

## French courses urged

Halton board of education was urged Thursday to approve a French immersion program for elementary schools to begin by September 1978.

The French program offered by the board is "totally inadequate," Pat Webster, president of Halton Home and School Association, told trustees.

In the board's core French programs, not enough time is devoted to the language to achieve any meaningful results, Mrs. Webster said. Beginning in Grade 6, only 1,200 hours of french instruction is offered during the student's career. It is the ministry of education's minimum requirement.

If trustees opt to continue the core program, it should start in Grade 4 and be 40 minutes a day, she said.

But by instituting an immersion program in Grade 1, students would learn "almost native-like proficiency," and suffer no drop in other skills, she said. An immersion program would offer 5,000 hours of French instruction during the student's career.

She said that according to a survey done by the Home and School Association, a potential 453 pupils, or 4.5 per cent, who will enter Kindergarten, Grade 1 or Grade 7 in September 1978, wish to enrol in an immersion program. North Halton had 53 potential students for a Grade 1 immersion program.

Research on immersion has been carried out almost from the beginning of the first Canadian program in 1965, Mrs. Webster said. "Without exception, the results have been amazingly good—so good, in fact, as to be almost unbelievable."

An immersion program is not expensive to operate, Mrs. Webster said. Citing administration figures, she estimated that start up costs would be \$7,681 per year for 1978 to 1983.

Again citing administration figures, Mrs. Webster said that the board has enough qualified teachers to start the program in Grades 1 and 7 in 1978. Teacher supply also should be no difficulty as sufficient time exists before the program expands to hire more, she said.

## Gravel trucks to roll soon

Within the next two weeks 15 hired trucks will start hauling gravel steadily from Odorico pit on the Sixth Line and Spitzer pit on 26 Sideroad, George Mugford, manager of highway construction for Armbrro Construction Informed works committee Monday.

The pits should be completed by November, "although the contract signed for the gravel used in the construction of widening the inter-change of Highway 401 and Highway 10 does not run out until next August," he said.

Mr. Mugford was asked by Council to answer all pertinent questions of works committee. He assured Coun. George Maltby that hauling of gravel will occur only during the daytime and although crushing is being continued for 24 hours, it cannot be heard from the roadway.

Trucks will travel Trafalgar Road, 20 Sideroad and 17 Sideroad and roads will be restored to its previous condition to the town's satisfaction, Mr. Mugford said. A tour with the department of highways and the town was completed before the opening of the pits and will be conducted after the pits completion.

He also assured councillors that the two wayside pits will be restored to original condition by putting topsoil back on seeding. And, he said, there is a continuing source of resources and neither pit will be depleted.

With council's permission, Mr. Mugford said, he could erect highway signs on 17 Sideroad and 20 Sideroad to warn drivers of trucks turning and told Coun. Maltby he could investigate the possibility of erecting flashing signs at the entrance on Sixth Line which is on a hill and therefore is dangerous.

He soothed works committee by saying only 100,000 tons of gravel is being hauled, not the 200,000 or 450,000 figure which was originally asked for by Armbrro in its contract.

Trucks will not be exceeding the speed limit, he said. "If anything the trucks will be travelling too slow, because on short runs the trucks can't get up any speed."

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