

# Esquering Drops Controversial Quarry Sites from Official Plan

Esquering Council, Monday afternoon, broke the stalemate between Planning Board and council by adopting the Official Plan, but deleting the two controversial quarry sites recommended by the Planning Board.

On the second and third reading of the by-law to adopt the Official Plan, council amended it to take out the two designated sites, one belonging to T. H. McGee, lot 6 Con. 10, and the Speyside property of Consolidated Sand and Gravel.

Planning Board and council have been deadlocked on the issue since November, with Planning Board sticking to its runs to designate the sites, even

when council sent the plan back for their review.

The controversy increased when citizens' groups and private individuals protested the quarry sites both to the Planning Board and council.

**NOT TOO PROUD**

According to a letter from the Community Planning Board of the Department of Municipal Affairs, council could pass the by-law exactly as recommended by Planning Board, but with a request for the changes they wanted, made to the Minister of Municipal Affairs.

There was no guarantee given, that the requests would be granted. Council, however,

decided to amend the by-law themselves before submitting it to the Minister for his approval.

"We're not too proud to make mistakes", commented Cr. Dick Howitt, a consistent opponent of the quarry designation both in Planning Board and council.

**ANOTHER THUMB**

"I'm a little concerned about accepting the Planning Board recommendation then adding our own modifications", said Cr. Len Cox.

Reeve Tom Hill pointed out that was council's privilege. "Planning Board is only another thumb for council", he added.

The rest of council agreed that action should be taken immediately. "It's time we got it off

this table and down to the department", said deputy reeve Russell Miller as he added it had been discussed enough and everyone had his mind made up.

**DELETED**

The by-law to adopt the plan was finally given three readings, with the following areas deleted from the quarry designation,

west half lot 11, Con. 1, west half lot 12, Con. 2, east half lot 13 Con. 2 and east and west half lot 14 Con. 2, and west half lot 6 Con. 10.

All but the last belongs to Consolidated Sand and Gravel. The last belongs to T. H. McGee.

## Clinic Pins for 43

# Dennis Wright Made 50th Blood Donation

Dennis Wright made his 50th donation at the Mayor's Challenge blood donor clinic held December 6, by the Georgetown and District Branch of the Canadian Red Cross Society. C. Renwick, J. O'Reilly, Miss L. Treble, T. Williams and J. Rawlings each made their 35th donation.

Nineteen donors received 20th donation pins and 18 were presented with a 10th donation pin.

Recognized for 20 donations were T. Slater, Mrs. H. Platts, C. Bydevante, R. Dykshoorn, G. Sandifer, Mrs. M. Girdwood, J. Doherty, Mr. Lee, T. Simmons, Mrs. E. Barrett, R. Collett, J. Bennett, W. Oliver, K. Schneider, J. Lahey, D. Mills, J. Adams, G. Norgaard and P. McCarthy.

Ten time donors were J. Harris, Mrs. J. Gillespie, J. Berriau, B. Steunenberg, L. Bradley, Mrs. M. Breadner, M. Payne, Mrs. D. Vandermeer,

Mrs. D. Gillespie, C. Bridge, K. Hergert, W. McLean, Wm. Gourlay, Miss E. Hay, Mrs. E. Gibbons, K. Hill, W. Smedes and R. Stull.

Donors who did not receive their pins at the December clinic, are advised to ask for it at the next one. Scrolls are awarded at the Red Cross annual meeting and recipients will be notified of the date.

# Snowmobiling on Railway Could Bring Steep Fine

Snowmobilers who look on the Canadian National Railway's northern line out of Georgetown as a public snowmobiling trail may find themselves without their machine and facing a steep fine.

The northern line to Allendale has not carried rail traffic for years, but the CN still has its reasons for enforcing the No Trespassing regulation.

A principal one is protection against a law suit should a snowmobile operator be injured on the line. If the CN fails to make an effort to halt trespassing they could be vulnerable in the event of a snowmobiling accident on their lands.

The snowmobiles also pack down the snow between the rails and in the ditches and culverts. Plugged culverts divert the spring run-off and weaken the rail bed.

Snowmobiles on the railway is also the concern of the Canadian Pacific Railway which sent the following letter to the Ontario Traffic Safety magazine last month:

Dear Sir:

We are writing to ask if, through your publication, you could assist us in warning operators of snowmobiles of the dangers involved, not only to themselves but also to others, and the penalties that they could incur if they operate their machines on railway property.

During the last two years, we have conducted an extensive program with the assistance of newspapers, radio and television stations, in warning drivers of snowmobiles that railway property is an extremely dangerous place on which to operate their machines. Noise of the engines of the snowmobiles prevents the operators from hearing the approach of a moving train and the snow also helps to deaden the sound of its approach. A train cannot stop immediately, or in time in most cases, and any emergency braking could cause damage to the equipment or, in the case of a passenger train, injuries to those travelling on it.

Our Department, which is responsible for security on the Canadian Pacific, is most concerned for the safety of all. It is true that under the Railway Act of Canada we can charge persons found operating snowmobiles on railway property with trespassing, and they could be liable to a fine of \$100.00, and while we much prefer not to take these measures, we found that persons, although warned, did not heed the warning, and for their own safety and that of others, as well as the damage they cause, we are forced to take the necessary action.

Anything you can do, in the way of a message of warning, to assist in preventing persons from operating snowmobiles on railway property, will be greatly appreciated.

Yours sincerely,  
J. L. LePage,  
Canadian Pacific,  
Superintendent, Eastern Region,  
Toronto, Ont.

## No New Schools Until '74

# Board of Education Expects School Enrolment Will Shrink

Halton board of education officials anticipate a slight decrease in total enrolment in the county's elementary schools in the next few years.

With this year's enrolment officially set at 32,683, board officials are predicting a continuous decrease up to 1974.

Projected enrolments for grades 1-8 are produced by deleting the previous year's grade eight enrolment and adding in the previous year's kindergarten enrolment.

**GROWTH PATTERNS**

The resulting total is the number of students who would be enrolled in the schools in the following year if there were no migration. The figure for growth, which is based upon observed growth patterns, is then added to

produce a total enrolment for grade schools each succeeding year.

Although a population growth of 3,300 is predicted for the west education area by September, 1972, a growth of only 123 students is predicted in the area's grade school enrolment.

Migration from the area is expected to delete some older students from the enrolment. Small increases in growth are expected in the east area while the population of the north is expected to remain constant.

**32 PER ROOM**

The need for new classrooms is based on an average of 32 students per room. There is some statistical vacancy in the system, but the vacancy is spread over the entire system rather than

being concentrated near the potential high growth areas.

This statistical vacancy explains the continuing need for portable classrooms at some schools and the fact that some construction will be needed to balance the school system to new residential development.

**NEED FOR NEW**

Expansion in Orchard Park in the west and Queen Elizabeth Park in Oakville illustrates the need for new facilities despite actual decrease in enrolment.

With the completion of the Queen Elizabeth Park and Orchard Park schools, board officials expect Halton's elementary schools to be adequate until 1974.

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