's taking and what direction it's been going?"

JUSTIFIES LOCATION

These, he went on, are questions that Canadians should be asking themselves as they go to bed each night. And in a particular reference to Vancouver he said that despite great assets, great wealth and great people, "you're full of doubt about the future." And it was at this point that he unloaded a bit. "You're terribly unaware of what's happening in this country, terrible unaware."

Perhaps Canada is simply too big for us, he said, "but at least we should ask ourselves the questions and we should seek the answers, and I don't believe that we really have been doing that."

In justifying the location for his remarks, he said that Vancouver, because of time zones, was the last Canadian city to turn out its lights at night, and "it's the right city to think these things because you have the last chance for us all. And for those who love this vast and wonderfully free country, this whole country, this one country, there is only one road to follow... that road leads towards ever closer unity among Canadians."

It's really a pity that this speech by Trudeau is being remembered for its so-called insults. It's the over-riding message that should really be remembered.

Here's hoping auto makers listen to minister's message



Queen's Park

By Derek Nelson

Queen's Park Bureau of The Herald

Home truths can hurt. But sometimes they can also galvanize people into action.

One hopes that is the response of the Canadian automobile industry and the federal government to a speech here by Industry and Tourism Minister Larry Grossman.

Sponsored by the Automobile parts Manufacturers' Association, it was dubbed a "special emergency meeting" on the auto industry, an industry that is in deep trouble.

—1981 production was down more than 30 per cent from the peak year of 1977, and was the lowest since 1967 in Canada and 1981 in the U.S. This year is expected to be worse.

—25 per cent of the North American automobile labor force is on indefinite lay-off, and similar figures are estimated for independent parts suppliers.

Meanwhile, Japanese car sales merrily continue to climb.

And Grossman bluntly told the meeting why.

"This industry's unwillingness to work harmoniously together towards common goals is the major difference between the North American vehicle production system and the Japanese production system," he said.

He exempted none of the interest groups connected to the industry from blame: vehicle manufacturers, independent parts and material suppliers, or trade unions.

Each attacks the others for the industry's ills.

"The common theme is that times are rough, that each group is determined to look after itself and that it is up to the other groups to take the initiative," Grossman said.

He suggested instead that they should face reality together.

"Candidly, we must act in the knowledge that much of the North American vehicle production system has priced and paid itself out of the marketplace," he said.

MUCH CHEAPER

The landed cost of Japanese cars is \$1,200 to \$1,600 less than comparable North American models. The total labor cost advantage per vehicle sold enjoyed by the Japanese was \$1,920, half due to lower wage rates and half due to higher productivity.

But it is not just over-paid workers and executives that are the problem — the Japanese simply do the job better. They design, assemble, and market a car in 80 hours, a task that takes North Americans 144 hours.

Part of the reason is that vehicle manufacturers and parts suppliers, not to mention trade unions, act like enemies, the opposite of how the sectors of the Japanese auto industry respond to each other.

For example, Grossman noted vehicle manufacturers want quotas placed on foreign imports while "at the same time, they, in turn, buy overseas to the detriment of our domestic parts suppliers."

