

A decision on the solution to the problem of gravel trucks hauling in the Limehouse area may be made at this month's meeting of county council's road committee, Nassagaweya Deputy-reeve Don McMillan told a public meeting of ratepayers in Limehouse school Thursday night.

County engineer Jack Corbett said that if his department can get a decision this month, design plan for a truck route could get underway next year and construction could begin by 1975. McMillan, chairman of the roads committee, assured the group his committee would not take into consideration the factor of additional haulage costs for extractive industries in arriving at the final cost of the truck route to be selected. Cost figures for 14 different routes presented to the meeting by engineer Russell Barr contained the additional haulage cost factor.

Favor railway
A majority of speakers at the meeting favored Route 14, a new road running parallel to the C.N.R. tracks from the Fourth Line east to Highway 7 exiting at a point just north of County Road 20. The road would separate all gravel trucks from existing roads and affect only four homes and one business (a wrecking yard on the western limits of Limehouse), but would be the most costly of all. Barr also pointed out that it was a poor location for a connection with Highway 7.

At the same time, county officials expressed their disapproval of the construction of

a new road somewhere between the Fourth and Fifth Lines, north from the village of Limehouse to Highway 7. This route was proposed recently to Esqueving Council by ratepayers who felt it would run parallel to a proposed Ontario Hydro north-south feeder power line. Barr said the county could get no assurance from Ontario Hydro their power line route is definite and also pointed out the proposed truck route would be unsuitable, since it would require deep cuts in the face of the excavation and heavy fills, would sever farm properties, increase the haulage distance for trucks and encounter a C.N.R. crossing as well as considerable swampy areas.

He added that residences on the south side of Highway 7 could also have their entrances restricted, if the proposal were accepted.

Not easy
Barr admitted there is no easy answer to the truck problem, but advocated the acceptance of one of three proposed routes.

The first is a route following the existing County Road 20 from the Fourth Line east to Highway 7, and includes a new structure over the C.N.R. tracks. Trucks from both Indusmin and Duff quarries would be able to use the route, which passes through the built-up area of Limehouse.

The second consists of the use of County Road 20 from the Fifth Line west to the Fourth Line, then south to 15 Sideroad. Barr pointed out the county has already

allocated some funds for the improvement of 15 Sideroad.

The third is the township's present designated truck route, Fourth Line south to 17 Sideroad and east to Highway 7, with a link to County Road 20 to service Duff Quarries. According to a county study, the route is in good condition with the exception of a sight visibility problem east of the Sixth Line. However, it results in conflict between trucks and rail traffic at the C.N.R. crossing.

Ratepayers speak
Following Mr. Barr's presentation, ratepayers expressed their views on the proposed routes.

Speaking on behalf of residents of the Limehouse area, 15 and 17 Sideroads, John Glynn repeated a previous request made to Esqueving Council for the establishment of a new road somewhere between the Fourth and Fifth Lines, north from Limehouse to Highway 7. He pointed out the total number of residents backing the request form a large majority.

Dennis Denny, whose property on Highway 7 is in the area where the proposed north-south route would exit, voiced his opposition. He said farms would be bisected and asked how farmers would be able to get their cattle and farm equipment across a road. He noted the route would pass through some of the nicest remaining maple bush in the area.

Denny Charles, a resident of 17 Sideroad, supported Mr. Glynn's

plea for the north-south route, explaining the real question is which is the best route to take the trucks away from the people.

Limehouse area resident Fred Brooks revealed that the Department of Natural Resources is keeping an eye on sand and gravel deposits between the Fourth and Fifth Lines. "I don't think they'll let you have it," Brooks said.

Criticizes committee
Fifth Line resident Kathy Sanford criticized the roads committee for always reverting to a proposal to improve the present road through Limehouse. County engineer Jack Corbett admitted a better road through Limehouse is still his personal preference, but reminded the group he must take his instructions from the roads committee.

