

# Meen unveils four unit Halton

(Continued from Page B1)

In designing suitable ward systems before the first elections are called.

In the interests of getting these two new systems off to a good start, the province proposes to appoint the chairman of each regional council, and this would be done well ahead of the first elections. However, once a chairman had served his - or her - initial term, the choice would be up to the regional council.

By now, I expect many of you are wondering just what the different functions might be for the regional councils on the one hand and their area municipalities on the other.

From experience with other regions - and in some cases from simple logic - we can see how certain responsibilities must rest with the regional government. Otherwise there is no point in having a regional government.

This principle applies most emphatically of all to the broad, strategic questions that are the main reasons for forming a regional government in the first place. Such as a broad planning strategy for the region, as reflected in an official plan. This is the key to controlling and guiding industrial development and land-use generally.

The area municipalities should meanwhile be making their own contributions in such matters, by developing an administering their own official plans, handling subdivision agreements and settling questions of zoning. All these measures would have to be compatible, of course, with the official plan for the whole region.

In this age of mobility, regional jurisdiction makes sense for certain kinds of roads, and from that it follows that the region should also be responsible for traffic control. Questions of parking, on the other hand, are best shared by the two levels, since in some cases there are broad implications for land use and development, and in other cases, there are parking problems that can be settled more readily at the area-council level.

I am sure I scarcely need to remind you of our government's concern about the broader questions of public transportation,

as a means of reducing the congestion and pollution in urban areas throughout the province. We would make it possible for regions to assume broad responsibility for public transit.

Again, the area municipalities should have comparable responsibilities in the matter of land drainage and local roads, parking, as I mentioned a moment ago, would be a shared responsibility. In other areas of concern about land, the area municipalities would also handle parks and recreation.

Water and sewer services in their entirety are among those we strongly recommend as regional responsibilities in Peel and Halton. In some regions, as you may know, these responsibilities are split between the two levels. In Peel and Halton, however, we believe a unified arrangement would strengthen each region's planning ability and would simplify administrative procedures. More particularly, it would enable the regions to cope more readily with heavy growth.

A rather sharp controversy in my part of the province has recently dramatized the growing problem of garbage disposal, and in Peel and Halton it would be unrealistic, in our opinion, to ask each area municipality to handle this problem separately, and so garbage disposal goes into the column of regional responsibilities.

On the other hand, there is no reason why area municipalities should not accept responsibility for collecting garbage. We also suggest assigning to them the task of supplying electricity through their hydro commissions, subject to any change in provincial policy that might stem from the recent report from Task Force Hydro.

In the realm of public protection, we can see police work and emergency measures both working more economically and effectively at a regional level, while licensing - which is another form of protection whether we always think of it that way or not - would probably best be shared between the two levels, depending on the nature of the activity being licensed.

Fire protection, on the other hand, is a function that seems to operate best at the area level, although the region would be urged to appoint someone to prepare and co-ordinate a plan for all fire departments to follow in the event of an emergency.

The other item here is licensing, which would, as I mentioned, come partly under area jurisdiction, health and welfare, following the pattern set in other regions, would become regional concerns in Halton and Peel and I am sure no one will quarrel with the logic of having the region take over the forests now managed by the counties.

In the realm of finance, I will have more to say in a moment about provincial involvement. But in the allotment of responsibilities between regional and area administrations, we show tax collection here as an area responsibility - reflecting our own ideas of what might work best. However, a technical report from our friends in Halton has recommended having the region collect the taxes, and so this question, like so many others we are dealing with here tonight, is wide open for discussion. For one thing they are almost sure to be able to borrow money more cheaply, and if that isn't convincing enough in itself I could add that borrowing policies are part of the broad, long-range strategy for which any regional government should be designed.



ANTIQUES AND INTERESTING collectables like this pair of old snowshoes were offered to bidders at a special sale of a Wilson Consignment at the Rockwood International Sales Arena near Georgetown last week. Auction sale

enthusiasts from the entire North Halton area were in attendance. Alfred Spence of Georgetown was the auctioneer. (Photo by D. Gibbons)

# Urges farmers tell government how land use should be planned

If farming is going to continue in the Central Ontario area, farmers are going to have to band together and tell the provincial government how they feel about land use planning.

That warning was sounded Wednesday by Peter Branch, co-ordinator of the regional development branch of the Ministry of Treasury, Economic and Inter-Governmental Affairs when he spoke to about 75 Halton farmers at the annual meeting of Halton Soil and Crop Improvement Association.