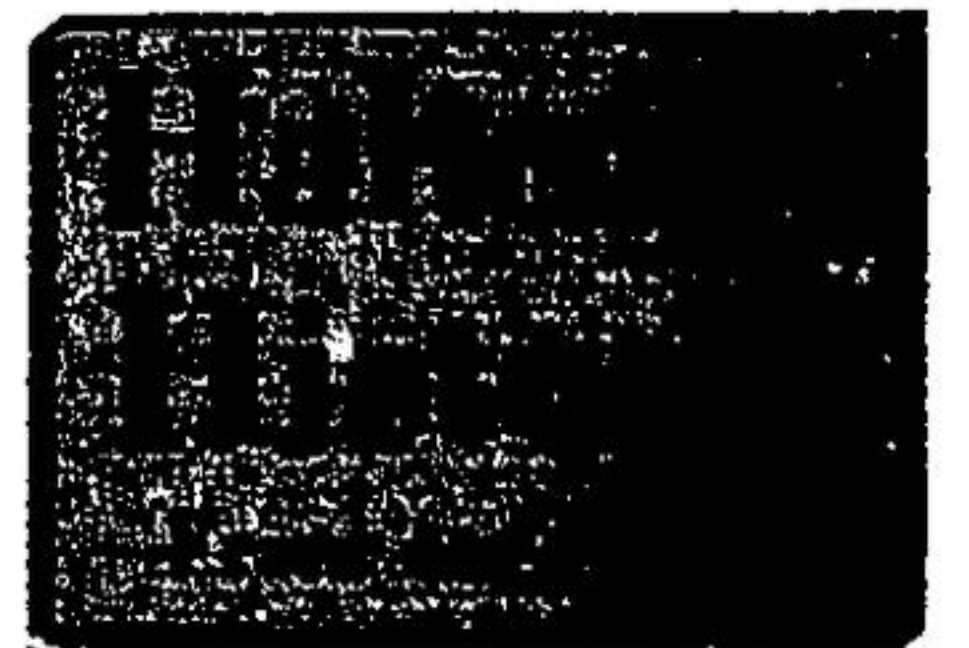
AUTO PACT

It is past time for the industry to get its act together and stop looking for villains and artificial confrontations, he said.

True, the Auto Pact needed updating to protect Canadian parts manufacturers and the federal government needed to act to force Japanese investment in our market.

But the crisis in the auto industry required emergency measures from all parties involved. He offered Ontario as host for a meeting where everyone's concerns could be freely voiced.

I hope the industry heard him.



THIRTY YEARS AGO—Georgetown is very much in the hockey news. Raiders ended their regular schedule Saturday when they won an important game with Walkerton which will allow them to stand by while Walkerton and Elmira determine who will meet them in the finals. The teams play tonight in Walkerton, Friday in Elmira and Monday in Walkerton in the best three out of five series. Meanwhile there is a possibility of an exhibition game here Saturday if a suitable game can be lined up.

Georgetown's tribute to King George VI took the form of a community memorial service Friday afternoon in St. John's United Church. The church was filled well before the start of the service and extra accommodation was provided in the memorial hall where the service was relayed by loudspeaker. Mayor Jack Armstrong expressed formally the town's grief on the death of the king and affirmed the town's loyalty to Queen Elizabeth II.

Fire broke out on the property of Mrs. L.J. Norton Monday noon when a building containing a shoddy picker caught fire from an engine spark. The building was demolished along with a large unused chicken house nearby. The Georgetown fire brigade saved the adjoining home and garage of Arthur Norton. The business, started in 1837, did work for the local woollen mills. Run by the late James Norton and then by his sons, it was uninsured.

How do you like the new Herald office? It's been suggested the editor will have to wear a suitcoat all the time now at work since he is so clearly in the public view. The editor said he felt odd just walking straight out to the shop without weaving around presses, stock and sundries with which his path was obstructed for many years in the former office.

TWENTY YEARS AGO—For the third year, Georgetown Lions Club is planning a big rodeo in June. Plans are now in the formative stage and it is possible that this year there will be an evening performance added. Ernie Bodnar reported that with tighter budget control, it's possible to make a \$20,000 profit this year.

Georgetown public schools aren't ready for French classes—at least for the time being. And even if they were, the additional subject would require approval from the department of education. Discussion on French classes in local public schools was touched off at the Public School Board meeting in Harrison School when Mrs. Milton Armstrong of Rexway Drive queried by letter the feasibility of the language class at Harrison. Trustee Harry Shortill opposed the addition to the present school curriculum. "We've got a bigger job to do in English than in French. The public school course is full enough now," he said.

A dance to be held one night a month for public school grade eight students will be tried and if successful, continued. The pupils, too young for teen town, proposed the dance and proceeds will go for class educational tours.

