

Engineer warns against delay on necessary arena repairs

Although the steel structure of the arena is in excellent shape, timbers are rotting, engineer Art Johns told members of Acton Board of Parks and Recreation Committee, Thursday night.

Mr. Johns, who recently completed a report containing recommendations on inadequacies in the building which should be given immediate attention, would not say the building should be condemned, but warned against delay on top priority repairs.

In answer to a question from councillor Orval Chapman on why one wall only of the building could not be repaired this year, Mr. Johns warned "It boils down to how long have you got. To say will it go today or tomorrow, you can't predict. You're putting this off for a year and it might go next winter".

When chairman Peter Marks asked Mr. Johns' opinion

about carrying out repairs over a two year period, he replied he couldn't see how work could be done piecemeal. "Everything recommended in the report is interlocked," he said. "Once you move your work force in, you might as well do it all", he advised.

According to the report, areas requiring immediate attention are as follows:

- (1) Bases of all columns must be cleaned of all rust and painted with zinc-rich paint.
- (2) Cross bracing in roof must be tightened.
- (3) South wall must be rebuilt below seating and new footings installed.
- (4) North wall must be partially rebuilt below seating.
- (5) Walkway must be relevelled and resurfaced.

(6) East and west walls must be strengthened.
 (7) Drainage below seating must be improved.
 Mr. Johns went on to say the south side of the building should not be used at events attracting large crowds. \$25,000 of the \$27,000 total estimated cost of repairs would be used on the south side, he said.

The entire building would not have to be closed down in order for repairs to start, he said. Stands would have to be closed down, but the arena surface could still be used.

Regarding condemning of the building, Mr. Johns suggested the board contact the Department of Labor for a decision.

Because so many unknown factors exist, Mr. Johns recommended the board not go to tender.

"I don't think you could get a good lump sum bid on this", he said.



ARENA MANAGER Harold Townsley throws a little light on one of the rotten timbers in the south wall of the arena. A recently completed engineer's report has listed the south wall as one of the areas requiring immediate repair.—(Staff Photo)

The Acton Free Press

Ninety-Fifth Year. — No. 43

ACTON, ONTARIO, WEDNESDAY, APRIL 22, 1970

Twenty-Four Pages - Fifteen Cents

Deputy Reeve upset by education levy . . .

POSSIBLE 10 MILL TWP. TAX HIKE

Possibilities of a 10 mill tax rise for Nassagaweya Township residents loomed Monday as members of Nassagaweya Council approved estimates for 1970 spending. Mill rates will be formally set for approval at the May 4 meeting.

The amount to be raised by taxation for general purposes rose from \$18,400 last year to \$45,061 this year. Last year the Department of Municipal Affairs had granted approval to reduce working capital by \$17,000. Similar approval was not available this year, official explained.

Total spending for general purposes is estimated at \$78,270 with revenue of \$33,209 in grants, licenses, permits and \$6,000 from the capital reserve fund decreasing the amount to be levied by taxation.

Expenditures for roads are estimated at \$129,500 and this amount is reduced through grants to the township's share at \$64,000. Last year the township's share was \$52,500.

The county rate will require \$48,372. from the township compared with last year's \$40,200. Education costs of \$333,067

We've cut and sliced everywhere says reeve

this year show a major increase over last year's \$278,131. It was the only part of the Finance Committee report, submitted to Council Monday, to come under attack.

Deputy Reeve Gordon Agnew emphasized he could not support the Board of Education levy. He pointed to a county increase of \$4,000,000., which he maintained he could not

conscientiously support. He suggested as long as the municipalities keep collecting the education rate, it would keep rising.

Reeve A. MacArthur, just back from discussions with the Minister of Education, told members the Minister had indicated he felt the Halton Board had done a good job.

Councillor A. Ackman pointed

out the Board was bound by provincial legislation. He noted the province sets the provincial equalization factor, used in calculating the percentage each municipality pays of the total cost. Mr. Ackman maintained costs should be levied on the basis of per pupil cost rather than assessment.

