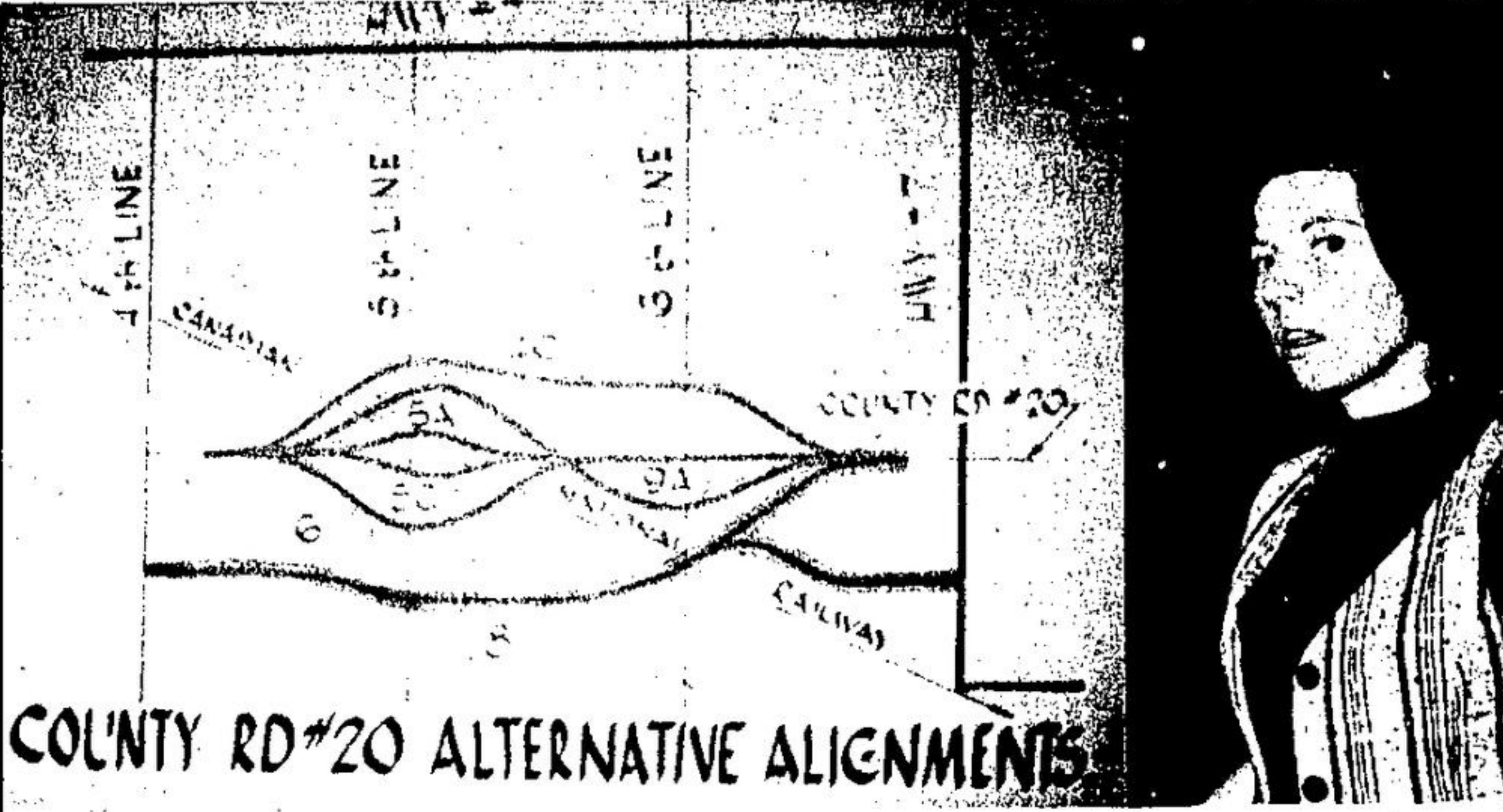




HALTON County Warden Jim Swanborough and Esquering Reeve Tom Hill discuss the Limehouse road situation with Mrs. Katharine Sanford at Thursday's open meeting in Stewarttown.—(Staff Photo)



ALTERNATIVE alignments of County Road 20 are illustrated on the above map. Northern by-pass, route "4C" is favored by the county over "5A", which swings to the north, then heads south, intersecting the present road. Routes "5B", "6" and "8", which by-pass the village of Limehouse to the south have been ruled out, because they pass through a conservation area.—(Staff Photo)

