

Will explore town by-pass to relieve congestion

Engineer Robert Austin is going to look into a by-pass for Acton and possibly take recommendations to Queen's Park. He and Councillor Les Duby discussed an Acton by-pass at last Tuesday's meeting of Halton Hills works committee. Duby said he wasn't looking for a truck route or by-pass through any residential

areas and thought some route could be designed to get through traffic and trucks off Mill and Main Streets. According to Duby recent improvements to Mill and Main Streets justify the town and province looking at ways of getting heavy traffic off the two streets. He noted traffic flows have increased

greatly and congestion is an "obvious problem." Austin said the province has looked at by-passes in the past and noted it would be costly for the town to make a submission unless it presents some new ideas. He suggested his department prepare a report for committee before going to the

province. Austin warned the answer he comes back with could be Wallace Street as a route for through and truck traffic regardless of residents' concerns. He pointed out the old idea of a Georgetown, Acton by-pass is dead as far as the province is concerned.

Georgetown, Acton and Norval have suffered for years because there isn't a by-pass, Duby observed. In fact for years despite the fact Highway 7 is a highway it wasn't much better than a service road. The junction of Highways 7 and 25 is a real trouble spot. Austin reminded committee the province

has made it clear a Georgetown-Acton by-pass is dead so he may have to look at town streets as a route to get traffic off Mill and Main. Duby admitted the town may just have to live with losing out on the by-pass but answers are needed so new ideas can be explored.

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Niagara Escarpment plan explained to councillors

The Niagara Escarpment plan will not limit the expansion of Acton or any other urban area, unless the expansion is right into the escarpment, Commission Chairman Ivor McMullin told Councillor Les Duby, at a meeting with councillors from Halton Hills, Milton, and Burlington. Duby raised the point when he noted the map showed part of Acton already built-up as a rural area. He pointed out the Highway 25 and Highway 7 intersection area, on the N.E.C. map, looked as if it is in the NEC control area, while in fact there are buildings there. McMullin told Duby to mark their boundaries and proposed expansion areas on maps when council sends in the preliminary proposals discussed at Thursday night's meeting. "Unless you plan to go right into the escarpment, we're not out to stop towns from growing." Milton Mayor Don Gordon asked if a landowner has to sell the land if it is in the provincial acquisition area, and was assured they did not. "We're not out to expropriate or buy, it is just a long term plan to acquire lands when they become available, and when the province can afford it," replied McMullin. Few other questions were asked as councillors listened in silence to the preliminary proposals of the NEC which will eventually result in a plan covering the whole area of the escarpment from Niagara to Tobermory. Comments and suggestions from the 55 councils affected by the plan have a deadline of

June 14. When finally passed and accepted as the NEC plan, probably not until 1981, it will supersede all town and regional official plans, where any conflict arises. The NEC proposes to recognize all existing pits and quarries, approximately 4,300 acres in Halton, but suggests all licences be terminated one year after approval of the plan, and conditions of the licences be renegotiated. The Commission recommends 700 additional acres for mineral resource areas in Halton Hills, but no new pit may be established within 300 metres of the escarpment. Rehabilitation of pits shall be on a progressive basis rather than at the end of the operating life, as has been past practice. According to the proposal most of the escarpment can continue to be held in private ownership. Chairman McMullin claims the proposed development control area is smaller than presently designated. He said the plan calls for a narrow 2,000 foot strip along the escarpment, plus a large amount in natural and cultural areas and areas of high scenic quality near the escarpment. In the general rural areas, 5,700 acres in Halton Hills, and 1,500 in Milton, lands not of highest value for agricultural use, can have limited rural residential and other development without serious consequences as far as the Commission is concerned. The NEC wants to preserve scenic driving routes, but has to face the challenge of not making the routes too

popular, said Don Taylor, Director of Planning. He explained no new roads would be constructed for this purpose, and all roads would be low speed roads. There are 24 miles of such roads in Halton Hills, and 13 miles in Milton. The problem of over-popularity has already arisen in the Bruce Trail, according to the Chairman. He wondered if its success could end up destroying it. "Unfortunately some of the public using the trail are inconsiderate in their treatment of private property, and it has become obvious we need a great deal of public education. Where the Bruce Trail is on private property it is not there by right, but because of the generosity of the land owners." He said the Commission has proposed an approximate optimum route for the Bruce Trail, but it will depend on arrangements with the land owners. "Eventually the Commission is of the view that the whole length of the Trail will probably end up in public ownership. Thirty-three per cent is already public land." Nineteen miles of the Trail lies in Halton Hills, 15 miles in Milton and 15 miles in Burlington. Cultural areas, about 1,700 acres in Halton Hills and 2,400 in Milton, are designated to identify lands containing important archaeological or historical sites. Examples given in the preliminary proposals are the old limestone kilns north of Campbellville, Hilton Falls Mill, Kilbride School House and

