

Truckers complain about being banned from roads

If they are banned from the Fourth Line and 17 Sideroad truck drivers hauling for Indusmin could lose as much as \$50 a day, Halton Hills works committee was told Monday night.

A delegation of truckers, lead by Jim Bessey, Limehouse, presented a petition with signatures of 46 local truckers protesting plans to institute weight restrictions on the two middle roads.

"They asked the road receive 'proper and regular' attention so they can use them safely at a reasonable cost and with minimum fuel consumption."

"The rerouting of traffic via Halton Road 20 (22 Side-

road), Highway 25 to Highway 7 through Acton or via Fourth Line to 15 Sideroad through Stewarttown increases unnecessarily the distance and cost of our operation and would in fact oppose citizens to truck traffic," their petition said.

Bessey said the truckers have been using 17 Sideroad ever since they got kicked out of Acton and warned if they are forced to go back to the Acton route there will be many complaints from residents.

Councillor George Maltby said there is no reason for the truckers to go into Acton since they can go down Highway 25 to Steeles Avenue. He

said the region or province should supply a proper road for the truckers to use.

Maltby explained they shouldn't be using town roads since they are costly to continually repair. He pointed out Indusmin's nickel operation has gone through government induced hardships and always makes a profit and so will the quarry operation.

"The town has invested more in maintaining these roads than Indusmin has paid in taxes," he said. Indusmin has become a liability to the town instead of an asset. Maltby said the longer route must be viewed simply as a penalty for doing business.

He urged the region bring 22 and 15 Sideroads up to standard so the trucks can use them.

Mayor Tom Hill pointed out the region is considering turning all of its roads over to the area municipalities.

Councillor Peter Pomeroy said the town doesn't want to put anyone out of business and noted the truckers will still be able to haul gravel by the shortest route within Halton Hills.

He said it is up to the region to supply a proper road to serve industrial and commercial operations.

Maltby urged the truckers and Indusmin to go to the region and push for a proper road and added the Fourth Line should be a regional road.

Bessey warned if the truckers can't use 17 Sideroad the firm will lose contracts in places such as Brampton. He said a lot of stone is being taken to Georgetown, too.



FIREFIGHTERS and employees of Frank Heller and Co., Frederick St., put out flames on the roof of the building last Friday morning.

Final meeting

The Acton Business Improvement Area held their July executive meeting this week. The August meeting will be cancelled and the group will gather September 7. In the meantime, any concerns can be taken to any member of the executive.

Asking ban

A deposit on whiskey bottles? The Credit Valley Conservation Authority thinks there should be. Also, a five cent return on pop cans and a ban on all non-returnable containers.

They will join the Lower Trent Region Conservation Authority in sending a resolution to this effect to the Ministry of the Environment.

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Seven appraisers at Acton's hydro office

Seven appraisers are working out of the Ontario Hydro office on Mill W., dealing with the acquisition of property for the Bradley to Milton hydro line in the section from Colbeck to just north of the Halton Hills-Erin town line.

Preliminary appraisals are being followed now by complete appraisals. There

are 119 properties involved, and each appraisal takes about 25 hours.

Ernie Blainey is supervising negotiator and is here from Toronto one or two days a week.

Expropriation of the next section of the line, which passes just by Acton, is not yet approved.

Hydro has recently revised its acquisition policies, and

copies of this policy have gone out to all involved, Mr. Blainey explains. Under certain conditions, Hydro will now negotiate to purchase an entire farm.

In areas further north, some farms are almost entirely severed by the line.

In this area, the engineers attempted to keep the lines at the back of farms so there is less damage to the property.

When a strip of land is purchased, Mr. Blainey says the price paid ends up far above the market value of the land that is being taken. Hydro has policies which include a disturbance allowance.

Appraisals should all be done by mid-September, but negotiations will be going on until the spring he expects.

He says one problem with some of the people involved in expropriation was that different people called on them during the course of the discussions. Now one person makes personal contact with each property owning family, he explained.

He says everything is proceeding "fairly normally" with "no real problems." Most people are easy to get along with, he says.

Councillor Mike Armstrong said a by-law is being prepared and the committee will examine it. He promised the truckers' concerns would be taken into account, adding it may be possible to allow them to truck on any road as long as the delivery is within Halton Hills.

The truckers said afterwards they expected the kind of negative reception they got

One of the residents trying to get the trucks off the roads, Jim Goodlet, says he can't understand the fuss about the extra expense when Indusmin made nearly \$3 million profit last year.

No damage in roof fire

There was no damage to the roof of Frank Heller and Company plant Friday morning, according to fire chief Mick Holmes.

Reports say the roof was on fire and some debris was smouldering when Acton Volunteer firefighters arrived on the scene.

The AL-ANON FAMILY GROUP meets at The Acton "Y" on Mondays at 8 p.m. Information 853-3310 After Hours 853-2504

Councillor Mannell wants extra money

Oakville regional councillor Laurie Mannell would like to see those councillors who give a little extra effort, receive something extra in remuneration.

At Friday's Bill 151 committee meeting Councillor Mannell wondered if there was any way to reward those councillors who serve on committees over and above their regular duties.

"Is there any way to pay a stipend of so much per meeting?" he asked.

In this way Councillor Mannell felt the councillors working the hardest would get something for their efforts, instead of receiving the same amount of money as those councillors who "took over the agenda and wave their hands."