An ambitious forecast of capital works, propounded by councillors Brown and Cook will be a 1982 council project. The ten-year plan was explained by Coun. Brown Monday following a motion to have works superintendent G.R. Bligh commence the study immediately. "We must assess what we are going to need as the town grows and be in a better position to negotiate with senior governments for bigger subsidies," Coun. Brown said. Matters as roads and drainage would be important items in the survey and would indicate to provincial and federal governments that Georgetown knows where it's going.

TEN YEARS AGO—In a program dramatizing historic events from biblical times to the future, with 28 eye-dazzling history lessons, national amateur skaters put on the Georgetown Figure Skating Club's 17th annual ice carnival in the Memorial Arena Saturday and Sunday. The cast comprised mainly of Georgetown Club skaters, presented then. Now, when in matinees as well as on Saturday evening.

Esquering Council heard a complaint registered by J. Weir of RR2 Acton about a speedy snowplough. In his letter to council, Mr. Weir said a fast travelling plough threw snow with such force that the snow knocked a woman over. He said Mrs. Coles, a neighbor, was standing at the bottom of her driveway on her own property when the plough passed and threw the snow in her direction.

Halton's industrial arts teachers have suggested the Halton board of education spend about \$50,000 to update shop equipment in 17 elementary schools. The teachers also recommended that \$12,000 be allocated to equip a new industrial arts shop in an elementary school and that shops be based on a 2,000 square foot plan rather than 1,500 as recommended by the department of education.

ONE YEAR AGO—Bud James was honored at the Georgetown Hockey Heritage Council awards banquet by guest speakers Pierre Pilote, Neil Lumsden and Derek Sanderson. Mr. Sanderson, known for his playboy image, said he was making so much money, "I had to stay up 24 hours a day just to spend it." Mr. James was also toasted by Mayor Pete Pomroy, MPP Julian Reed and MP John McDermid for his involvement with Georgetown hockey since 1946.

The Halton board of education has decided it must comply with the ministry of education guidelines and refuse admittance to a number of pupils who had expected to enter kindergarten next fall. The board had been allowing children to enter kindergarten in September provided they turned five by Feb. 28 of the school year. The board had been trying unsuccessfully to arrange a compromise with the ministry since last fall. The ministry had stated in 1974 that pupils must be five years old by Dec. 31 of a school year in order to enter kindergarten in September.

Halton regional police officers strongly favor the use of bullet-proof vests according to a survey conducted by Chief James Harding. Of the 271 officers surveyed, 189 favored making the vests part of their regular equipment and 82 opposed the idea. He estimated the cost to the commission to outfit the officers on the street to be about \$180,000. The province will match any municipal money paid towards bullet-proof vests.

HOT DOGGIN' TOBOGGANIN'

Tilly the poodle thought it was quite a hot day and didn't mind the rest stop with owner Dava Hoeksema, 8, of Erin. Dava came out to the first annual Terra Cotta Conservation Area Carnival Sunday afternoon to do some tobogganing until she had a sore seat. They're waiting for the hot chocolate now.

POET'S CORNER

Winter Storm

Listen to the whistling of the wind
The rattle of the screens, they are not
shimmied.
The air goes down to a frosty chill
It is close to zero by night it will.
Shut the doors and windows tight
Everything outside is frosty white.
Let's settle down for a cold winter's
night
And burn more fuel to make things
bright.

Snuggle down to a warm nice sleep
While frost in the rafters snap and
creak.
Man needs shelter in a cold winter
storm
You must have clothing and blankets to
keep warm.
We must prepare for a stormy day
Can't tell when it will come your way.
Think of tomorrow our plans we hold

Roads are blocked, our ventures be
bold.
Always have lots of supplies on hand
One of these days, you'll be left
astrand.
Roads could be slippery, ice and snow
Cold drifting, winds with 40 below.
To be left in an unprepared place
It sure could become a serious case.

—By Albert Brooks,
RR2 Acton