## Liberal leader says John Root should be relieved of post

Retiring Liberal Bob Nixon's "last hurrah" as leader of Ontario Liberals is not going to evoke much cheering in the riding of Wellington-Dufferin. In a speech last week the opposition leader said that John Root, M.P.P. from Wellington-Dufferin should be relieved of his other job as chairman of the Ontario Water Resources Commission when the Government brings in its bill to prohibit MPP's from holding a municipal office. Mr. Nixon said Mr. Root made \$34,000 last year in salaries and extras in his dual role as a Member for the riding and a commissioner for the OWRC.

Mr. Root has represented Wellington Dufferin since 1951 and was first appointed to an OWRC post in 1961, serving as vice-chairman for the past several years. He has also served as a Minister without Portfolio in the Conservative Government.

Not necessary

At the time of his appointment as chairman of the OWRC, Mr. Root was asked whether this would mean he was resigning from the Legislature. He replied he did not think this was necessary since other commission chairmen had also been MPP's.

Mr. Root operates a large farm in Erin township near Orton with his brother and son as well as a farm service trucking business. He succeeded R. D. Johnston, a civil servant, as chairman of the OWRC.

Mr. Root was only one of many issues Bob Nixon attacked in his speech in reply to the speech from the throne. He accused the Government of a political bribe just prior to the election, noting he had received four cheques totalling \$280 from the provincial government last Oct. 18, three days before the election. In separate envelopes, the cheques were to serve as assistance toward paying property taxes on his farm.

The cheques were signed by the ministers of agriculture and municipal affairs, as well as pictures of the Ontario legislative buildings so there would be no mistake who was handing out the largesse, Nixon said.

## Send trucks north, preserve Limehouse . .

(Continued from Page 1)

explained several alternate routes for the road had been considered. They were, a complete by-pass to the north of the village, a complete by-pass to the south, and "S" line, which would swing to the north of the village, then run south again, intersecting the present road and reconstruction of the present road in two different ways.

He explained the two southern by-passes were ruled out, because they pass through a conservation area to the south of the village. R. R. Parker of the Credit Valley Conservation Area confirmed his body has very ambitious plans for the area.

"You have a wonderful historical feature here in the old lime kilns. We'd be very reluctant to give any acceptance to either of the two routes to the south," he said. However, Mr. Parker said the authority is interested in having the best possible roads, as it develops its facilities. He said he had no personal objection to the proposed northern by-pass.

Barr said the "S" route, "9A" blends best with the topography of the area. Widening of some properties would be required, if the committee decided on reconstruction of the present road. Adoption of the "S" route would eliminate the dangerous intersection that now exists at the crossing of the present road and the Sixth Line, Barr said.

If the northern by-pass, route "4C" was adopted, Barr said the portion of the present road between the Sixth Line and the intersection with the present road might be closed.

Cost figures

He said the "S" route, "9A" would cost \$815,000. Reconstruction of the present road would cost \$730,000, while the northern by-pass would cost \$775,000. He indicated the committee favors the northern by-pass, route "4C".

The present overpass, he predicted, could be maintained for bicycle and pedestrian use only, even if a new one were constructed.

Presenting the ratepayers' brief, Glynn asked the committee to consider maintaining the unique character of Limehouse village and the surrounding area.

A resident of Limehouse for the past 55 years, Reg. Brooks warned that prevailing west winds would carry diesel fumes from trucks, travelling the proposed northern by-pass right down on the village.

"If you send hundreds of diesel trucks across there every day, all the dirt will come down into the village. How'd you like to live behind a diesel for the rest of your life?" he asked Mr. McMillan.

J. C. Duff, owner of a Fifth Line quarry, through which the

proposed northern by-pass would go, said as far as his own operation is concerned, the present road is adequate. Over 50 per cent of the materials coming out of his quarry are delivered within the confines of Esquering township, he said. Duff said construction of a new route would not cut his costs, but might be easier on his neighbors, residents of the area.

In reply to a question from David Barrager regarding zoning of lands on the north and south sides of the northern by-pass, McMillan said responsibility for zoning would rest with Esquering township officials.

Otto Regent, operator of the Happy Day Nursery, which would also be seriously affected by construction of the northern by-pass, asked how it would be possible for the county to purchase all the land they needed for only \$57,000, as had been predicted in a county report.

