

IN THE MAIL BAG

Don't Waste Money on 'Stamp Out the Drag' Says Writer

R. R. 1, Georgetown, which would result a minor fine, if they caught him.

Dear Sirs:
Probably the greatest achievement for recreation and activity in the history of Esqueving Township, and I'll even go as far as to say Halton County is about to take place. I'm talking of course, about the Golden Horseshoe Dragway situated between the 5th and 6th Lines of Esqueving Township.

As might be expected there is always a handful (not thousands as stated by some uninformed individual in last week's Herald) who will try to ruin the best means of recreation and a sure way of decreasing juvenile delinquency (street racing) for the younger set as well as many adults. The handful which are so concerned in their so-called "side effects" that the strip will bring, must be, and in fact are saying "leave the dragging to be done on the streets" where it presently is.

To ask any patrol officers in this area, what the strip would mean to them and the answer is only too obvious. So obvious that I shouldn't have to relay the results of, but will for the benefit of those "handful" of individuals who are so biased on the dragstrip. I quote one of the three officers I talked with "I'll tell you it would sure beat lying out in a damp cornfield for hours beside No. 10 Sideroad at 1 o'clock in the morning near the end of a crudely marked out 1/4 mile drag strip just to catch one or two fellows crossing the 1/4 mile at 120 m.p.h. after trying out a new camshaft or something." This strip would eliminate almost all of these actions as Wednesday night alone is designated for grudge matches or "getting the bugs out of your car night."

I must agree as a taxpayer of Esqueving Township that I would much rather be paying these officers for something of more significance than lying in a damp corn field all night.

Says Councillor Misinformed Crossing Guard Recommended

Georgetown, Ontario
15 Park Avenue,

The Georgetown Herald,
22 Main St. South,
Georgetown, Ont.

Dear Sirs:
I read with some interest your report of Cr. Ern Hyde's reaction to a letter I had written to Council recently.

It does, of course, bear resemblance if for no other reason than to correct Mr. Hyde's misinformation.

I have read the report that Mr. Hyde alludes to and I refer him specifically to Page 6, Paragraph 1 of that report. If he has not already read the report, he might find it of some interest to note that the recommendation was made to implement crossing guards at the intersection in question and not, in fact, as he alleges the report indicates, to recommend against the implementation of a crossing guard. The report does, however, indicate that traffic volumes at those intersections are not as high as other areas which would ordinarily warrant crossing guards.

The implementation of the three-way stop sign at Charles and Church undoubtedly has had the effect of slowing traffic but the concern of most people was to provide an access route to the school which was both direct and protected. Charles and Church is not such a route and therefore the sign has no effect upon the problem as it exists.

I cannot claim credit for the words "blithering idiots," those words are Mr. Hyde's own, and not wanting to precipitate an unwarranted discourse on the subject, I will categorically state that I do not take issue with his choice of phrasing.

Finally, it was in September of 1969 that I first wrote to Council requesting a four-way stop sign at Park and Charles and only after Council's apparent refusal to accept that solution and following the report and recommendations previously mentioned did the solution of a crossing guard at that intersection and at Princess Anne and Charles appear more desirable.

My only aim and the Association's aim has always been to provide a safe and direct route to Park School. Whether the ultimate solution is a stop sign or a crossing guard will rest with council. It must of necessity be either one of those solutions. The solution is however not shooting from the hip or harbouring an antediluvian mentality at the expense of the very people that rely upon Council's good judgment.

Only School With 'Unprotected Route' Claims Park Petition

15 Park Avenue, Georgetown, nt.

Members of Council, Corporation of Town of Georgetown, Municipal Offices, 35 Main N., Georgetown, Ont.
Dear Sirs and Madam:

Re: Crossing Guards — Park & Charles — Princess Anne and Charles.

In an effort to once again demonstrate to you that a number of parents are concerned about the traffic situation at the above intersections, the Park Parent School Association and the writer as its president distributed a form petition to the parents of Park Public School pupils. That petition was directed to this council and its members and is enclosed with this correspondence.