Deputy Reeve Agnew argued that if the province can give forgivable loans to industries they can come up with the money to assist municipalities like Nassagaweya.

The spending for the Eden Mills Police Village will be

comparable to last year but the Campbellville estimate goes from \$3,100 last year to an estimated \$6,650 this year as a result of the resurveying project approved earlier by residents.

Acton Fire Area contributions will go from \$4,200 to \$4,415 this year while Milton Fire Area rises from \$4,500 to \$6,722.

"We've cut and sliced everywhere we could", Reeve A. MacArthur suggested as she referred to the report of the finance committee.

A request from the Milton Recreation Committee for consideration of a grant, since township residents were among the participants in programs, was denied. It was noted similar requests had been received from Acton.

Councillor Alan Ackman suggested the groups be thanked and it might be noted the township would be interested in discussing the proposal next year.

"We have to be pretty careful this year", the reeve concluded.

"Hear, hear"

Railway hearings shadow boxing —

Standing up for the people is like being in favor of motherhood in the eyes of Railway Transport Committee commissioners, Halton M.P. Rud Whiting told the House of Commons last Wednesday, April 15.

In a many-faceted speech Mr. Whiting called for a national transportation policy that would take into consideration the loss of railway service to smaller communities.

"There is a growing transportation problem in this country and the railways must provide part of the solution," said the Halton M.P. "Highways cost money and if the railways will lessen the need for highways, why should we demand that every branch line and every station has to pay its way?" he asked.

"It would seem that in any decisions that are handed down by the Transport Commission

the benefits that would accrue to the railroads are always upheld. Of course, the plea of the railroads at any of these hearings is the need for economy, but are the railroads the only consideration in cases of this kind? I believe that decisions of this nature have broader implications and go far beyond the Canadian Transport Commission."

Mr. Whiting told the Commons that over the past two years he had been called upon by three municipalities in his riding— Acton, Milton and Georgetown — which have received what might almost be termed ultimatums from our national railways.

"It would appear that when either of the railways set upon a course of action there is little that can be done to stop them. It is true that hearings are held but having attended and participated in the hearing held

in Acton I am convinced it is little more than shadow boxing," Whiting charged.

"The communities have really no facilities at their disposal, while the railways appear with their pseudo experts armed with their slide rules and brief case loaded with data and statistics, but not necessarily relevant facts. It all looks very sincere, honest and impressive, but it

always seems there is one thing overlooked—the people."

Mr. Whiting also scored the lack of co-operation between the railways and the province, underlining the "astronomical" cost of building highways which the railways aggravate by taking away many of the services.

"Hear, hear," some M.P.'s interjected when Mr. Whiting called for a national transportation policy.

Select 60 from crowd for further drug session

The excellent turnout of 300 at the first meeting of drug education necessitated a quick re-think Monday of the planned program. With Peg Palmer, the Halton county consultant from

the Addiction Research Foundation, strongly recommending a smaller group, 60 were selected from Monday's

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Special meet for budget

Acton Board of Parks Management and Recreation Committee has decided to call a special meeting of the administration committee in an effort to determine ways and means of staying within their budget.

Acton council's finance committee recent slashed \$3,500 off community centre operations budget, \$1,000 off parks operation and another \$4,000 off the capital budget proposed for developing parks.

Vice-chairman Bob Laughlen suggested the special meeting. "There are some major shifts we're going to have to make", he predicted. Increase of fees and reduction of staff were two of the possibilities he mentioned.

Mr. Laughlen was also concerned the board had not yet received a written document council had promised to supply, explaining cuts in the budget.

"It was volunteered there would be some guidance from council", he recalled.

Chairman Peter Marks agreed. "We were counting on this correspondence we were promised", he said.

On the subject of government grants, the vice-chairman said that under the present circumstances the board should make sure it applies for the highest amount of grants possible.

Mr. Marks volunteered to contact clerk-administrator Joe Hurst about the matter.

Change Sat. P.O. hours

Effective April 25, post office hours in Acton will change on Saturdays to 8.30 a.m. to 12.30 p.m., MP Rud Whiting told the Free Press this week.

