



NEW SHOP

Betty Mochamp shows one of the items which will be offered for sale in the recently opened Lingerie Boutique. The shop is owned by Ms. Mochamp and Krista Golder.

It will be one of a number of stores in The Old Bank building, which has been converted into a series of shops.

Council firm, no ban on trucks

Halton Hills council Monday turned down an 11th hour appeal by beleaguered residents of 17 Sideroad who wanted the road posted as Class B requiring trucks over 22,000 pounds gross to obtain permits.

The road is currently used by gravel trucks hauling from the Indusmin and Duff Quarries in the west of Halton Hills.

But in turning down the residents' appeal, council followed the recommendation of the works committee and directed works chairman Mike Armstrong to meet with the residents, the truckers, and two quarries and the town engineer to come up with recommendations for council's next meeting.

Council heard delegations from the residents and the truckers. An expected speaker, Angelo Natali, president of the Ontario Haulers Association, failed to show up.

Speaking for the residents, Jim Goodlet said residents want the road posted as Class B and not paved but maintained as a Class B road.

The financial impact of paving 17 Sideroad would be felt by the entire town, Mr. Goodlet argued. It would contribute to the escalation of costs - about \$1 - \$1.5 million - but the benefit is not to the homeowners but to industry.

Yet, a "simple, uncostly solution was at hand," he said. The trucks could use 22 Sideroad, a regional road, to Highway 25, a Class A highway.

Mr. Goodlet told council that the net excess profit of the quarries in 1976 was about \$2.9 million, "so they're not going broke." This year they would be taking about 300,000 tons of gravel out via 17 Sideroad and Fourth Line, he said.

Council should not ignore the safety factor of having so many trucks travel that route used by children and school

buses, Mr. Goodlet said.

His own children had a near escape in front of their house, he said, adding that 12 to 14 hours-a-day of truck traffic and noise is "far from reasonable."

Spokesman for about 50 truckers, Jim Bessey said that there were originally five routes the truckers could use. Then Limehouse complained and trucks were banned. "Now 17 Sideroad don't want us."

He said the alternate route suggested by the residents would cost the truckers an extra six miles.

"No matter where you go," Mr. Bessey said, "someone is going to complain... they just don't want dump trucks."

He said there were about 15 to 20 trucks hauling to Toronto and making six or seven trips a day. In that case, Coun. Booth said, they could be diverted and reduce by about 120 the number of trips the residents need endure.

Coun. Booth supported posting a sign forbidding all but local traffic.

Coun. Russ Miller indicated that a system of permits should go hand in hand with posting. It would be costly to build 17 Sideroad to take the traffic and that cost should be borne by Halton region or the province, he said.

Coun. George Maltby said the engineer should report on ways of issuing permits because there are trucks other than gravel on the roads.

Most councillors were opposed to posting 17 Sideroad as a Class B road. "If you post this road," said Coun. Garnet (Pat) McKenzie, the trucks will have to go elsewhere and you'll have another delegation."

Coun. Peter Pomeroy got the permission of council to reveal the contents of a letter from the town solicitor about a proposed draft bylaw to regulate the area. The solicitor said that a bylaw was not necessary, Coun. Pomeroy said.

He feels that the permit system should be looked into more, and pointed out that as yet there was no input from Halton region on their responsibilities in the situation.

Council defeated a motion by Coun. Peter Marks that the matter be referred back to works committee.

"We don't have any answers," said Coun. Les Doby. The issue should be referred to the region for a solution, he said. "Transferring routes is no solution."

Coun. Mike Armstrong urged council to pass recommendations of the committee that the regional works department review the files of dealing with truck traffic and that the region act to comply with the resolutions and commitments made by the former county of Halton with Indusmin and Duff Quarries.

Both recommendations passed.



SAMPLING

Kerry Gallagher, 12, of Guelph Street paused for a moment during the St. George's Anglican Church Rummage Sale Saturday to try on one of the many ladies' hats on display.

Savings

In operation for a year and a half, the Ontario Ministry of Industry and Tourism energy bus has visited 314 companies, identifying potential savings of \$4.6 million in electric power, \$2.02 million in heating insulation, \$3.7 million in waste heat and \$6.07 million in water.

Region starts 1978 budget

Halton regional council is reviewing its 1978 budget, almost six months ahead of schedule.

Regional chairman Ric Morrow is extremely happy about the review because it will avoid the confusion which surrounded this year's budget considerations.

But the end result of the discussions which began last week won't be known until all budget figures are before committees. Council is attempting to prevent a recurrence of the 21 per cent budget hike this year.

The first area to come under fire from the administration committee is salaries. Council has called for a 5.4 per cent maximum increase in budget but proposals tabled Wednesday call for a 7 per cent increase in salary levels.

Committee members preferred a four per cent increase more in line with anti-

inflation board guidelines which allow a maximum of six per cent.

Despite a charge that the region would lose some of its staff, Oakville Coun. Ron Planché said it might be worthwhile since "there are plenty of people looking for work and some of them aren't even worth that much."

Salary increases for provincial employees are being held at four per cent, Ontario Treasurer Darcy McKeough said two weeks ago. Should there be a larger increase, he predicted a cut in the number of employees.

The seven per cent figure, however, was approved with the understanding that final approval may be less.

