

Pit open with MTC controls approval of pit list rescinded

Sixth Line residents failed to convince Halton Hills council to pass a motion saying they want the pits on that road closed but did succeed in having a list of strict controls put on the Bot Construction application already approved, and in having council withdraw its approval of a list of six pits available for aggregate.

In addition a road may be built between the Sixth and Seventh Line at government expense to take the truck traffic. However, this is to be negotiated.

Bot Construction will proceed with its year long pit operation extracting 400,000 tons, since according to Dale Scott of the Ministry of Natural Resources and Doug Thrasher Ministry of Transportation and Communications, the permit is issued and the contract let.

The motion passed in January, approving in principle the listing of the pits by the Ministry of Transportation and Communications, included the Cohoon and Macassa pits on the Fifth Line, and the Odorico, Pilutti, Spitzer and Vincent pits on the Sixth line as possible sources.

As a result of a meeting with Mayor Pete Pomeroy and Councillor Russ Miller, Friday, the MTC has agreed that a full time inspector for both trucks and pit operation be appointed, and the permit will set out the earliest truck loading time at eight in the morning and the last loading to leave the pit will be seven at night. The crusher will be allowed to operate only between seven in the morning and eight at night.

Thrasher said council now has the authority to lower the speed limit with consultation with the Region. He said the full time inspector, the first ever put on a job by the MTC, will scrutinize the operation of the pits and the behavior of the truckers, and report infractions to the police.

He said in his letter, severe penalties to the contractor already exist for infractions of the terms of the permit. He emphasized the inspector will be known to the town officials and a phone number where he can be reached in

time of need posted.
 "The operations to date would not indicate the water table has been interfered with, but said any such complaints will be investigated."

On this point, Dale Scott of the MNR said he would have a specialist from the Ministry out to look at the pits this week.

The letter said there are two other applications now received, one for 40,000 tons from the Odorico pit and one for 115,000 tons from the Pilutti pit.

Ron Johnson in presenting a petition signed by 53 residents of the area between the Pilutti pit and 22 Sideroad, stated their primary concern was the immediate permanent closure of the pits, and urged the passing of such a motion that night.

He urged an immediate tax reduction of at least 50 per cent, and a rebate for the 1979 taxes. He said the shortfall should be recovered from a per ton levy on the aggregate.

The petition said a model anti-noise bylaw now available should be adopted by council, and another to provide water mains to the area at town expense put through, since the pits will continue to lower the water tables. He produced photographs of a 15 foot hole in the pits, with water seeping out to prove his point.

The petition asked for the immediate replacement of street signs and guard rails at the contractor's expense, on a daily basis if necessary, and the hiring of a competent geologist to determine how much aggregate exists in the pits. It also asked for an audio monitoring device to measure noise.

Councillor Roy Booth pointed out the MNR have the power to retake out aggregate anywhere since it is a provincial resource not a town resource, and said they usually go to the source closest to the job.

Mayor Pete Pomeroy explained the town cannot reduce taxes, but application should be made to the Assessment Review Board. Johnson said they knew that but wanted the town's support.

Tony Harbrow, a Sixth Line resident living close to the Odorico pit, urged council to pass

the resolution banning the pits, even if they do not have the legal authority since he claimed silence would be taken as approval. The motion condemning the pit operations would fence the hands of both the MTC and MNR, he stated.

He contended a noise bylaw under the Environment Protection Act would be simple to adopt since it is already written, with fines of \$1,000 for a first offence and \$5,000 for each subsequent one.

Harbrow said if the water table is lowered there is little protection for the residents since the burden of proof is on them. He suggested all the wells on the Sixth Line be measured if the level drops the MTC be held liable, not the contractor. He said the crux of the matter is how much aggregate and how long the operations are to continue.

Miller said the lowering of the water table was the most important issue, and pointed out when he was at the pit on Sunday there was a foot of clear spring water at the bottom of a 10 to 15 foot hole. "There has been little rain for some time," he said if the residents have to go to court to prove their case the costs become prohibitive. Miller said the residents are unwilling to accept the large amount of gravel to be extracted since they were told the pits were nearly cleaned out.

Thrasher of the MTC said no-one from the Ministry said that, and said in fact at one point stated there were probably two million tons in the Odorico pit.

Miller contended test holes are now being dug on the whole property almost beside a \$150,000 home.

Councillor George Malby said council has been misled, and put forward a resolution saying the application should be denied, unless a hydrologist report can assure a potable water supply. It was later withdrawn.

