

Anti-noise bylaw squeaks through

Third reading of an anti-noise bylaw squeaked through Halton Hills council, Tuesday night, after being branded a bunch of nonsense by two councillors.

Councillor Dick Howitt, a lawyer, termed it a "bunch of nonsense and unenforceable."

"This bylaw objects to everything but motherhood. It tries to stop children chattering and bells ringing, whoever tries to enforce this will hear bells ringing in his head," remarked Councillor Ernie Sykes.

He said it was garbage and shouldn't be considered by intelligent people.

Councillor Russell Miller said he too would oppose it, as he agreed with Sykes' comments.

Councillor Roy Booth retorted, "Many things we don't comprehend we are opposed to." He claimed he received many calls last year when a soundtruck was "hawking its wares" at nine and ten at night. He admitted the bylaw would be difficult to administer, but claimed it was better to have a bylaw—if it is needed than not have one at all.

"Well they'll have to catch me New Year's Eve" commented Mayor Tom Hill, who has made a practice of ringing the church bell at midnight.

Councillor Pat McKenzie said the bylaw should be there if needed.

On the recorded vote Councillors Howitt, Miller, Sykes, Cox and Mayor Hill were opposed, and councillors Hurst, Armstrong, Booth, McKenzie, Levy and Dudy were in favor. Councillors Morrow and Hyde were absent.



\$200 DAMAGE to Norton school bus resulted Wednesday on Main S. Police report a dump truck's brakes failed and it rolled into the bus, driven by Maureen Feller, R.R. 4, Acton. William Burton, Brampton, was the driver of the truck which had estimated \$50 damage. Passing Sheridan college student Brian Marchese, Oakville, took the picture.

Car lands on roof after Sunday crash

A spectacular crash Sunday afternoon at 3.30 sent four people to Georgetown hospital, when their smashed car landed upside down on the

middle of Highway Seven, by the curve on the road opposite Masonic Temple.

Rosemary Crawford 31 and her two children Kelly 5 and

Kim 6, were taken to hospital by a bystander. They were treated for cuts and bruises.

Mrs. Edith Crawford, 62 was placed on blankets by the roadside until Georgetown

Volunteer Ambulance arrived and took her to hospital. She also suffered only cuts and bruises.

The driver of the wrecked '70 Volvo, Dan Crawford, of Mill Street, Hillsburgh escaped unhurt.

The driver of the other car, a '74 Chev, Donald Trimble of Tottenham also escaped unhurt.

Town . . . Traffic changes made by council

(continued from page 1)

Questioned by Councillor Levy about the tardiness of the by-law when the Ministry had initialled changes on August 22, and it was Nov. 11 administrator Usher said the problem had been that no plots had been set aside for cremations and stillbirths and he had to create sections in both the Catholic and Protestant sections of the cemetery for such burials.

There had also been a delay to get approval of the new sections from the Ministry.

"I'm concerned," said Councillor Levy. "We are losing revenue and giving Mr. Hinton grounds to go at us. If we had had approvals there would have been no problems."

The committee noted the financial report showed a profit on canine control but there was some over-spending on the garbage pick-up.

The treasurer said the garbage budget was over-spent because they had not included landfill costs in the estimates.

Treasurer Henderson also noted start-up grants of \$150,000 had been received from the province with \$40,000 interest to offset costs when the town needed the money. He said he had also received external and internal grants of \$88,000 and \$46,000 respectively which helped make the financial picture brighter.

"Is there anything else council should know about?" asked Levy.

"No," Henderson replied. "Would you tell us if there was?" asked the chairman facetiously.

"Yes," replied the treasurer in the same vein.

No advisory

(Continued from Page One)

council to the Acton advisory committee, and joint meetings of all advisory groups, recreation staff and administration committee will be held no less than quarterly.

Council agreed to circulate plans of subdivision to the concerned recreation advisory group for comment pertaining to dedication of lands for park purposes, or money in lieu of parkland. They would also be asked to comment on the impact of additional residents on recreational facilities.

The final recommendation endorsed by council stated the advisory groups would hold no less than monthly meetings.