Public works committee dealt with its budget on administration services and approved a 7.8 per cent increase. The major portion of the works budget, water,

sewers and regional roads has yet to come before the committee.

Administration committee cut expenses for conventions, conferences and education expenses while public works and community and social services reduced its expenses in those areas.

The administration committee budget now stands at about a 10 per cent increase while the community and social services committee must still look at day care costs and its budget is in excess of the permitted 5.4 per cent.

Council agreed with the 5.4 per cent increase for 1978 because it is based on zero budgeting proposals. The increase reflects no taxation revenue increase to established ratepayers. The increase will come from new assessment generated within the region this year.

To Truckers: Re Your Drivers Licences.

If you drive a truck over 18,000 pounds or tow a vehicle over 10,000 pounds.

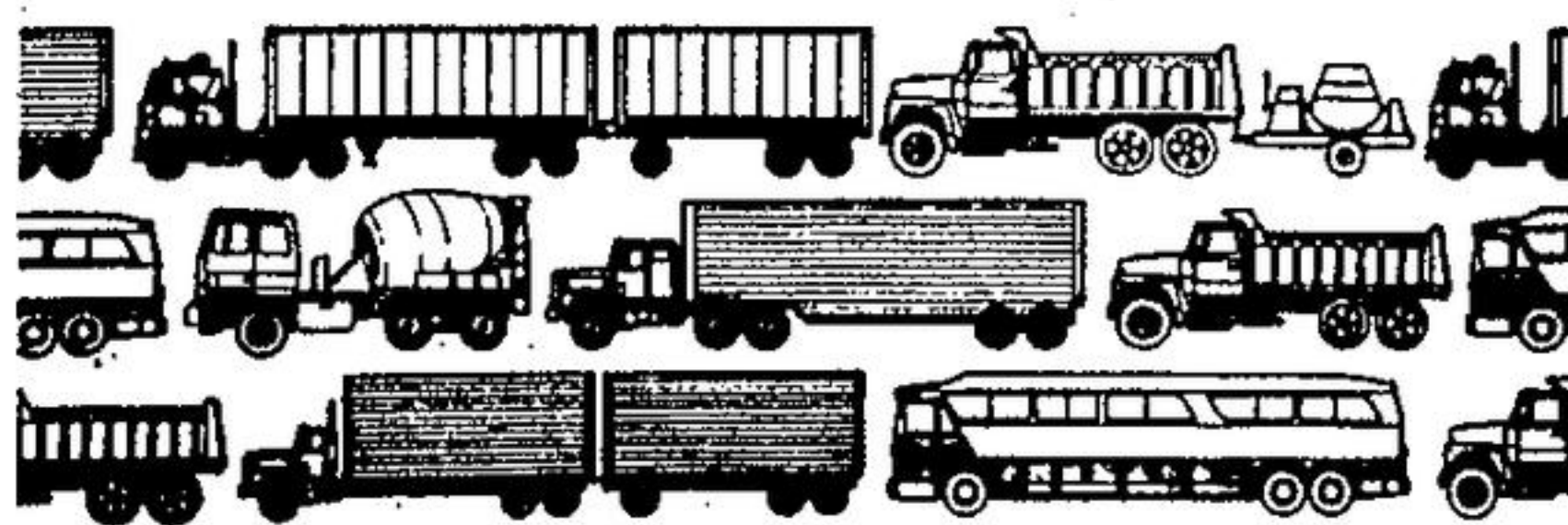
You must have your drivers licence converted to the proper classification by January 31, 1978.

After January 31, 1978, you will need to be retested, using the appropriate vehicle, before a new licence can be issued.

Further information is available at your local Ministry of Transportation and Communications Driver Licence Issuing Office.



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NEW HOME OF THE WEEK

PLAN No 75-2374
 WIDTH: 50ft.

DRAMATIC CONTEMPORARY

Well suited to the medium sized lot, this three bedroom modernistic design possesses very high visual impact, coupling bold ultra modern design to convenience and practicality.

The sheltered entrance foyer leads past the indoor garden to the dramatically impressive two storey high open stairwell. To the right lies the sunken living room, which emphasizes this dramatic effect with a lofty vaulted ceiling and wide cantilevered fireplace with built-in storage box. Sliding glass doors lead onto the large split level patio.

The well-designed kitchen is logically located between the family room, utility room and the vaulted ceiling dining room, and has a convenient dinette with sliding doors leading onto the patio.

The family room is sunken two steps down from the kitchen and also connects to the patio via sliding glass doors. The corner fireplace has the built-in barbecue feature on the patio side.

A large walk-in closet, balcony via sliding doors and a two piece ensuite bath with shower are the notable features of the master bedroom.

A raised level lavatory and a pentagon-shaped tub make the main bathroom somewhat of a conversation piece.

The sense of convenience and luxury is continued in the laundry-utility-storage complex which is central to the kitchen, garage-workshop and family room. The full basement offers abundant storage space and the possibility of expansion and development by removal of the laundry complex to the basement and alternate development of the remaining space according to individual requirements.

Plan for design No. 75-2374 may be obtained at a cost of \$70 for the first set and \$9 for each additional set, plus \$4.00 for postage and handling. Ontario residents please include 7 percent sales tax.

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