Barr reminded him a strip of land doesn't have the same value as lots with frontages on established roads.

Explains procedure

County engineer Jack Corbett explained the procedure that follows a roads committee decision to go ahead with the northern by-pass. He said a design for the route would first be made, then the route would be surveyed and plans would be

drawn up. Land would be appraised by a professional appraiser and a negotiator would be retained to negotiate purchase of land with property owners concerned. He said prices would be based on market value of the land.

Katharine Sanford asked Mr. Duff if he would be able to travel the Fifth Line, north to Highway 7, if the road were improved. Mr. Duff said the increased mileage would probably raise his prices, perhaps 25 cents per ton.

Mr. McMillan pointed out a survey showed there are a total of 24 houses on the Fourth and Fifth Lines, 26 on Fourth Line, 17 Sideroad route, 34 houses and one school on the present County Road 20, but only 14 houses within 200 feet of the proposed northern by-pass.

Lawyer Derek Hayes, whose parents live near the intersection of County Road 20 and the Sixth Line, claimed the road was being blatantly re-routed for the extractive industries in the township. He reminded ratepayers that, until Esquering's official plan is approved by the OMB, quarry operators must go to the provincial government to have their licenses renewed on a yearly basis.

"That's why they want the roads now, so they'll have them when the plan comes in," he said. One of the conditions for the operation of a quarry is that there

be adequate roads leading to and from it, he explained. He predicted the real cost of rerouting the road could be close to a million dollars, after inflationary factors are considered.

Summing up the feelings of village residents, Mr. Brooks concluded with this question to roads committee members.

"Is it fair that the village should suffer, just to make a short route for Indusmin and Peel Construction trucks? It's just not right," he roared.

Ratepayers applauded in unison.

Asks study

Stewarttown resident Bob Lawson asked that the county consider undertaking a study, whereby an alternate route for

the proposed by-pass of that village might also be considered.

"I congratulate the committee on bringing this to the people, who are affected," he said. "We in Stewarttown would like the same consideration."

Mr. McMillan reported the committee had received letters of objection to the proposed by-pass from Mr. Charles Hayes, Ronald Homan, John Glynn and Donald Benson.

He promised the roads committee would come to a decision at its next meeting, Tuesday, April 11.

Asked to sum up the situation after the meeting, Glynn replied "They're trying to sell us a road to handle the traffic we'll have if we get a new road. And it's the taxpayers' money."

### Acton levy

Reeve Frank Oakes said last night (Tuesday) the Halton County budget, which goes before a full meeting of county council for approval today (Wednesday) will likely be up \$225,000 over last year.

He estimated Acton's levy would increase by approximately \$5,000 or half a mill.



JOHN ROOT

## Who's for Nassau?

Shoppers are eagerly filling coupons in anticipation of winning the free trip for two to Nassau, plus \$200 spend-in-money. The 15 Acton merchants who have sponsored this contest themselves are also awaiting the deadline—Friday, March 25 at 3 p.m. The lucky winner will be announced after the draw is made on the main street.

Shoppers are warned to have their coupons deposited in any of the 15 participating merchants' draw boxes not later than March 25 at 12 noon.

Consolation prizes

As well as the main draw for the trip there will be several consolation prizes.

Each week 75 names have been drawn. These are the names eligible for the main draw.

All remaining coupons will be eligible for the consolation prizes.

The contest is open to all Acton and area residents.

Winner of the trip may transfer it to someone else if desired.

## Chamber alters its by-laws plans several social events

Proposed changes in the Chamber of Commerce by-laws have received executive approval last week and copies are being mailed to members so they can see the proposed alterations.

The Acton Chamber has been concerned with the by-laws, which have not been updated since 1956, over the last few weeks and a committee headed by Carl Watzeck undertook the task.

A dinner meeting has been called for April 5 for the entire membership when the executive hopes a good meal will help to make a pleasant discussion leading to acceptance of changes.

Prior to the meeting, the Chamber will hold its second ladies' night at the Halton Heights Country Club on March 25, hoping to repeat the success of the first one. Tickets are still available from any member of

the executive or by phoning 853-2703.

Chamber officials emphasize that the Citizen of the Year has not yet been chosen and to date they have received very few letters with suggestions. They are asking for more suggestions and reminding of the accompanying banquet and dance. It will be held on Saturday April 29, at the music centre.