Halton Hills works committee made three traffic regulation sign changes in Acton last Monday night.

At the request of Corporal Bob Arbour, Acton O.P.P., town engineer Peter Morris investigated and reported to committee on three areas.

With one, a stop sign at Acton Boulevard and Arthur Street, it was decided the sign was not necessary and should be taken down.

Ineffective Councillor Joe Hurst said the sign is ineffective. People keep running it and he thought this might be because the street is so wide nobody notices it.

Committee chairman Len Cox suggested maybe a bigger sign, like the large one at Ashgrove corners, might be put up. He thought the sign in Ashgrove was a four-foot sign.

Morris said he thought the sign on southbound Acton Boulevard was not necessary and should be taken down.

Legion sign The committee decided they would ask the Legion to put up a sign at Hill Street and their subdivision.

Morris pointed out the town couldn't put up a sign because the subdivision is still private property.

With Mrs. Morgan were her two children and son Kenneth 11, had minor injury.

Damage to the Spoehr car was estimated at \$800 and to the Morgan car at \$300.

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Taxi tariffs up

Assured by Halton Hills finance committee they could set their own tariffs without intervention from the town, a delegation of taxi owners from Georgetown disclosed they would be upping rates at once.

New rates would be 60 cents a mile from a previous 50 cents. The first meter drop would cost 80 cents instead of the previous 60 cents and waiting time would remain at \$0 an hour or 10 cents a minute instead of the increase to \$8 previously contemplated.

Spokesman for the taxi owners, Al McMillan of Glen Taxi, said costs were based on calibrated meters which run off the clock and speedometer in each vehicle. He told the committee fuel costs had climbed so high, emission controls used so much gas, and maintenance costs made the hikes necessary. It had come to the point where taxi owners had difficulty getting and keeping drivers although they receive 50 per cent of the tariff.

Committee chairman Pat McKenzie told the delegation there was never any control on Georgetown tariffs through the regulatory by-law but the Acton by-law did control charges. He suggested and the committee approved a recommendation that taxi owners in Acton can use the same tariffs as Georgetown temporarily until the new by-law is approved.

The committee is working on a new by-law to regulate taxis in Halton Hills replacing the two previous by-laws in

Acton and Georgetown. However, meanwhile the provisions of the separate by-laws are being enforced in the two communities. The new by-law is to go to the taxi owners and police for their comments before being presented to a full council for the required readings and passage.

The new by-law combines features taken from Oakville, Milton and Georgetown by-laws, pointed out assistant treasurer Grant Usher and the by-law would allow one cab for every 2,900 population. He said the one for 2,000 figure was a compromise between a Milton by-law which allowed one cab for every 2,400 and other in larger areas which specified one for every 1,500 people.

Committee members wondered whether they should be regulating the number of cabs or the number of owners in Halton Hills. Mr. Colbeck of Georgetown Taxi thought council should regulate the number of owners, not cabs, a view shared by Mr. McMillan. "I don't think anyone would keep more cars than they need because of maintenance and insurance costs. We just put on the cars needed to give people service," said Colbeck.

The assistant treasurer noted it was the licence that was worth the money, that under the present set-up taxi owners could have 100 cabs on the road.

Councillor Ernie Sykes wondered how a by-law could be set up so one licensee wouldn't be granted more privileges than another. He noted taxi owners got the licence and then passed it onto someone else, a situation he felt could end up in a monopoly such as happened in Metro Toronto. "I'm concerned licences aren't being procured to rent out to other drivers," he said, suggesting council might be adding the set-up of a monopoly on licences.

Mr. McMillan denied there was any intention of the part of taxi owners to set up a monopoly. He said taxis in Guelph and Kitchener, for instance, were owned by individuals working for companies and they could expect to make \$15,000 a year if their cabs were properly maintained and driven.

Group consulted on rent

Before adopting rental rates for the downstairs room at Acton arena, the administration committee of Halton Hills, decided to hear the comments of the Acton recreation advisory committee.

Councillor Les Dudy said they could change the rates and then find out they had made a mistake.

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