Several Acton businessmen have requested a change in hours to enable them to get their mail before their stores or businesses open in the mornings. They complained that the previous hours from 9 a.m. to 1 p.m. made it difficult for people with just one person in the store or office to collect mail without closing down.

The Post Office Department made a compromise, opening 8.30 to 12.30, instead of the suggested 8 to 12 noon.

Drag strip trial in Milton May 11

A request for the continuation of a stop work injunction until trial, on the Golden Horseshoe Dragway, was dismissed by Mr. Justice Lief in the Supreme Court of Ontario at Osgoode Hall last week. Lawyer Steven French made the request on behalf of residents in the northern end of Esqueving township who are opposed to the construction of the dragway.

However, Mr. French told the Free Press this week he is applying for leave to appeal to the Ontario Court of Appeal and that work on the dragway will have to be stopped temporarily.

May 11 has been set as the date for a trial in Milton at which plaintiffs will claim noise nuisance and devaluation of property, Mr. French added.

Mr. French had earlier secured a temporary stop work injunction from Mr. Justice Haines.

Meanwhile, Sixth Line resident Peter Bowman, whose property borders on the proposed dragway, appeared at Monday night's meeting of Esqueving Council to question councillors about the township's agricultural holding by-law.

The by-law is presently awaiting the approval of the Ontario Municipal Board.

"What's happening with the by-law", Mr. Bowman asked council.

Clerk-treasurer Delmar French replied he hadn't heard anymore about it.

Mr. Bowman said he had been advised by his lawyer plaintiffs could ask damages of council.

"Then we'll go to the O.M.B.," deputy-reeve Tom Hill snapped back.

"That by-law went down for approval," reeve George Currie assured Mr. Bowman.

Deputy-reeve Hill concurred. "You know as well as we do, Peter, that by-law has been in the hands of the OMB for I don't know how long."

Mr. Bowman next wanted to know if council had seen plans for the dragway. He claimed there had been no provision made for fencing between his property and the dragway.

Councillor Ken Marshall questioned whether council should have to worry about fencing. He pointed out dragway promoter Carl Bristow would be compelled to abide by very strict regulations laid down by the National Hot Rod Association.

"Common sense dictates he won't get many entries unless he goes by the regulations", councillor Marshall offered.

Councillor Russell Miller suggested council pass a by-law stating the times gates of the dragway should be open and shut.

Councillor Marshall agreed certain restrictions should be placed on the dragway. He

suggested no engines be allowed to start before 12.30 on Sundays.

"I don't think there should be anything up there on Sundays whatsoever", deputy-reeve Hill added.

Reeve Currie was cautious about imposing restrictions. "I'm not sure we should be doing anything, when this is in the courts", he said.

Reminding councillors Mr. Bristow is talking about opening racing May 15, Mr. Bowman made one final suggestion that council "pass a by-law saying they don't want a drag strip in Esqueving."

The suggestion irritated deputy-reeve Hill.

"We gave him permission to use that land as a drag strip", the

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Citation Saturday

Tickets are still available for the Citizen of the Year dinner dance this Saturday evening, when young Steven Papiilon will be the guest of honor at the annual event. The girl he rescued from Fairy Lake will be a special attendee, too.

Scoutmaster Gordon McCann will read the citation to the brave young lad. Scout leaders and the district commissioner will be here.

Mr. Rud Whiting is also expected. In charge of ticket sales are Don Lindsay and Dave Muckie, and anyone is welcome.



DAVE METCALFE OF ERIN receives the keys to a beautiful new 1970 Ford Torino from Acton Tri-county Minor Hockey Association president Ron McKnight, while Thompson's Motors

official Pat Patterson adds his congratulations. Mr. Metcalfe, the father of three children won the car in the minor hockey association's 400 club draw.—(Staff Photo)

Switch to DST

Two o'clock in the morning, switching hour? No—switching hour. It's 2 a.m. Sunday that clocks go forward an hour to start Daylight Saving Time for another season.