



ACTON'S INCOMPARABLE MAX. Max Storey, well known auctioneer, was at the Mohawk Inn Thanksgiving Day auctioning off antiques.

Georgetown GO bus corridor undergoes major revamping

Major schedule revisions for the Guelph-Brampton-Toronto GO Bus corridor come into effect on Sunday, October 29.

The corridor, which has been operating for the past 2 1/2 years, is being revamped to blend the existing two services (Toronto-Guelph and Georgetown-York Mills) into one basic trunk line between Georgetown and Yorkdale-York Mills, with extensions westward to Guelph and eastward to Oshawa. The changes are designed to improve service by tailoring it to demand and consist of:

—Restructuring the corridor, with all Guelph-Georgetown trips operating to and from Yorkdale-York Mills and some trips extending to Oshawa.

—Cancelling or consolidating some trips between Guelph and Georgetown because of low ridership.

—Terminating all York Mills-Georgetown trips at Moore Park Plaza, thereby more than doubling service to

the west end of Georgetown. —Consolidating schedules and routings between Georgetown and Brampton into a uniform service pattern, with all trips operating via Huttonville and staying on Highway 7 through Georgetown.

For Georgetown residents, the last change means improved service, with the present two routes being unified into one streamlined operation for faster through service and more comprehensible schedules.

The present Guelph-Toronto run operates via Highway 7 with a detour onto Main Street at George Street and east on Maple Avenue back onto Highway 7. The Georgetown-York Mills trips originate at the Georgetown GO station and go south on Mountainview Road to join Highway 7. Under revamping, the two routes are merged and stay on Highway 7 through Georgetown, with no detours and no service to the GO station. However, the morning and evening rush hour bus connections from Guelph to the Georgetown GO Train station continue to operate.

The changes are detailed in the new Guelph-Georgetown-Brampton-Toronto GO Bus schedule and passengers in this corridor are advised to pick up a copy for reference.

They may also find the new GO Transit system timetable helpful.

Anyone with further questions on the changes should call GO's telephone

information centre, the numbers for which are listed on the new timetable's cover (457-8002 for Georgetown residents and 630-3933 for Brampton).

Three hamlets to get signs

Haltontown's three hamlets—Stewarttown, Norval and Glen Williams—may receive identification signs from both the town and Halton Region.

The town's works committee has referred a request for a sign designating the village of Glen Williams to the 1979 budget committee. The sign was requested by Ellen Russell of the Glen.

An installed sign would cost the town about \$100, town engineer Robert Austin told committee last Tuesday.

He informed them that signs on regional roads into hamlets would be installed by Halton region at its own expense according to the official plan.

Meanwhile, at regional public works committee last Wednesday, a recommendation passed that two signs be placed on Trafalgar Road (Regional Road 3) indicating the hamlet of Stewarttown.

Three more not on list

A recent story told of names being left off a list of recipients of Queen's Silver Jubilee Medals. The list was sent out from Premier Bill Davis's office.

Informed three other recipients from town, Col. J. R. Barber, Chief Warrant Officer John Harrison and Warrant Officer Ken Allen, of the Lorne Scots Regiment also were left off the list.

This newspaper has been

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first prize — Ted Moysa
second prize — Tom Kranendonk
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second consolation prize — Lisa Mason
third consolation prize — Susan Lidbury
fourth consolation prize — Ann Gardener
fifth consolation prize — Danny Wood
sixth consolation prize — Nancy Marchment

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Stolen Corvette found in field

Haltontown Regional Police are continuing their investigation into the theft of a 1975 Corvette from Richardson Chev-

Olds in Milton on Friday. According to police, thieves smashed a bay window at the southeast side of the building

late Friday night, broke a lock and stole the Corvette from a service bay. The car was later recovered by Peel Regional Police, abandoned in a field near Streetsville. Police reported no damage to

the vehicle. The car was leased by Richardson's to Timothy Swim of Acton, and was back in the garage for repairs when the break-in and theft occurred.

Pamela Sheldon

Continued from Page 1

ton) and rural-to-small town centres, it is absolutely necessary to have a representative who can gain the respect and credibility of the entire Board. She believes this end can best be served through a well-informed, common sense approach to the issues facing education today.

"I also feel that as a concerned parent who has spent a great deal of time in the school, I am able to deal with the realities of the education system as it is right now. I do not use 40 year old traditions and apply them to the education system today," she said. She also said she believes firmly in a high level of discipline and core curriculum in the classroom but beyond that she feels it is futile to try to compare the one-room school house to the classroom today.

If Mrs. Sheldon is elected to the position of Trustee she mentions many varied issues that she would clearly deal with. "The twinning of four North Halton schools this year was, to my mind, a strike against the student in the classroom," she stated. "The disadvantages of two schools being twinned for administrative purposes are not balanced by the advantages."

She expressed the concerns of many ratepayers, including herself, when she said she is not proud of the fact that The Halton Board of Education has the unenviable position of having a pupil-teacher ratio well above the Provincial average while at the same time a below average "cost-per-student". This adds up to classroom sizes being too large for effective teaching, she said. She is aware that the problem of large classroom sizes is a complex one involving such factors as declining enrolments, teacher allotments, funding practices, etc., but feels it is an area that she could contribute to constructively.

Although she holds a generally positive overview of the system of core-curriculum wherein a return to "the basics" is being practised, there is one area of personal concern that she definitely would pursue.

"The Language Arts curriculum does not specify that English grammar must be taught as a separate subject at the kindergarten to grade 6 level and I feel this is a mistake," she said.

On Phys. Ed. Mrs. Sheldon says, "definitely not a thrill!" Her view is that education must teach the child physically, academically and socially. It is proven that the "fit" child learns more easily and faster. "I am committed

to ensuring that the students in Halton are instructed in the best methods of keeping fit," she said.

Mrs. Sheldon brought up the subject of school and community identity. She said the Acton and Esquesing schools have traditionally promoted a certain feeling of community identity and as a result both children and parents feel comfortable in their surroundings.

"Community identity is something that cannot be taught or learned," she said, "but is something that happens! You must live there to understand it." She says that as Wards 1 and 2 Trustee she would do everything possible "to see that our schools remain the focal point of our community."

On funding she says that the cost of education to the taxpayer is already exorbitant and many families have been feeling the effects for some time. She says that with this in mind the responsible Trustee must act as a funding "watchdog" in all areas of expenditures. She is also adamant that accountability to the taxpayer is a role the Trustee must play.

"After all," she said, "it's the taxpayer's children we are educating and the taxpayer's dollars we are using to do it... surely they have the right to know how it's spent!"

Reject addition

An addition of 580 square feet to an existing 450 square foot garage for a showroom and woodworking shop was rejected by Halton Hills planning board this week.

The addition was sought by John Van Vlymen, Brampton, on land owned by Larry Majurey on Highway 7, on the Silvercreek hill.

\$2 raise for fence viewers

Fence viewers and livestock evaluators will receive a small raise, if council accepts a finance committee recommendation, made last week.

Fence viewers will now be paid ten dollars for each investigation and ten dollars for expenses for the trip. Previously they were paid \$18 for each day worked. Since in 1977 the fence viewers were

only called out three times and another three times so far this year, the switch from per day to per investigation will make little difference.

Livestock evaluators are now paid \$18 per claim investigated and now will receive a total of \$20. The evaluators investigated 29 claims in 1977 and 11 so far this year.

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