Councillor Ross Knechtel asked where the town stood if they said they wanted no pits in the municipality, since the MNR has control.

Scott of the MNR said they would look at it and investigate, with particular emphasis on the economics for road jobs, then tell council whether or not they agreed with them.

Councillor Roy Booth, who eventually put the motion to rescind the list of approved pits, asked what position MNR would take if the list were to be rescinded, and no list of pits was available in Halton Hills.

Scott said the source list actually belongs to the MTC and the MNR. "Wee might have to make a decision unfavorable in your eyes."

Booth contended wayside pits are being used when licensed commercial pits with many restrictions are not being used by the government.

Scott replied the wayside pits are used only for municipal and provincial jobs as a cost saving measure.

Thrasher estimated a saving of \$2 million dollars across the province by using wayside pits.

Harbrow suggested the reason for the lower costs is the lack of strict requirements applicable to a commercial operation. "Who is the final arbiter if this municipality is not satisfied?" he asked.

"The Ministry of Natural Resources," replied Scott. In answer to a question, Scott said there are lots of pits within 100 feet of a residence, but admitted probably there are not as many homes near them as on the Sixth Line.

The mayor asked if a per ton levy to be set in a trust fund for water to the area could be set up. "If you save \$2 million by using wayside pits surely \$100,000 or \$200,000 could be used to put water out there."

Thrasher said heavy insurance by the contractor would cover that, and said if that is not carried out there is money to cover it.

Pomeroy pointed out the pits are owned by developers and when mined out estate developments would be built, and water would be needed anyway for more houses in the area. He asked the MTC to consider a road between the Sixth and Seventh Lines for truck traffic.

Thrasher said the MTC would be willing to look at it, but reminded the mayor it is private property.

Teacher transfers

Transfers and appointments for the north area were granted by Halton Board of Education at their meeting Thursday evening.

Effective September 1, Jo-Anne Hansen transferred from Brookville to W.L. Dick in Milton. Also transferred to W.L. Dick from Brookdale is Mrs. Reta McLaughlin.

Mr. Lynn Shantz, formerly a teacher at George Kennedy in Georgetown, transferred September 1 to Glen Williams public school.

Appointed September 1 to the Sheridan Youth centre, which is attached to W.L. Dick, is Martin Dykstra and Rona Ann Potters.

Valerie Jordan was appointed September 18 to P.W. Merry, Patricia Lewington to Martin Street, September 14 and Donald Sulthers to W.L. Dick, September 17.

Georgetown appointments are Mary Keballo at Stewarttown school, effective September 1, Judith Luker George Kennedy school September 13.



Matt Lacovelli takes careful aim of his darts during the Acton Legion darts tournament last Tuesday. A singles tourney was held last night (Tuesday) with league play beginning next week.

Little Theatre

Benefit night held for Women's Place

Georgetown Little Theatre will be holding their annual Wine and Cheese benefit night October 10, this year for Halton Women's Place.

The play entitled "Here Comes the Bride" will run for the benefit night and the Friday and Saturday evenings for the following two weekends, October 12, 13, 19 and 20.

Halton Women's Place is a temporary emergency shelter for all

abused women and their dependent children in the Halton Region.

Beginning with a 1977 conference "Issues Affecting Women in Halton," plans for the hostel progressed through the research and committee stages to become an incorporated association in November 1978.

Halton Women's Place hopes to open its doors in January 1980 and will be

centrally located in Milton. The hostel will offer temporary emergency shelter 24 hours, seven days a week, regular meals, emergency clothing, child care and transportation to schools and appointments, supportive counselling, information, and community referral, self help group for abused women, speakers for public information and research of incidence and factors which contribute to family violence.



QEW at the Humber Bridge in the summer of 1940. The Lion monument is at the far right.

40th anniversary

QE was our first "Super Highway"

By Joan Woodrow

"The Queen Elizabeth Way is the crowning achievement in a great story of progress, the saga of Ontario's highways. To a Hamilton man, the Hon. T.B. McQuesten, Minister of Highways in the Ontario cabinet, must be given credit for the great new type of highway which the province has come to know in the last few years, the four-lane, lighted highway, acme of perfection in safety and speed."

That's how the Hamilton Spectator described the newly opened Queen Elizabeth Way when Their Royal Majesties, King George VI and Queen Elizabeth, visited Canada in June, 1939, to travel the road which bears the Queen's (now the Queen Mother's) name.