Branch owns and operates a farm in Esqueping Township east of Hornby and is familiar with the problems facing Halton farmers in the field of land use planning. He said that where agriculture exists in Halton, it is "reasonably prosperous" but the farm

organizations have to let Queen's Park know what they want for the future, before it is too late.

**Anxious to listen**  
The speaker said there has been a fair amount of input or feedback from Halton on the concepts expressed in the Toronto-Centred-Region Design for Development, but farmers will have to make frequent representations to the government if they want farming preserved. The government is anxious and willing to listen to them, he stressed.

"We are living with trends which are blamed on the government, but they are often of our own design," because the government fails to legislate what the people want, he said. Often the reason is that the people did not tell the govern-

ment their wishes.

Branch reviewed a recent land use planning conference held in Toronto, and highlights of what his ministry reported to delegates. There are presently 10 economic regions in the province and these are being re-arranged into five areas, he said. Halton is right in the centre of the Central Ontario Region. Design for Development was part of the ministry's proposal for the region (not to be confused with regional government) and this report divided the Toronto area into distinct zones, some where development will be allowed, and some where it will be forbidden.

A large portion of Halton is the Zone One area where development is encouraged, while part is Zone Two where no development will be condoned. A parkway corridor through south Halton and a hydro transmission

line through North Halton will also affect the future of farming in the county, he predicted.

**As questions**  
Should development be limited, and if so, does this affect the retail value of the land or the financial base of the municipalities, he asked. Should there be compensation for the loss of taxes? Are we, in fact, prepared to pay the costs of economic efficiency? What should be the role of agriculture in developing regional planning objectives?

These are some of the questions the planners at Queen's Park would like to have answered by local input, Branch said.

He noted the Ministry of Agriculture has said there is not enough money in the public treasury to purchase lands which are zoned or restricted out of private use.

This statement was challenged by the second speaker of the day, Guelph area cash crop farmer Peter Hannan. "I don't think the government can bring in that kind of legislation and not consider adequate compensation too," he told the audience.

Zoning farm lands for development is "irreversible," he noted. "Once you cover that land with concrete, you can't turn it back into agriculture. We have to take a serious look at preserving this land."

Hannan warned that this area of Ontario is part of the "Grand Trunk Corridor," an east-west corridor across central and eastern Canada which contains 60 per cent of the country's population, 80 per cent of its industry, and supplies 40 per cent of Canada's agricultural production too. Yet the land is only one per cent of Canada's land mass.

"All farming could be pushed out of that corridor," he warned. Hannan agreed local input to government planning is necessary. "We have to organize ourselves, find out what kind of policies we want and tell Queen's Park," he said. "The key thing is farmers getting involved."

Craig Reid of Milton told the meeting there is plenty of money in the provincial coffers to compensate farmers for land zoned into development areas. He cited a conservation authority recently paying \$2,100 an acre for a 100-acre parcel that is mainly swamp and stone, as an example. "Food is our main concern in the next 20 years," he claimed, "where is the food going to come from?" He added food cannot be imported as cheaply as it can be produced locally.

"I don't give a damn how you plan this, if you don't have incentives for farmers, they'll clear out," added Harold Middlebrook of Milton.

## Acton first

New telephone books are out this week. The directory is bigger than ever—10 pages longer than the last one. But Acton is still first!

Just about the time you think that tomorrow will never come, you suddenly discover that it is already yesterday.

Some silent people are more interesting than some loud talkers.

# Coho come back to Credit

The coho salmon came back. For 18 months they had wandered in Lake Ontario gorging themselves on alewife, smelt, chub, perch and then, when some "physiological mechanism told them it would soon be time, they headed back to the Credit River with an increas-

ing urge to spawn. They would also die there. Those which returned this fall were planted as smolts by the ministry of natural resources in the spring of 1971.

The first adult coho appeared upriver in early September and from then, until mid-October,

they continued upstream searching for spawning areas.

On two occasions when heavy rain storms hit the Credit River watershed the salmon, congregating off the mouth, moved up the river when high water reached Lake Ontario.

**Weir catch**

A little over 400 adult coho were caught at a weir near the mouth of the river. This is a small catch, but many others entered streams between Toronto and Kingston. Since their early life was spent in a hatchery the homing instinct of some fish is weak. On two occasions heavy rain storms partially wrecked the weir permitting salmon to pass upstream undetected. However, the catch was better than last year.

Besides coho the weir caught two rainbow trout, three chinook salmon and eleven sea lamprey. The lamprey were actually taken off salmon caught in the weir.

The salmon averaged about 24 inches in length. The largest, a chinook, measured 33 inches and weighed a little over 13 pounds. This was the first fall that ministry fisheries staff caught chinook. The largest coho was 29 inches long and weighed 8.8 pounds.