Deforest Pioneer Cemetery. Natural and hazard lands have been set out, where little development will be permitted. The escarpment protection areas will have considerable width of land on both sides where development is carefully controlled, and covers a minimum of 300 metres of both sides of the escarpment. The plan slated for acquisition by the province for recreation or protection of sensitive environmental areas, could raise problems with owners, especially where the lands are defined, but where acquisition is a long way in the future, the proposal admits. "What is fair to the owner and the public?" the proposal asks, and wonders if additional development should be permitted on these lands, and under what conditions. The central area, including the actual escarpment area, the protection area around it, and natural and scenic areas, will come under the control of the NEC, or another provincial agency which may be set up when the whole plan is adopted, but a large part of the responsibility for control and direction of the planning area will rest with the municipalities, according to the proposal. The preliminary proposal concluded by candidly admitting there are many issues they don't know the answers to as yet, but pointed out consultation with the municipalities and the public will help clear up some of the problems.



Ready and waiting

WAITING FOR THE MUSIC to begin for the next round of musical chairs are Kyle Thomson, Brandy Ubbink and Andrea Schumeth. The young people were gathered together at the library for story hour last week, which includes games and coloring as well as story readings.

Police move into Y

Halton Regional Police are operating out of their new Acton offices in the Y building on Mill Street East. Tyler Transport moved furniture from the former police office, in the town hall on Willow Street, Monday. District One Superintendent Floyd Schwantz said Tuesday he thinks officers should be reporting to the Acton office starting today. He also said Bell Canada should have the office's telephone installed Tuesday. Police officers are contacted by police radio in their cruisers or by portable radios. For about two weeks Halton officers who worked Acton had to report to the district's headquarters at Georgetown because of an Ontario ministry of labor declaration that the 19th century hall was longer safe. Workmen were also busy this week in the new office. A partition and new glass plus a slab door were being installed. The move ends months of talk and negotiations between the Halton Police Commission and Halton Hills council. The departure of the Halton force from the town hall also ends a long association between the building and police forces. When Acton had its own constables, they operated out of the town offices in the Y. The cells were in the town hall, however. The Ontario Provincial Police used the town hall for a quarter of a century starting soon after the Second World War. The town hall was padlocked on Tuesday by town staff. Anyone who wishes to go in may borrow a key from Lorna Clarke in the town office. Until Tuesday there was still access to the town's only public washroom.

Deer hits Acton auto

A deer ran into a car driven by Murray Smith of 47 Churchhill Rd. N. as the auto proceeded along Sideroad 10 Thursday morning. Damage to the grill of the auto amounted to \$50, according to Halton Regional Police.

Hydro woos council on corridor

Ontario Hydro representatives came to Halton Hills council with food and hope. Councillors ate most of the food and sent Hydro away—disappointed. "I regret we were unable to have a dialogue," Dave Patriquin, Hydro community relations officer, said after the special meeting in the town administration building on the Seventh Line Wednesday. "In my opinion it was an unfortunate stalemate. The questions they (councillors) have, we can't answer," Patriquin said. Five Ontario Hydro reps took turns explaining construction aspects of the corridor from the Bruce nuclear generating station to Milton Switching Station. Most of council's questions concerned the planning of the line. Patriquin told councillors he hoped for a dialogue so Hydro can appreciate council's opposition, and it Hydro's. The week before Patriquin

and group arrived council reaffirmed its position on the need for an independent study of the north-south corridor. Council's position is an echo of the Interested Citizens' Group (ICG) views. The ICG has opposed construction of the line for four years until an independent study is done. After the formal talk round the council table the meeting recessed for an hour and

Hydro brought out three plates of sandwiches and two smaller dishes filled with olives, pickles, onions, cheese, celery and cookies. Coffee was also served, but it is customary for coffee to be ready for councillors and the public. Before Hydro called the

social hour council learned the provincial power utility intends to build towers, as soon as possible, if the Niagara Escarpment Commission (NEC) grants its development control area here. Because of the urgency we (Hydro) would risk being turned down by the Ontario Municipal Board (OMB), Hydro supervising project engineer Art Collins said. Hydro is appealing to the OMB in order to force the town to permit the 500kV

corridor to pass through Halton Hills. The revelation came as councillor Roy Booth tried to find out if Hydro was going to do the same on the north-south line as it did on the east-west line: build towers on NEC lands and in Booth's words "left us (the town) with no choice". The east-west line extends from Nanticoke to Pickering. It can be seen immediately south of Highway 401 and Trafalgar Road. Collins also told council he

