

IT WAS A MERRYFEST



And a do-si-do your partners! Was the call during a square dancing demonstration at Percy W. Merry School's Merryfest celebration last Saturday. A group of grade 5 and 6 students demonstrated some dances, and parents were then invited to participate.



Henry Boehringer of Bramalea was among the exhibitors who demonstrated their hobbies at Merryfest last Saturday afternoon. Percy W. Merry School hosted their third annual Merryfest, which features displays of hobbies and crafts and various activities such as cross-country skiing and sleigh rides.



James Gordon entertained an audience of parents and students with old folk songs from Canada, Ireland and Scotland at Merryfest. While performing by himself this time, Mr. Gordon is also a member of a group called Maple Sugar, which performs Canadian folk songs.

Weight limit proposed, covers all town roads

Town engineer Bob Austin notified Halton Hills works committee that engineering staff is preparing a bylaw dealing with weight restrictions on Halton Hills road and a permit system for trucks using 17 Sideroad, although the permits as discussed can't legally be processed.

Works committee spent more time at the Monday meeting in still another attempt to straighten out the problems of regulating the volume of truck traffic on 17 Sideroad from the Indusmin quarry on the Fourth Line.

Residents along 17 Sideroad have complained about the number of trucks leaving the quarry for Toronto and using 17 Sideroad, saying the volume of traffic causes excessive noise and dust, and has aroused concern for the safety of children in the area.

Mr. Austin informed committee members that a number of legal opinions concurred in saying that the permit system as discussed by the town, which would issue the permits on the basis of the destination of the truck, can't legally be processed, since they would be discriminatory.

What can be done, Mr. Austin said, is to place a weight restriction on the road, with permits being used to grant exemptions to the restrictions. Once the truck drivers have a permit, however, they can travel on any road they wish to use. Issuing permits will not force

the drivers to use the routes the town would like them to use, Mr. Austin said.

He also said that the permit system will not decrease the number of trucks.

Works committee chairman G. W. McKenzie said, "I think we thought that the permit system was going to do something the engineering staff tells us it isn't going to do."

The problem with the permit system is in policing it, Mr. Austin said. He said no extra staff would be needed to issue the permits, but policing the system efficiently would involve more work.

Mr. Austin said in Caledon three full-time bylaw enforcement officers police their permit system, and they are looking for one more. Coun. George Malby pointed out that Caledon has "about thirty" pits, and a greater road network to be concerned with than does Halton Hills.

Caledon's permit system brings the town money, Mr. Austin said, although drivers don't buy permits "with \$3 or \$5." Instead the municipality can take bonds or cash to pay for damage to the roads.

The recommendation which Mr. Austin said he would bring to the committee would mean a number of roads, "and I don't know if it will be one of them," would have 11-ton weight restrictions placed on them, meaning a limit of 11 tons gross weight for that road. When questioned by Coun. Marilyn Serjeantson, Mr.

Austin confirmed that "no trucks carrying crushed stone" would be able to use a road with an 11-ton weight restriction placed on it.

Coun. Malby said that council would have to know what action will be taken regarding trucks on 17 Sideroad in time for the 1978 budget. He said that if trucks were to be allowed on the road, "we'll have to do something about it."

"If you're going to allow trucks on the road, I'm going to fight like hell against spending money on re-building it, because it will just be torn up again," Coun. Pete Pomeroy said later in the meeting.

"We seem to be where we were about six months or a year ago," Coun. Mike Armstrong said. "We're proceeding with a bylaw," Mr. Austin said. "Whether or no we'll get support for it is another thing."

October deadline for fund raising

Oct. 1 has been recommended as the date Acton Town Hall Restoration Committee should come before Halton Hills council with a scheme to finance the \$236,000 reconstruction of the old town hall.

Finance administration committee set the date Monday after committee members realized that the municipal election will be on Nov. 13 and that the present council cannot commit the new council to any financial burden. The new council will take office Dec. 1.