J. D. Pemberton, of the Fourth Line and 15 Sideroad, charged consideration has been given to quarry trucks but not to residents.

"The way these proposals were made up, I suspected Esqueving township and the county were major shareholders in these two quarries," he said.

He asked the roads committee to consider the thousands of dollars the township has to spend to repair roads damaged by trucks and suggested the route parallel to the C.N.R. tracks would be the most practical solution.

Mrs. John Glynn charged taxes

paid by some residents are way out of proportion compared to those paid by Indusmin, who she claimed are destroying township roads.

J. C. Duff, owner of Duff Quarries, said some of the proposed routes would have a disastrous effect on his business. He said his firm supplies an income to persons, larger than that of the village of Limehouse.

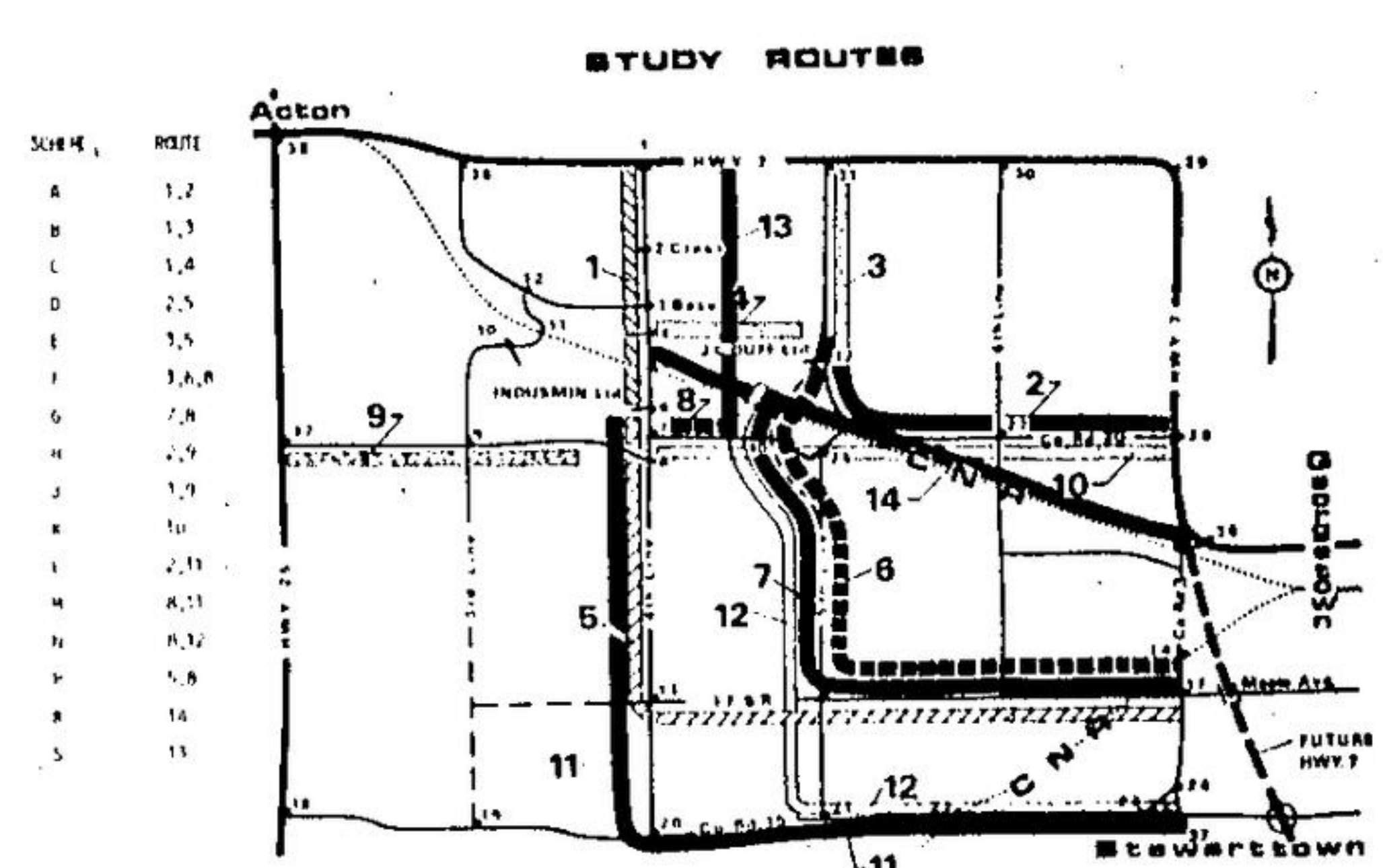
"Most of the people objecting don't work in this area. They work for industries which are causing disturbances in other areas," he claimed.

