

Citizens tell garbage dump where not to go

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Traffic lights approved for Sinclair-Guelph

Traffic lights will be put up at the intersection of Sinclair Avenue and Guelph Street to alleviate bottlenecks not only at that intersection but to aid in clearing up problems at the Gordon Alcott Memorial Arena.

How do lights at Sinclair help arena patrons trying to get onto Guelph Street? The town has come up with plans to add a second entrance to the arena complex off Sinclair Avenue.

At Monday night's town council meeting, councillors approved a recommendation presented by the works committee to move traffic lights that had been proposed for the Alcott entrance, east to the Sinclair Avenue intersection.

They also approved the start of negotiations between the town and Canadian Pacific Railways for an abandoned spur line which runs past the rear of the arena across to Sinclair.

Councillor Mike Armstrong, chairman of the works committee, pointed out that the committee felt that by obtaining the 33-foot right-of-way to Sinclair, exiting traffic from the arena complex could be rerouted down to Sinclair where they would be able to use the lights to turn onto Guelph Street.

For aiding pedestrians who might be crossing Guelph Street from the parking lot of the Market Plaza to the arena Councillor Armstrong suggested that a pedestrian bridge might be constructed.

"We're trying to do the best thing for all people," commented Councillor Armstrong after the plan was sharply criticized for not providing enough protection for pedestrians moving to the Gordon Alcott arena.

"We're not just considering the people who are using the recreational complex but the people who are using that industrial area and need better access onto Guelph," he added.

Also being considered is a plan to redesign Guelph Street with the centre lane being a left turning lane from Mountaineer Road to east of the arena property.

"We're going to make decisions tonight that are eventually going to cost some young child's life," angrily stated Councillor Hic Morrow as he led a fruitless fight against moving the lights from the arena entrance.

He claimed that pedestrian traffic between the plaza parking lot and the arena was going to increase dramatically as the sports complex grows and that some method of protecting those pedestrians should be provided.

"There's no room in our expansion plans for the Alcott arena for future parking facilities," he said. "How are they going to get across?"

Youngster struck by school bus

A six-year-old Georgetown boy is in "fair condition" at the Hospital for Sick Children in Toronto after he was involved in an accident with a school bus on Mountaineer Rd. South at noon on Monday.

Peter S. Aucott, 23 Irwin Cres., was playing with a group of youngsters at the side of the roadway, police report, and as the school bus passed, he ran out towards the

road and collided with the right side of the bus.

Taken to Georgetown District Memorial Hospital with suspected head injuries, the child was treated then transferred to the Toronto hospital which reported that his signs have been stable since he was admitted.

Aucott is a student at St. Francis of Assisi School.



The beauty and the beast

TANYA MEETS SHEEBA. Two-year-old Tanya Krull takes a close look at 13-week-old lion cub Sheeba at the Acton Firehall last Tuesday and seems to have decided Sheeba is not your regular kitty cat. Sheeba, who eats two

to three pounds of raw beef every day, will be a 400-pound, full grown lioness in a couple of years. About 75 people saw Sheeba and a film titled "Trespassers Will Be Eaten" presented by African Lion Safari of Rockton, Ontario.

Mill's south side parking will stay

Mill Street in Acton will be reconstructed, but only to up-grade the street as it is at the present time. Plans to widen the sidewalk along Mill and prohibit parking on the south side of the street have been finally shelved.

"We've won," quietly commented Paul Neilson, chairman of the retail section of the Acton Chamber of Commerce, after town council Monday night agreed to proceed with the reconstruction plans for Mill Street from Main Street to John Street without banning parking on the south side of Mill.

But it was only a partial victory for Mr Neilson who has been leading the fight against the ban on parking. There was no mention in council's recommendation, of plans to provide more off-street parking in Acton, something Mr. Neilson and other Acton merchants have been petitioning for.

Mr. Neilson made a final appearance before council Monday in a successful, last-minute bid to block plans presented by the

works committee to prohibit parking on the south side of Mill.

"To the detriment of retail businesses in Acton, 36 parking spaces have been lost during the past year, more if the St. Alban's Drive changes are taken into consideration. Many people have expressed the feeling this will have the effect that business will be directed towards the plazas in Georgetown."

The changes to St. Alban's Drive were, in fact, approved by council Monday night. No parking is now allowed on either the north or south side of St. Alban's.