(Continued on Page 2)

Two unconscious in Sunday crash

Two Milton youths are unconscious in Hamilton General Hospital, following a two-car crash at Speyside on Highway 25 early Sunday morning. Donald Matheson, 18, of 65 Heslop Dr., Milton, driver of one of the vehicles is listed in poor condition in the intensive care unit. His passenger, 19-year-old Michael Stafford, of Broadway St., Milton is listed in fair condition in the intensive care unit. Both youths suffered head injuries. Mr. Stafford also suffered abdominal injuries.

According to Milton OPP, Mr. Matheson was south-bound on Highway 25 in his 1971 Camaro, when he lost control on a curve south of Speyside. Mr. Matheson's car swung around and was hit in the rear by a 1976 Ford Van driven by

Joseph Bray, 39, of Elizabeth Drive, Acton. Mr. Bray and his wife, 37-year-old Melanjia received minor injuries, and were taken to Milton District Hospital. The Matheson car was completely destroyed and damages are estimated at \$2,000 to the Bray van.

Review legal fees

Despite a recommendation from Halton Hills finance committee that no town money be given to the Interested Citizens Group for legal fees in their fight with the Hydro, council Monday night voted to reconsider the question, and put the subject back on the agenda for the next meeting. See page B1 for committee story.



FIREFIGHTERS WORKED for two hours last night to put out a blaze at 10 Rosemary Road. The fire was contained to one bedroom, but smoke and water damage was received throughout the house. Damage is set at approximately \$10,000.

\$10,000 Fire damages Bovis home

No one was injured as fire ripped through a second storey bedroom in a Rosemary Road home last night (Tuesday). Fire chief Mick Holmes said an estimated \$10,000 in damages was sustained to a house belonging to Mr. and Mrs. Bruce Harris, 10 Rosemary. The bedroom was completely gutted by fire, and the rest of the house received smoke and water damage. Mr. Holmes said the roof was also damaged in firefighting operations. The chief said the family was home at the time of the supper hour blaze, which is believed to have started in the bedroom. The cause of the fire is undetermined at press time. Mrs. Harris herself called in the alarm. The family stayed with neighbors last night. This was the fourth major fire in Acton homes in the past few months.

What's inside

Tribute to firefighters	Page 5
Legal aid available	Page 6
Dance-a-thon this weekend	Page 8
Rotary skate-a-thon success	Page 9
Credit crazies	Page 13
Rockwood sewers, water	Page 13
Best family well-known	Page 13
Children's Aid meeting	Page 16
Champions' day for hockey	Page B1
Referee roasted	Page B3

Larger group proposed to replace 500 Club

A trial balloon was launched this week to replace the 500 Club hockey club with a larger group which would support all sport in Acton. Notices have been placed in several stores this week in a bid by a group of sport minded citizens to determine what support there may be for a 1,000 club membership. In the group who are floating the 1,000 club idea are such sport supporters as Kerwin McPhail, Harold Townsley, Bob Turkosz, Colin Ager, Simon Christensen and others. There is no commitment by signing the form, Mr. Townsley said, although he hoped only interested parties would put their names to the idea. The 1,000 club membership is based on an exciting program backed by the Bramalea Legion Branch 609, and Mr. Townsley said

the group is going to try and stick to the format. Under the larger club there would be a weekly draw for \$1,000 for 52 weeks. The cost of joining would be \$2 per week or \$104 a year which would be payable by cheque of \$28 plus three post dated cheques. Under the Bramalea plan there would be an annual bonanza night with draws for southern trips, plus cash and other prizes. The 500 club is promoted by the Acton Minor Hockey Association. Under the 1,000 member club, Mr. Townsley said other sports such as baseball, soccer and lacrosse, legion and all-star hockey and others would benefit. Copies of the 1,000 member club form are in the following places: Eds In and Out, IGA, all banks, Beckers, Royal Variety, A&B, the arena and elsewhere.



HALTON-BURLINGTON MEMBER OF Provincial Parliament Julian Reed and nationally-known figure skater Kevin Parker were on hand for the celebrity skate at the Rotary Skate-a-thon Sunday afternoon. Kevin also gave a demonstration of skating.