Today, 40 years later, the QEW, as it has come to be known, has seen a number of changes. Although not the "superhighway" it was when first opened, today it is one of Ontario's busiest and most important freeways.

The origin of the QEW goes back to 1931. Before that time, two routes existed between Toronto and Hamilton; one followed the shore of Lake Ontario (Highway 2) and the other ran farther to the north from Dundas Street in Toronto (Highway 5).

Traffic congestion was getting so heavy by 1931 that another route running between the two was proposed. Called the Middle

Road, it was to provide quick and easy access between Toronto and the Niagara Peninsula.

Construction of this highway incorporated a number of new ideas. For instance, the principle of divided highways as a safety measure was introduced in Ontario with the building of the QEW. Originally there was to be a 30-foot grass boulevard between the directional lanes but land values forced the use of a narrower centre boulevard than desired.

Cloverleaf interchanges were another innovation the QEW boasted. They were able to provide a safe and uninterrupted flow of traffic as well as access to the highway from major arterial roads. Previously, entrances and exits were controlled by traffic lights which proved to be far too dangerous as the number of vehicles on the road increased.

Perhaps the most famous feature of the QEW was its lighting system. For a time it enjoyed the reputation of the longest continuously lit highway in the world. The outbreak of World War II and the consequent rationing of electricity, however, shut down the QEW's lighting system.

Not only was the highway technologically unique but it was aesthetically attractive, as well. The centre boulevard and slopes beside the lanes were sodded. As many trees were preserved as possible;

and trees and shrubbery were planted where there were none. Spots of historical interest were marked along the roadside for visitors to the area to explore.

One of the most unusual features of the QEW is the Henley Bridge. Overlooking a stretch of the Welland River, the site of the Royal Canadian Henley Regatta, the bridge was designed especially for the official opening of the QEW by Her Majesty, Queen Elizabeth.

Carved in stone, the median forms a handsome Viking ship with its gunwales serving as the bridge's guardrails. It is decorated with the royal insignia and the crests of the ten Canadian provinces, commemorating the first visit by a reigning British monarch to any Commonwealth nation.

At the other end of the QEW was a 40-foot column with a huge lion at its base known only as "The Monument". Created by the late Toronto sculptress, Frances Norma Loring, the 500-ton sculpture now stands just east of the Humber River south of Lakeshore Road in Casimir Gzowski Park.

Many Acton and area youths and men toiled on the QEW as it crossed this area. Jobs were really scarce then and the work provided funds for many needy families who might have gone on "relief" as well as pocket and board money for the single, men.

Addiction considered by council

Regional council will be asked to consider a program aimed at getting people addicted to alcohol and drugs back into the mainstream of society.

The program is called ADAPT and was initiated in 1975 in co-operation with Joseph Brant Memorial Hospital, the Addiction Research Foundation, and Halton Regional Health Unit. The patient and the families are interviewed by an assessment worker who can be a social worker or a public health nurse. Referrals are then made to the proper agency for work with the patient and or the family.

According to a report prepared by the region's medical director of health, Dr. J.H. Chamberlain, public health nurses have provided assistance to 514 patients.

Dr. Chamberlain said

experience has shown an average of two years is needed to guide the patient and/or family to new ways of problem solving.

"The program has many benefits.

"Many patients are rehabilitated and resume jobs.

"Children benefit as they are able to relate to parents who are not always under the influence of drugs or

alcohol," he said. The cost would be about \$45,000 per year.

Dr. Chamberlain said 75 per cent of the funding could come from the Ministry of Health and 25 per cent from the community.

Contact Centre plea answered

Response from the public regarding the need for volunteers to keep the North Halton Contact Centre open, has been very gratifying, according to a centre spokesman.

The anonymous spokesman said the centre has received about 20 interested volunteers

since they put out the plea for help. The volunteers are presently involved in the fall training program.

The spokesman said funds are still a problem for the centre. Since the group must remain anonymous it is difficult to operate fund-raising activities for the Centre. At a meeting Monday

morning, Centre members came up with an idea to form a group known as "Friends of the Contact Centre".

"These people are not volunteers with the centre. They are not connected whatsoever with the volunteers but are concerned over the future of the centre. This

is their way of giving their support."

The spokesman said the idea for the group has partially sprung from an interest already shown for the group.

Those interested in joining the "friends of the centre" are asked to call the Contact centre at 877-1211.

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CLASSIFIED INFORMATION

When Over 15,000 People Read It in

NO SECRET AT ALL?

When Over 15,000 People Read It in

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