It was decided to dispense with the usual proclamation of Chamber of Commerce Week this year because of difficulties in booking facilities during the set for the national observance. The Citizen of the Year banquet

falls in the following week. Also it is hoped the money saved will go towards the Chamber plans to

extend the Christmas lighting and supporting a centennial project.

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### Townships fear loss of identity

## Five-town Halton recommended

Representatives of both Esquering and Nassagaweya Townships voiced dissatisfaction with a recommendation on regional government in a working paper prepared by a sub-committee of Halton County's TECO committee.

While both staff and politicians stressed the document was only a working paper and not a set policy of the committee, the document indicated Halton would be made of five municipalities under a regional unit, rather than seven as currently constituted.

Want seven

Members of the TECO committee met with the Administration Committee of County Council Wednesday. Nassagaweya Reeve Mrs. A. MacArthur said her council had been assured earlier this year that the seven municipalities would stay intact even after the formation of a regional unit.

She said she didn't feel her council would support regional government if it meant not being recognized or tied in with Acton or Milton. She stressed the need for a cost estimate for

implementing regional government, as other places had been burdened by staggering costs under regional government.

Speaking against a single tier system, Mrs. MacArthur said people would become frustrated trying to reach someone in authority. "It happens now with assessment. No matter how hard they try to find someone to help with a problem, they can't find authority," she said she feared the same thing happening in county government.

Want representation

Esquering Deputy Reeve Russ Miller also spoke against being absorbed by Georgetown. "It is the same as Nassagaweya and Acton. Nassagaweya doesn't have representation on the County Board of Education. They are lumped with Acton and because Acton has the larger population, they elect their own man. A fellow from Georgetown couldn't care less about Esquering."

Nine recommendations

The working paper contained nine recommendations. Ac-

ording to one suggestion, mayors from the five municipalities would sit on both local and regional councils while all other representatives of the regional council would not sit on town councils. The working paper suggests Acton have two representatives, plus five for Burlington, three for Georgetown, two for Milton and four for Oakville.

TECO's sub-committee recommends a chairman of the regional government be appointed as early as possible in 1972 for a three year term and all other terms be for two years.

Warden Jim Swanborough, Burlington, expressed favor for a two-tier system. "I can't fathom one tier handling all the complexities. You'll be looking at regional councillors costing \$20,000 a year and having more work than MPP's," he said.

Most efficient

Oakville Reeve Allan Masson saw the one-tier system as the most economical and most efficient method, but predicted difficulty in selling a one-tier system to the public. A one-tier system would mean the abolition of municipal councils.

Roger Cloutier, deputy clerk of Burlington and a member of a TECO sub-committee has drafted an idea along quite a different line than that presented by the sub-committee reporting on government structure Wednesday.

In one of his working papers he suggests the county be divided in two, with one city in the north and one in the south with 401 Highway being the approximate dividing line. His proposal was published in this newspaper two weeks ago after his report was released at Milton Council.

Warden Jim Swanborough chastized the paper for publishing the details of the document, charging irresponsibility. He said the document did not represent the view of TECO, simply an idea Mr. Cloutier had. He said the story left people confused.

Out of proportion

Oakville Reeve Allan Masson

said it wasn't fair for newspapers to capitalize on private thoughts and suggested the story had been blown out of proportion.

TECO is working towards a May deadline before forwarding written proposals for a regional government set-up to Halton County Council.

## Hydro, council to visit nuclear station

Members of Acton Hydro Commission have accepted an invitation from Ontario Hydro to join councillors and members of local hydro commissions from Acton, Milton and Georgetown on a tour of the brand new nuclear power generating station at Pickering Thursday evening. The group will go by Tyler bus from Acton, picking up municipal officials from Georgetown and Milton on the way.

The Acton commission met Thursday and accepted the invitation as well as dealing with routine matters including naming chairman Will McEachern and Commissioner Bob MacArthur to represent the commission in negotiating a new contract with the union, representing employees.

Commissioner MacArthur left the meeting early to attend another meeting regarding regional hydro plans. Fears have been expressed that unless hydro was prepared to have its finger in the pie, the regional government steamroller would make decisions on their behalf without prior consultation.

Secretary-treasurer Audrey Urquhart was instructed to pay accounts amounting to \$39,568.73.

A letter from the municipality asked estimates on underground wiring on Bower Ave. from Alice to Willow Streets, which was left in the hands of superintendent Doug Mason.

Chairman McEachern presided for the two hour meeting.

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