

Halton Hills will purchase two mobile radio sets for two new trucks it was decided at Monday's works committee meeting.

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Town, residents opposed

Hearing adjourned on Drive-In

Halton Hills, through the testimony of the planner and town engineer, made it clear at an O.M.B. hearing Thursday, that a drive-in theatre is not welcome at the Sixth Line and Number 10 Sideroad.

Time ran out, and the hearing had to be adjourned before the case for Barry Allen, the owner of the proposed drive-in property, could be heard. Some 20 ratepayers signified they wanted to be heard when the hearing is resumed.

The O.M.B. hearing was moved from Halton Hills Municipal building to the Masonic Temple, when the 75 spectators couldn't be seated. Solicitors Ray Steele and Fred Nelson supported the official plan for the Town of Halton Hills.

Town planner, Mario Venditti said the land was a farm area, with a few single family rural homes. He described the roads as local, meant for local traffic.

"From a planning point of view, a drive-in theatre would be an intrusion into the area and would contravene the Official Plan."

He said there is no category for theatres or drive-in theatres in Esqueving's Official Plan. The planner stressed the Regional planning department and the former Esqueving council, were intent on preserving good agricultural land, and described the soil as class one or two.

In reply to a question from Monty Hyde, solicitor for Barry Allen, Mr. Venditti said a possible location for such a theatre, would be near arterial roads. "Assuming the land could not be used for agricultural purposes, and

the Official Plan could be amended, perhaps the Seventh Line and Highway 401 would be a feasible location," he added.

Mr. Hyde said his client planned to use 25 acres for the theatre, and the remaining 75 acres as buffer land.

David Jamieson, the other O.M.B. representative, said, "You'd be content with a rider saying the drive-in must not exceed 25 acres."

The lawyer agreed. Hyde claimed the area was in Zone 2 of the Toronto Central Region Plan which reserved the land for recreational and agricultural uses. He contended the drive-in theatre fell within the recreational category, and cited the permitted use of indoor and outdoor skating rinks with accompanying buildings, as an argument. He claimed this use would cover as much land and generate as much traffic as a drive-in theatre.

Planner Venditti said the recreational uses intended in the Official Plan, were public uses and mainly outdoor sports which would fit into the surrounding community.

Hyde contended the Official Plan should designate intended uses, not present uses. He claimed a buyer should know ahead of time the intended use of the land.

James R. Kirk, planning consultant for M. M. Dillon, who drew up Esqueving's Official Plan, said the plan was for a short five year term, drawn up with the knowledge regional government was pending.

He said it was never the intent of planners, nor council, to have recreational uses include theatres of any kind in rural areas. He said any ma-

for growth was planned for the hamlets or adjacent areas, with the only provision for new commercial development in the hamlets.

"How much land is designated commercial in Esqueving right now, exclusive of Georgetown and Acton?" asked Noel Bates, solicitor for the Region of Halton.

Mr. Kirk replied 60 acres. "So in one fell swoop we would be tripling the commercial area," commented Bates.

"If we designate this land commercial in the Official Plan, as Mr. Hyde suggested, would an applicant have a leg up on having it rezoned that?" asked Dick Howitt, solicitor for Peter McCarthy, owner of land adjacent to the proposed drive-in.

"If we don't want it, would you agree we shouldn't designate it commercial in the first place,"

Mr. Kirk agreed to both questions.

Town engineer Peter Morris said the roads in the area were not designed for heavy traffic.

"My client is prepared to improve and pave the road from the Seventh Line to his property, how much would you estimate it would cost?" asked Hyde.

The engineer estimated the cost around \$250,000.

In reply to questions from lawyer Howitt, the town engineer said increased traffic would increase dust and maintenance costs.

Howitt pointed out traffic could come from Highway 25, and stated the bad curves and narrow roads would need major reconstruction. He asked the engineer how much it would cost to improve the whole road from Highway 25 to the Seventh Line.

"A lot of money," replied the engineer, as he said the usual estimate is \$70,000 a mile.

Hyde pointed out at \$70,000 a mile it would only be \$150,000, not \$250,000 as previously stated to improve the road from Ashgrove to the Sixth Line.

Frank Crann, of Halton Region Planning Department, said the drive-in would be an intrusion into the area, and would contravene the intent of the Official Plan to maintain the rural atmosphere.

"Are you aware of any pro-

OMB adjourns Zamikoff plea

An Ontario Municipal Board hearing to hear objections by Morris Zamikoff to the Esqueving Official Plan was adjourned Wednesday morning, when solicitor Monty Hyde said his client was out of the country and he could not obtain instructions.

Mr. Zamikoff has owned 65 acres on 15 Sideroad for almost twenty years, and has periodically appeared at Esqueving council meeting seeking permission for a subdivision.

A legal hassle prolonged the hearing, when Noel Bates, solicitor for the Region of Halton challenged the O.M.B. jurisdiction in modifying the

Official plan. He claimed the O.M.B. could only accept or reject the plan but did not have the power to modify it.

In modifying the plan the O.M.B. hearing would in effect usurp the power of the Regional Planning Board and the local government, Mr. Bates claimed.

Hearing Chairwoman, Lorena Staples and David Jamieson, O.M.B. representative overruled the objections of the lawyer and stated the Board does have jurisdiction to grant, refuse or modify the Official Plan.

"We have the same powers as the Minister," stated Miss Staples.