"The business community is all but totally united in its opposition to the proposed changes and 41 out of 52 businesses have signed a petition asking council to increase their taxes 20 mills on commercial and business assessment which is an increase of approximately 18 percent over the previous year, to be used exclusively for off-street parking."

"The entire downtown business section does not go along with the concept that one foot of additional width of sidewalk on each side, will add one iota to the business life of the town, nor do they agree that deleting parking on the south side will help anyone, be he a business person or a shopper in the area of Acton."

Cutting down the travelled portion of Mill Street by one parking lane "will not be in the best interests of anyone," Mr. Neilson said. It would delay any moves that might be made towards the construction of a highway 7 bypass around the town.

When Councillor Dick Howitt questioned if the chamber of commerce wanted the highway diverted Mr. Neilson explained that that had been the chamber's stated viewpoint since reconstruction of Mill Street was first proposed.

"The fact that you aren't aware of that

points out your committee hasn't been listening to us," commented Mr. Neilson.

Acton Councillor Les Daby pointed out that if council went ahead with plans to ban parking on Mill Street without providing extra off-street parking areas "there will be utter chaos once the reconstruction of Mill Street begins." Both he and fellow Ward 1 Councillor Joe Hurst supported the motion to rebuild Mill Street as it is now.

Another Acton businessman, Bert Hinton, was present for the Monday evening meeting to express an opposing point of view. Plans to add an extra 20 mills on business and commercial assessments in Ward 1 were unwise for council to consider, Mr. Hinton explained.

"There is no way council can apply to a specific number of merchants the total cost of off-street parking in a particular area of a municipality."

"You have to deal with the owners of

properties involved, not with the people who are renting or the people who are not thoroughly involved with the issue," commented Mr. Hinton. He stated that the petition presented by Mr. Neilson did not reflect the views of the major downtown landowners.

Councillor Mike Armstrong urged council not to stall any longer on a decision on the matter. It has been before the works committee since October of last year. Unless the municipality applies soon for a grant for the work as a "connecting link" project with the province, Halton Hills might miss out on a 90 percent subsidy from the province for the work, he warned.

"The road is in miserable shape," added Councillor Hic Morrow. "It's a disgrace to the municipality. Let's proceed with it."

On a one-sided vote, council agreed to proceed with the basic engineering of the project.

That brown stuff doesn't hurt the Credit

Officials of the ministry of the environment who were called out last Thursday to examine a potentially serious problem of leachate—a very strong concentrate of pollutants—flowing into the Credit River from the waste disposal plant in Halton Hills were "somewhat surprised" to discover it was actually surface water brought about by the recent thaw.

Ken Hogg, who led a four-man team from the ministry of environment, to investigate the site, said in a telephone interview with the Herald that leachate has been noticed before in the vicinity of the waste disposal plant.

The alarm went out when an employee of the ministry noticed fluid emanating from the waste disposal plant flow into the west side of the Credit River.

The investigators, who spent two hours examining the site, took 10 samples of water to be tested for bacteria and chemicals, Hogg said, but at press time results of the test were unknown.

However, Hogg said that observation of the fluid flowing into the Credit River showed it to be brown while leachate is black, and that he was almost certain it would prove to be merely surface water brought about by the warm weather.

He said that last year, prior to the installation of an underground tile drainage system which collects the leachate and transports it to the pumping station where it is then put into the sewage plant for treatment, leachate at the site was "very bad."

With the installation of the tile drainage system, Hogg felt that the problem of leachate flowing from the site "now is corrected."

And still some waited till the last day



LICENSE PLATE STICKERS. Mrs. B. Clark of the motor vehicle office said that the 1,300 to 1,400 applicants for license plate stickers last Friday and Saturday was an

increase over the amount usually processed on the last two days in previous years but that there was a steady flow and people did not have to wait long in line. She said that drivers

from Mississauga, Brampton and Bramalea showed up at the Georgetown office because of the long lines at offices in those centres. But after 1:30 Saturday afternoon "it quieted right down."

Quit claim doesn't mean library is moving

Suggestions that the town's move to obtain a "quit claim" deed from the representatives of the Congregational Church was the first sign that the Georgetown library was moving out of its present location on Church Street were denied by town council Monday night.

"It does not mean that tomorrow, or ten years from now, or 100 years from now the building will not be used for a library."

commented Councillor George Malby.

The seeking of the quit claim from the present administrators of the building came on the advice of the town's solicitor, Malby noted, and it was merely to formally state something that the town could do at anytime it wished.