"Hopefully the new council at that time will review the town's financial commitment," Mayor Tom Hill said. "\$236,000 is a lot of dough."

The committee was dealing with the progress report of the Acton Town Hall Restoration Committee and committee members took exception to remarks in the report signed by George Elliott, the chairman.

Most upset by the report's content was Mayor Tom Hill who took exception to the way in which Mr. Elliott indicated that Halton Hills should give financial support to the project in conjunction with the Heritage Foundation, Wintario and private fund raising.

"I take exception to being called an insensitive dictator," Mayor Hill said, referring to the strongly worded conclusion of Mr. Elliott's report which charged that regional government's goal is "destruction of Acton as an identifiable and independent

personality in its own historic right."

Mayor Hill said that if the people of Acton had to pay for what's been done in Ward 1 since regional government, "they couldn't pay their taxes."

"It would astound you the amount of money they've received," the mayor said.

Coun. Peter Marks said Mr. Elliott "does not speak for the people of Acton. It's his own opinion. It in no way reflects the views of more than a dozen people in Acton. I concur with Mayor Hill about the economy."

Coun. Peter Morris said Mr. Elliott's "ill-advised" remarks are "one man's view", and that he does not condemn all of the town.

Coun. Morris also said the restoration committee should be made aware that because Halton Hills has designated the town hall in Acton it does not mean that the town is intending to offer financial support. This view was also expressed by committee chairman Russ Miller.

Coun. Walter Biehn said council has got to come to the point of asking if saving the old town hall is worthwhile.

"Can Acton raise the money? If they can, fine," Coun. Biehn said. But from Halton Hills point of view, pledging financial support, "might be throwing money away."

Coun. Marks said that if the restoration committee brought "a significant amount of pledges," he could not see the new council turning them down.

Council reviews snow clearing

The seasonal issue of keeping sidewalks reasonably clear of snow rose again at the meeting of Halton Hills work committee Monday.

Two items on the committee's agenda dealt primarily with the problem of pedestrians unable or unwilling to use sidewalks because of inadequate snow-removal. The problem of restricted visibility because of piles of snow at intersections was also discussed.

The committee received a request from Supt. Floyd Schwantz of Halton Regional Police that the town consider the hazard created by school children walking on the road on Delrex Boulevard between Edward St. and Maple Ave.

At present, there is no sidewalk on the north side of Delrex Blvd., and according to an inter-department memo by Constable G.J. Turner students are walking four and five abreast on the road, and refuse to yield to traffic.

Town engineer Bob Austin reported that a cost estimate had been done of that section of the road last October and that the sidewalk had been approved. It was recommended that Supt. Schwantz be informed that construction of the sidewalk had been approved.

The item regarding Delrex Boulevard was dealt with at the same time as a letter from Mr. F.C. Thorogood, who asked what council was prepared to do about the problem of students walking on the road because sidewalks haven't

been cleared. The two items prompted a discussion of ways and means of clearing sidewalks, and which sidewalks would be cleared by the town.

Coun. Mike Armstrong said the problem lay in the policing of the town's bylaw governing sidewalk clearing.

"The problem is in policing the bylaw," Mr. Armstrong said. "It's about time we figured out what the hell we're going to do about it."

He added that it is not just a matter of school children, but also of senior citizens, who might injure themselves in trying to walk on poorly cleared sidewalks.

Mr. Armstrong recommended that Mr. Austin look into the cost of "proper" machines "from the standpoint of sidewalk snow removal" and suggested that Supt. Schwantz be notified that the town is looking into the matter.

Mr. Austin said two questions would have to be answered, in order to set restrictions on the study. The engineering department would have to know which roads would be cleared, and the time constraints on the clearance, since this would dictate how many machines would have to be purchased.

Coun. Les Doby brought up the problem of restricted visibility at intersections because of piles of snow and asked Mr. Austin to look into the possibility of removing the "top two or three feet of snow" from the piles at intersections to improve visibility.