There are, as you can see 90 individual petitions signed and they represent approximately 160 parents and at least an equal number of students.

The point that the petition makes is that Park school alone is unique in that it provides no regulated direct route to the school for students to follow. In all other Georgetown schools, there is at least one protected route either by sign or crossing guard or traffic lights by which students may approach the school. Park students, however, have no such protection and your implementation of a traffic sign at Church and Charles, while it does break a traffic flow pattern, is of no effect with respect to providing a direct access route for students to Park school.

You may recall that when the writer initially corresponded with you in September, 1969 the request was made for a four way stop sign at Park and Charles as one obvious solution to the problem. Subsequently in discussion with certain members of your council, the suggestion was made that Princess Anne and Charles was an equally dangerous intersection and with that, the writer agrees. Following the unfortunate and fatal accident which occurred at Park and Charles, a report and recommendations on traffic protection for school children was submitted to council and in that report, the use of crossing guards was recommended for council's consideration. While the writer does not presume to be an expert on traffic control, the use of crossing guards would be a most desirable protection to give students. The cost of that crossing guard to an individual would, we estimate be 17% per month. Approximately 160 parents of Park school students are willing to assume that tax burden. We all, however, realize that we must consider the general expenditures of the town and if that proves to be such an onerous tax burden either to the town or individual ratepayers, then it would seem that other protection for students must be provided. The obvious alternative, is a four-way

stop at both Park and Princess Anne. While this type of regulation may not be as desirable as a crossing guard, it will at least provide some measure of protection which does not exist now.

We therefore as concerned parents and as an Association urge you to recognize our concern, provide the protection our children need to obtain a clear and safe access to Park School. Whether that protection takes the form of a crossing guard or a four way stop, we must, of course, leave to your decision, but some protection must be provided and now.

Yours very truly
R. R. Dodokin.

Could Be Sued . . .

Land Owner Threatens New HRC Court Fight

The Hilton Falls Reservoir project near Campbellville, in and out of the courts since 1966, may soon be thrown back in again.

William J. Mahon, a former Nassagaweya Township councillor, who has balked at requests by the Halton Region Conservation Authority to purchase a vital 20 acre plot just downstream from the dam and who has fought for the last 3 years its efforts to expropriate the land, now is holding the threat of an injunction over its head.

His lawyers have drafted an appeal to the Ontario Supreme Court but have not submitted it, saying that they retain the right to ask for an injunction at any time.

They say that the conservation board is expropriating mineral material the gravel

that Mahon wants to see quarried, to use as fill on and around the dam and that this is not allowed under the Expropriation Procedures Act.

SERIOUS TROUBLE
As soon as work is begun on the project Mahon will likely go to the courts to try and get the work stopped. If he should lose the injunction proceedings he could be in serious trouble however, claim several conservation board members, and could be sued for costs.

Alan Wright, vice chairman of the Authority, last week termed Mahon's actions "irresponsible" and "clearly contrary to the community's interest."

The project promises to end spring flooding on the west

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Time is running out MAY 1st
is the deadline for crop insurance applications - see your local agent now.