LORNE SCOTS "C" Company Pte. Riley was a member of the honor guard at the cenotaph Sunday morning. The parade came through thick fog from the new Legion hall to the cenotaph.

Police switch uncertain

A request from the principal of Glen Williams school and a report from Sergeant Peter Bromley, Halton Regional Police safety officer, concerning the need for a crossing guard at Glen Williams school has been tabled until the new year. The decision was made at Monday's works committee meeting.

"HAS" not yet been completed and presented to the commission. He thinks it might come to a commission meeting for the first time next week.

Important "It's an important takeover and it must be done smoothly," he points out. He doesn't think a month's

difference here or there would be important in the time of change.

There have been many rumors about the time of changeover, including a persistent one that the date is as soon as Jan. 1.

Members of the Acton O.P.P. have had no official notification they're to pack up and go.

Councillor Mike Armstrong said since there won't be a change of command for Esqueving from O.P.P. jurisdiction to Regional Policing Bromley's report wasn't useful right now. He said the change of command should come at the first of the new year so the situation at Glen Williams school should be dealt with then.

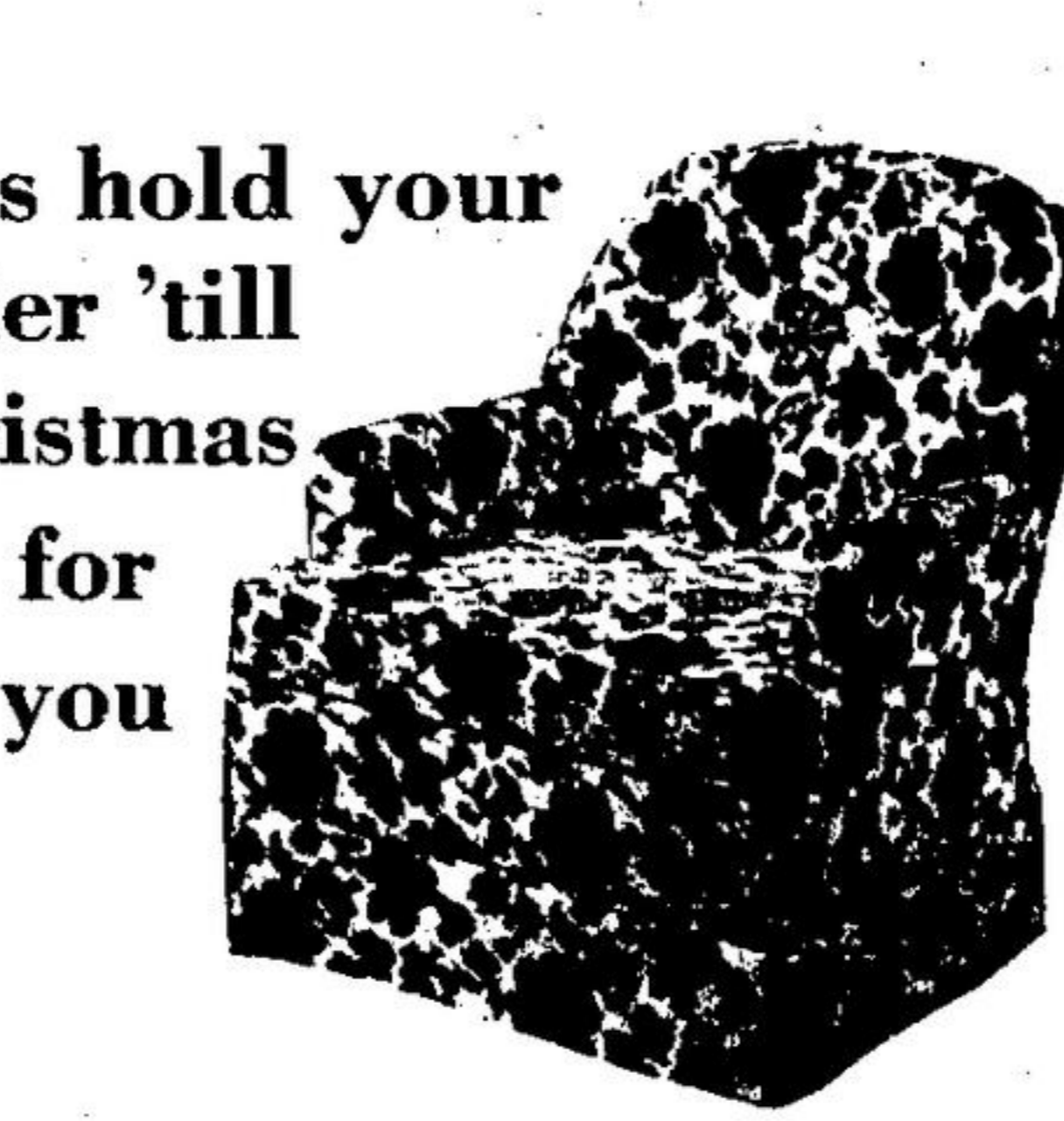
Committee chairman Len Cox said he thought it would take five years for the Regional Police to take over.

However Councillor Joe Hurst said he understood from the O.P.P. in Acton the change of command would take place at the beginning of 1975. Hurst then decided not to make any further comment.

"We're a region now, and it's reasonable to assume policing will be done by the region," says Glen Magnusson of Georgetown, a member of the Halton Region police commission, today (Wednesday).

However, he says the feasibility report on the regional police force taking over Acton and Esqueving

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