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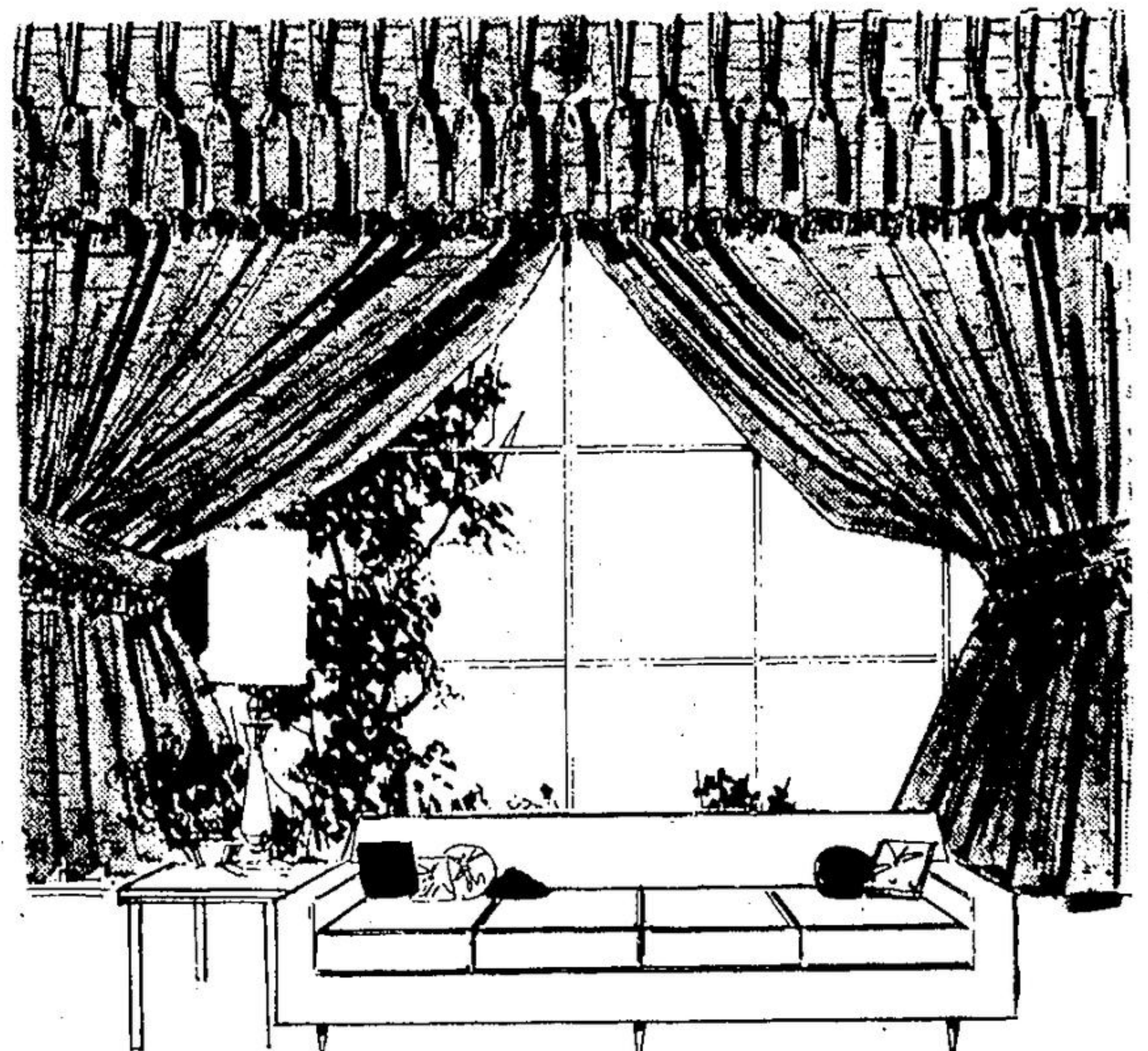
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