Fears for farm
Casey Bos, a resident of the Fourth Line near Indusmin Quarries, said he objects to both the north-south route between the Fourth and Fifth Lines and the route parallel to the C.N.R. tracks. He said the routes would come close to an asparagus crop on which he counts for much of his living.

Limehouse resident Chris McNevin reminded the committee County Road 20 has the highest population of any route and asked consideration for children who must walk along it through the village to school.

Fifth Line resident Walter Lujan asked why Indusmin trucks could not go west on 22 Sideroad to Highway 25. He said the quarry was originally laid out with that in mind. He said he would rather have the Fifth Line used for trucks than the proposed north-south route, which would take up some valuable agricultural land.

Speaking for a second time, Mrs. Sanford said she would rather pay for a new road with



money than with the loss of peace of mind.

"Keep the darn things away from us," she asked in reference to the trucks.

In conclusion, Chairman McMillan asked if anyone had considered which way empty

trucks would return.

"You can't designate empty trucks," he said. "And I think the empty ones are more dangerous than the loaded ones."

He said he couldn't assure ratepayers of an early decision, but expressed hope the committee would make one at their meeting November 14.

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ESQUEVING Reeve Tom Hill discusses the gravel truck situation with Kathy Sanford and Mr. and Mrs. J. Hayes at Thursday night's meeting in Limehouse. (Photo by D. Gibbons)

(Continued from Page B4)
numerous and just about at every turn, it leaves you little time to appreciate them. We never saw the Sistine Chapel for instance, or had time to see inside the Vatican library. The foremost in Europe for antique manuscripts and rare books or The Vatican Palaces, a group of fantastic, sumptuous edifices with more than 11,000 rooms, halls, museums, galleries, libraries, chapels, corridors, courtyards, gardens, filled with art treasures of every kind.

One could spend two years in Rome devoted entirely to sightseeing and still not see many of the attractions. We spent an entire afternoon just viewing the ruins of the Roman Forum with the aid of a tape recorded commentary and barely touched the surface.

You may have gathered that I was fascinated by Rome. I was. I liked it so well I threw the traditional coin into the Trevi Fountain to ensure that one day I would return.

heights. They point out silently that the Italians are among the world's best builders. Another amazing thing about Italy is that you can see aqueducts and roads built by the Romans side by side with modern engineering marvels.

But the Italians have their troubles the same as the rest of us.

They are plagued with unemployment especially among students. A young university student sat with us from Florence to Milan on the train and in perfect English gave us a capsule comment of the nation's and her troubles, pointing out she had been unsuccessful in finding a job.

Told we were going to Switzerland she said she hoped we would get better treatment from the Swiss than the Italians who went there to work. Because these Italians are least educated and unable to find a job in their own country, the Swiss tar all Italians with the same "ignoramus" brush, she asserted.

They (the Swiss) have their values mixed. "We had civilization in Italy while they were still running through the bush as half-naked savages," she said vehemently. "So cheer up, people. Our troubles in Canada, as mixed up as they may seem, have worse counterparts all over the globe."

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