Strip powers

(Continued from page 1)

Mayor Barrett said under the old county system they never had any troubles solving problems that overlapped with another municipality.

Mayor Gordon felt soft services such as police enforcement, social, family and health services could be better maintained at the regional level.

The other councillors were in agreement with him.

Councillor Mannell agreed that the police force has been better since amalgamation, but he added if a service can be done better at the municipal level, then it should remain there.

Mayor Barrett said that under the original concept of regional government, local officials were told it was instituted to strengthen the autonomy of local municipalities through social services.

But he said the tying in of the hard services was impractical.

"It's geographically impossible," he said. "You can't make water go uphill."

Mayor Barrett said the number of complaints about hard services have multiplied daily since the regional takeover.

The operation of the regional roads, he felt, was the best example of government duplication.

"It's absolutely ludicrous to have two sets of road buildings," he said.

Mayor Barrett said he was in favor of abolishing the regional road system and distributing its assets to those areas such as Halton Hills and Milton which need the equipment.

Mayor Barrett said he recognized Milton was a small area with many roads, but he felt some form of equalization formula could be worked out.

The councillors agreed that a regional planning board was needed but disagreed on the format and the extent of powers it should have.

Mayor Gordon felt it would be best to adopt a resolution similar to what John Roberts recommended for Metro Toronto in his Report of the Royal Commission on Metropolitan Toronto.

Mayor Gordon recommended deferring the planning recommendation until all the councillors could read the

section on planning in Roberts' report.

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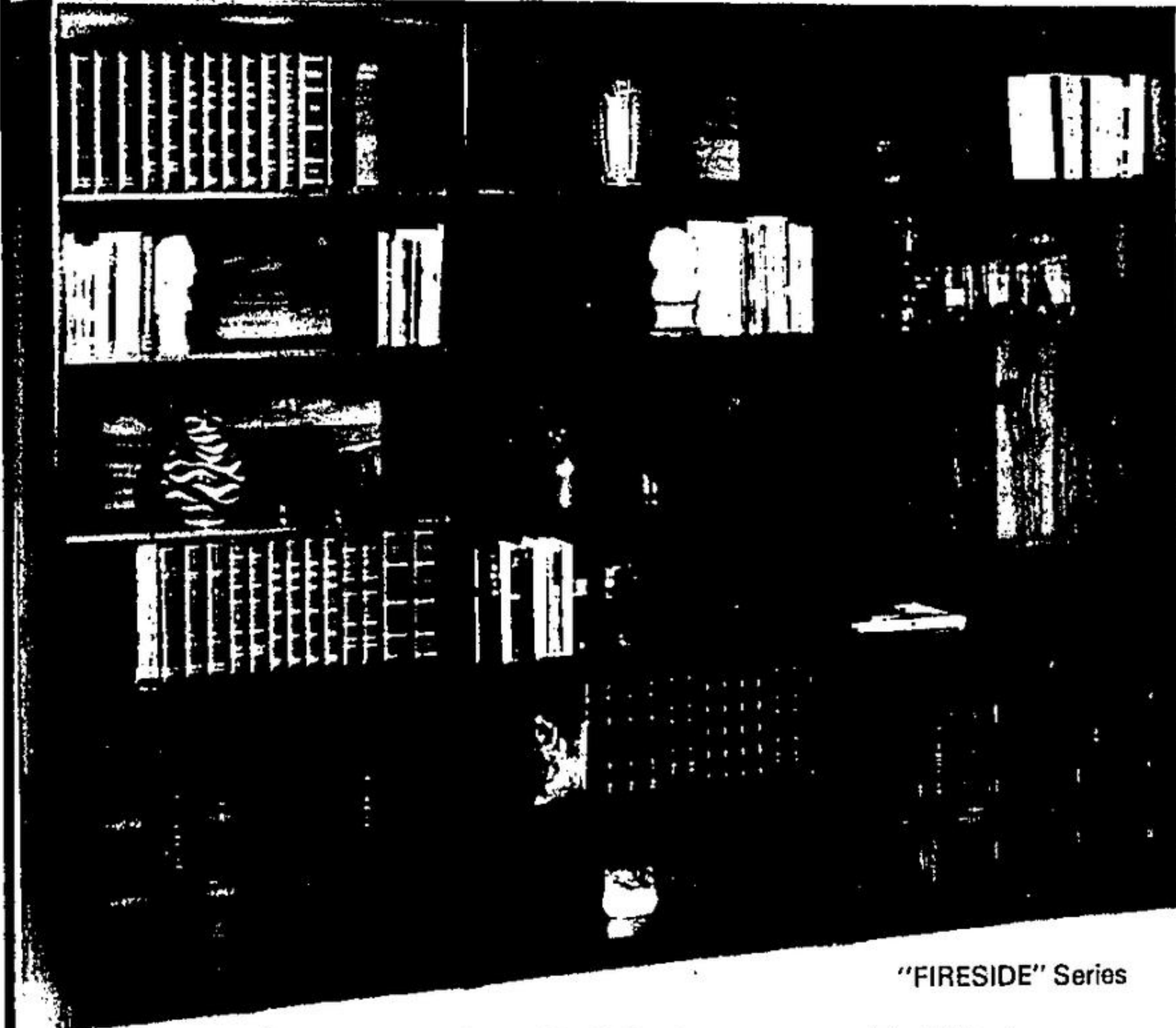


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