When the coho were planted 18 months ago they averaged six inches in length and about one ounce in weight. An angler reported catching one this fall weighing more than 15 pounds. Two others examined at the weir by the fisheries crew weighed 8.8 and 13.4 pounds respectively.

## Sell buffalo to Soo zoo

A yearling bull in the buffalo herd owned by Halton Region Conservation Authority will soon be heading for a new home in Sault Ste. Marie. HRCRA members approved the sale of the buffalo at their meeting Wednesday, at a cost of \$350 plus transportation fees.

The northern city had two buffalo, a male and a female, housed in a downtown park until around Christmas time when someone shot and killed the bull. The culprit was apprehended and is expected to pay the costs of replacing the bull.

"We have a surplus of buffalo now," HRCRA general manager Murray Stephen told the Authority. The herd, established with a bull and four cows about eight years ago, has grown to 21 animals. They are housed in an 80-acre enclosure at Rattlesnake Point Park west of Milton.

# Notes new interest in horses locally

By A.M. Armstrong

Just how important are horses in Halton County? The 1971 census figures report 2,393 head of horses in the county compared to 4,396 milk cows on June 1, 1971. With 300 farms reporting milk cows and 352 farms reporting horses, would this say we are retreating to the horse and buggy days?

No! It indicates the tremendous resurgence in the interest of horses for business and recreation. Since 1955 our horse population has almost doubled in the county whereas our number of milk cows has decreased by 10,000 head.

**Expert speaks**  
Who owns all of these horses? Mostly they are owned by individuals for personal use. Persons who own these hobby horses may wish to attend a meeting on Jan. 18, 8 p.m. at the agricultural office in Milton. Dick Burgess, former horse specialist for the Ministry of Agriculture and Food will be on hand to speak on feeding of the pleasure horse.

Dr. L. Coleman of the Veterinary Services Branch will also be on hand to speak on proposed legislation regarding

licencing of riding stables. This is of particular interest to people presently owning riding stables and those having horses boarded at riding stables.

## Cancel routes

School buses had to cancel their routes on back roads Monday morning because of the ice. Rain turned to snow by Tuesday, ending the dramatic January thaw that melted the snowbanks and ruined skiing.

No matter how hard a fellow tries, he can't harm your character—only you can do that.

The reason some people are lonely when they are successful is that they sacrifice too many of their friends on their way up.

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# THIS WEEK AT SILVER'S

Men's Washable BAGGIES ATTRACTIVE PLAIDS COMPARE AT \$14.00	8 <sup>00</sup>	A GROUP OF LADIES' WINTER COATS NOW GOING AT HALF-PRICE ORIGINALLY \$45.00 TO \$125.00 NOW 22 <sup>50</sup> TO 67 <sup>50</sup>
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MEN'S HEAVY PILE-LINED WINTER WINDBREAKERS COMPARE AT \$24.95	15 <sup>00</sup>	A GROUP OF LADIES' PANT TOPS NOW GOING AT 6 <sup>66</sup>
A GROUP OF MEN'S PULLOVERS and CARDIGANS NOW GOING AT HALF-PRICE ORIGINALLY \$5.99 TO \$24.95 NOW 2 <sup>99</sup> TO 12 <sup>48</sup>		A GROUP OF LADIES' PLAID BAGGIES NOW GOING AT 10 <sup>00</sup>
BOYS' NYLON SKI JACKETS SIZES 8 TO 14	6 <sup>66</sup>	ANNUAL JANUARY SALE OF PLAYTEX BRAS and GIRDLES Save \$7.01 on Playtex 18 hour girdles and panty girdles. Save \$1.01 on eight styles of Playtex bras.
A GROUP OF BOYS' CORDUROY SLACKS SIZES 8 TO 18 NOW GOING AT HALF-PRICE ORIGINALLY \$3.99 TO \$9.99 NOW 1 <sup>99</sup> TO 4 <sup>99</sup> This group includes some "Hushies"		A GROUP OF MEN'S WINTER SLACKS NOW GOING AT HALF-PRICE
A GROUP OF BOYS' PULLOVERS & Cardigans SIZES 8 TO 18 ORIGINALLY \$12.99 TO \$17.99 NOW 1 <sup>99</sup> TO 6 <sup>49</sup>		CHILDREN'S NYLON SKIDOO SUITS SIZES 4 TO 6X SALE 9 <sup>99</sup>
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		A LARGE SELECTION OF LADIES' SHOES NOW GOING AT LESS THAN HALF-PRICE ORIGINALLY \$10.99 TO \$12.99 NOW 5 <sup>00</sup> TO 6 <sup>00</sup>