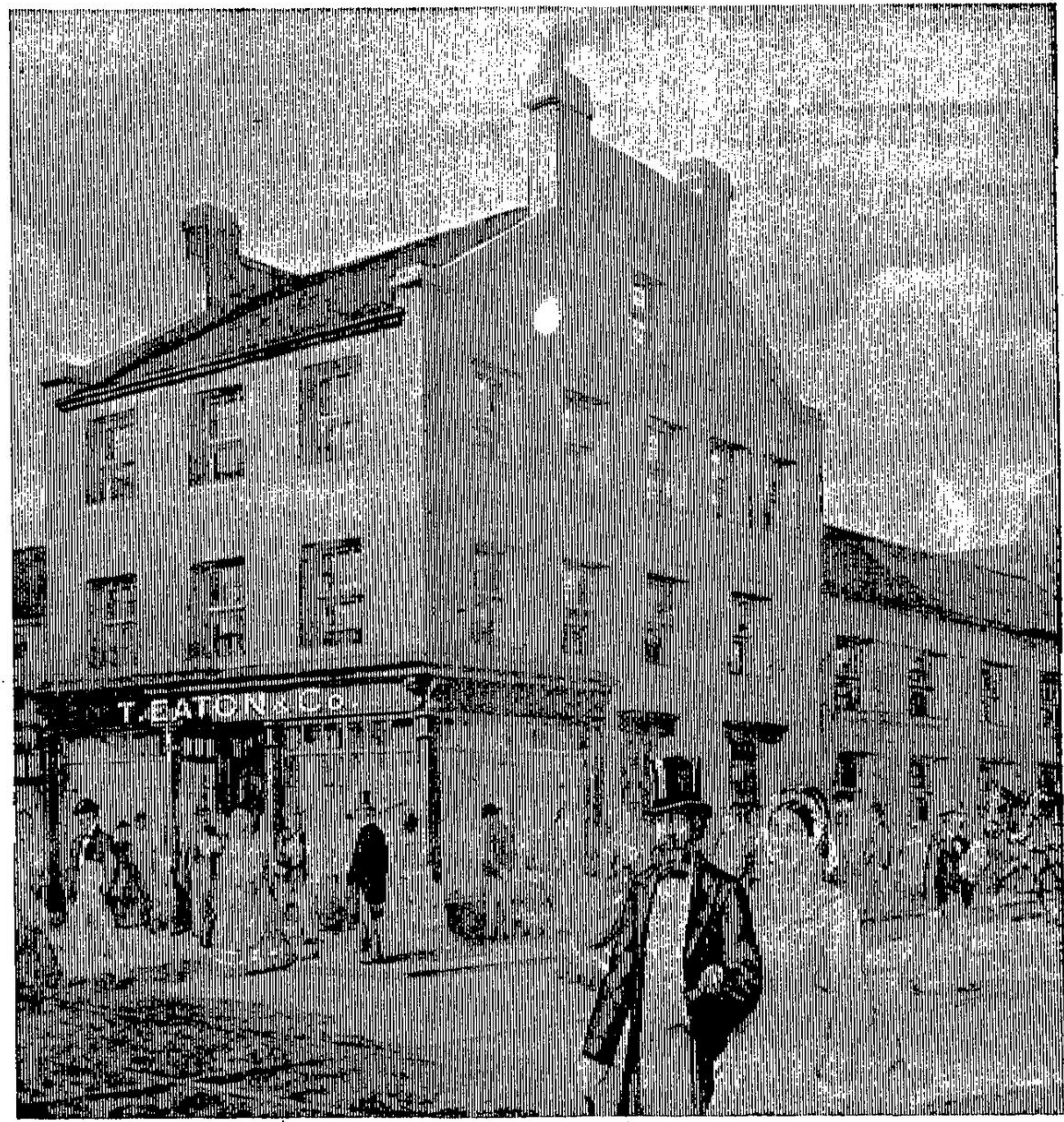
Note Soybean and White Bean Growers — application deadline for these two crops is June 1st.
THE CROP INSURANCE COMMISSION OF ONTARIO
Parliament Buildings, Toronto E, Ontario

When Eaton's first opened their doors we were writing our fifth annual report.

The famous T. Eaton Company goes way back to 1869.
We go back a bit further to 1864.
This was even before the nation's founding fathers had got together at Charlottetown.
It was early spring, March 18th.
The place was London, Ontario.
On that day 25 pioneer businessmen climbed the steps to the room above MacFie's Store and founded the company that is now Canada Trust.
Our first office was just behind that store.
Now of course, both MacFie's Store and our first office are gone.
But the original idea born at that meeting still lives on in our present company philosophy:

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