Councillor Ernie Sykes, however, argued that it would possibly allow future councils to do whatever they felt like doing with the

building, without regard to how the building came to be used by the former town of Georgetown.

The building was handed over to the town for use solely as a library by the congregation of the Congregational Church, he explained.

"It is a public building and as far as we are concerned it must continue to be used as a library."

Alcohol and accidents two major problems for police

Superintendent Floyd Schwantz, who released the crime and accident statistics for 1975 in Halton Hills on Friday, said he was extremely pleased that the "solve rate" of crime in the town was 60 percent but that it would be unfair and inaccurate to make direct comparison of the 1975 figures with those of 1974.

The reason he gave was that the 1974 statistics were only for Georgetown. At that time, said Superintendent Schwantz, Glen Williams, Norval, Stewarttown, Limehouse,

Ashgrove, Speyside, the western part of Eglar township and all the small satellite communities were policed by the Ontario Provincial Police. Those areas, as well as Acton and Milton, are now policed by the Halton Hills police.

Total number of criminal cases handled by the Halton Hills police in 1975 was 3,509 while traffic accidents accounted for 1,045 cases.

Superintendent Schwantz reported. Not included in the released statistics are youth

problems, domestic quarrels, service calls, prisoner and money escorts, complaints, summonses, parking tickets or time spent in court.

Liquor offences and motor vehicle accidents led the list of incidents handled by the Halton Hills detachment of the Halton Regional Police in 1975.

Last year 725 people were charged with various liquor offences.

A total of 606 automobile accidents were reported which saw three people killed (one pedestrian and two vehicle

occupants) and 249 people injured (220 drivers or passengers, 16 pedestrians and 13 bicyclists).

There were 77 cars reported stolen last year but that was far out-numbered by the total of 159 cases of theft under \$200 from vehicles. There were 20 cases of thefts over \$200 from vehicles.

General thefts of property valued at under \$200 accounted for 467 incidents while theft over \$200 accounted for 64 cases.

There were three robberies

last year in Halton Hills.

Ninety-six homes were broken into in 1975, 123 shops were broken into and there were 53 cases of break-ins at schools, churches, etc.

There was one attempted case of homicide in which three people were injured.

There was one reported case of rape and five other sexual offences.

A total of 135 assaults took place last year in the town. Other reported incidents included in the annual crime report are: shoplifting over

\$200, 2 cases; shoplifting under \$200, 57; possession of stolen property, 10; fraud, 115; gaming and betting, eight; offensive weapons, 14; other criminal code offences including impaired driving, dangerous driving, trespassing, etc. 830.

Federal Statutes (drugs), 115; Provincial Statutes other than liquor (Landlord and Tenant Act, Master and Servant Act, Child Welfare, etc.), 141; Municipal Bylaws (Taxis, firearms, hunting, hawkers and peddlars), 280.

Attend this Monday's Blood Donor Clinic at the Holy Cross Auditorium

Consider busing students to separate secondary school

Support is growing for a new Roman Catholic high school in this area to provide separate school students in Halton Hills with an alternative to the public secondary school system.

Following a meeting last week in Acton and Georgetown at which a favorable response to the idea of a separate secondary school was voiced by many parents of separate school students, a further meeting was organized for last night at the Holy Cross Separate School in Georgetown.

Father Otger Devent, of Holy Cross Church, points out that separate school supporters are faced with two new options in providing their children with grades 9 to 13.

A Catholic high school is slated to open in Burlington in 1978 to serve Halton county but, according to Father Devent, busing Halton Hills students to Burlington would not be advantageous. The students, he noted, would have to board buses before dawn and would not likely return home until after the dinner hour.

Because of the travelling distance in-

volved students from this area could not become involved in an extra-curricular activities at the Burlington school, he added.

The second option, and the one which Father Devent felt was more feasible, is to register students from north Halton in the new separate secondary school being planned for Bramalea. The Dufferin-Peel Separate School Board is in the midst of planning the construction of that new high school.

Halton is the only county in southern Ontario, Father Devent pointed out, that does not have a separate high school. Because of this, students taught in elementary separate schools must continue their education in the public system from grade 9 onward.



RICKOFF TO RED CROSS MONTH. Paul Firkas, campaign chairman, Ruth Poulous, chairman of services for seniors, and Mayor Tom Hill raised the Red Cross flag last Saturday morning to salute the beginning of Red Cross Month in Halton Hills.