

Region unruffled over report Peel attacks official plan

Halton's official draft plan which is to guide the region into the next century has been criticised by Peel region's planning committee, but early reaction to the criticism at Halton regional headquarters is best described as almost unruffled.

Peel's complaint is that Halton residents in search of jobs and high level services will be forced to go to Mississauga and Hamilton. There are fears as well that traffic patterns brought about by the exodus would strangle interior roads in that region and Hamilton-Wentworth.

Peel's planning commissioner, Peter Allan, has called for meetings with Halton and Hamilton-Wentworth officials to resolve the issues of truck and commuter traffic among the three regions.

Regional chairman Ric Morrow said last Tuesday he would be glad to set up a meeting with Peel and Hamilton-Wentworth.

He said he would have preferred to see the report in writing first, but that its contents as reported in the press did not leave him surprised or concerned.

At the time of his remarks, Mr. Morrow had not seen a copy of the report, but he said the region will review the report, especially any constructive criticism.

However, Mr. Morrow commented on some points brought up in Peel's report.

Peel's planning report says an employment goal in Halton's plan of 40 per cent of the year 2001 is not in line with Halton's goals, such as greater self-containment.

Mr. Morrow said the employment factors in Halton are different than those in Peel region. "Also, we get into a wide range of differences in the figures reported by Peel (in the press)."

There is also some comment that Halton's employment projections of about 156,000 jobs by year 2001 is "too optimistic," the chairman added.

He outlined some of the factors which make Halton different than Peel.

"We're situated with people going both to Hamilton and Toronto," he said. "Our geographical make-up is different - our growth rate less. What may be applicable in Peel is not necessarily applicable to Halton."

Halton may find itself reviewing Peel's official plan, "as they have ours."

One charge was that Halton's plan does not show a proposed Highway 403 link between Mississauga and Hamilton through Oakville and Burlington.

"We'll be asking that the inclusion of Highway 403 be brought into the plan," Mr. Morrow said.

He defended the data used in Halton's draft plan. The region has gone into great detail to make sure the data is correct and reliable and good for the future, he said.

Burlington Coun. Pat McLaughlin is chairman of Halton's planning committee which is currently reviewing clause by clause the staff responses and recommendations to public comments on the draft plan. The responses by the four municipalities have been received by the region

and are expected to be dealt with in July.

He told reporters last Tuesday after reading the article that he would be willing to meet with representatives of Peel and Hamilton-Wentworth.

"I certainly think they (Peel's planning committee) are electing me," he said, adding later that "Halton definitely is not" making its plan at the expense of Peel region.

He said Halton has taken the road patterns into consideration and as for charges that Halton's transit plan is vague, "transit systems are vague everywhere, not only in Mississauga."

An employment goal of 40 per cent of the Halton population was defended by Mr. McLaughlin. "If you've got 40 per cent of the population under 18, how are you going to employ 40 per cent? I can't understand how they say 50 per cent is okay... I think they

are crazy."

Halton's planning director Ed Cummings said he had not reviewed the Peel report in detail but had received that morning (Tuesday) a telephone call from Peel's planning commissioner, Peter Allan, who told him he hoped he wasn't upset by the press report.

Mr. Cummings said he would reserve comments until he could read the report. "If they've got some new slant, we're willing to listen."

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made in recognition of the work the Y has done for the senior citizens club and for the work carried out by the Rotary Club for crippled children.

The committee had originally recommended payment of 20.5 cents per mile for the first 5,000 miles and 18.5 cents per mile thereafter to all employees using their own cars for town business. Clerk-administrator Ken Richardson suggested a flat rate of \$75 a month for department heads and a regular payment of 23 cents per mile for other employees, noting the continual increase in car maintenance costs.

The policy itself is not as equitable as it first seemed, Mr. Richardson pointed out. Department heads, who are required to use their own vehicles each and every day when town vehicles are not available, he explained, pay the same for items such as licence plates and insurance as those who do not drive as much. Yet at the same time the department heads are regularly saving the town money in terms of not having to be provided with official vehicles.

Mr. Austin pointed out that his previous mileage rate was one of a number of conditions for which he "bargained in good faith" before he took his position as engineer. He suggested that it is unfair for the town to be considering a reduction in his rate now.

If the policy is changed, Mr. Austin said, he will probably work harder to schedule his out of office business so that he need not drive as much.

"If you feel you deserve more for mileage, just ask for a raise," Coun. Roy Booth said. "But I'll be damned if I'm going to have my constituents come to me and ask why our employees are getting 37 cents a mile (maximum rate under existing policy)."

Coun. Booth acknowledged that some municipalities pay their department heads a mileage rate as well as a flat monthly rate, but noted that industries which are more concerned about "dollars and cents" would not do so. He suggested that the town should consider renting vehicles on a monthly basis for Mr. Austin and Mr. Ballinger.

Coun. Peter Marks pointed out that industrial mileage allowances are often augmented by additional monetary benefits, but supported Coun. Booth's recommendation for a policy change.

"I think Roy's done a good job of cleaning up this area of inequitable mileage rates," he said. "Some of our rates before were probably excessive."

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GARBAGE RESTRICTION?

Halton Hills staff is drafting a bylaw to restrict the amount of garbage residents can put out at the curb for pick-up.

Town engineer Bob Austin said the new bylaw is simply a consolidation of existing bylaws which most residents are not aware of.

"It will likely be stricter than it is now, but most people aren't aware of what we've got now," he said. He added that he is not familiar with the restrictions himself, and could not say what the present limitations are. This bylaw is not a response to the problems of too much garbage for the landfill sites, he said.

Break-ins reported

Burglars broke into the Acton Family Restaurant last week and escaped with cash, five cartons of cigarettes, butter, beef and hamburger patties.

Entry was gained through a rear window. A bank book was also reported missing.

Vandals broke into a vacant house on the 9th Line last week, but nothing appeared to have been taken. The discovery was made during a routine check of the house.

The arena manager at the Acton Arena reported the theft of a quantity of cigarettes and a bag of candy suckers from the arena snack bar.

Thieves stole the battery from a Bell Canada vehicle parked in the rear parking lot of the Bell Canada building on the weekend.

A truck driver for Lane's Transport reported observing two suspects syphoning diesel fuel from a truck parked at Lane's Transport. Police are continuing their investigation.

Graduates of Red Cross course

The Georgetown branch of the Canadian Red Cross held an emergency services response course in Holy Cross church auditorium Saturday. Those participating were Ann Arnold, Arie Arnold, Ardina and Lanie Brands, Marilyn Champ, Joan Carlen, Charles and Helen Creighton, Joyce Clarke, Blanca and Maurice Goudeketting, Jean Hancock, Sandra Hornby, Sue Ibbot, Jean Jackson, Corrie Kraendel, Terri Lacoursiere, Anna Mary Lorrain, Holly Long, Marie Lovatt, Susan Murray, Theresa Smith, Merlene St. Onge, and Sheila Ward. Instructors were Ross Hennek and Crystal Thorogood.

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OTTAWA (Bureau) - The employment department is committed to a policy of giving Canadians the first opportunity to obtain available jobs, MP Frank Philbrook (Halton) was told Wednesday.

Employment and Immigration Minister Bud Cullen said during the daily House of Commons question period that Canadians always get the first chance at jobs "whether they are local people or not."

Philbrook had complained of the "serious paradox" which exists because some types of jobs which cannot be filled are held open for Canadians while potential immigrants are turned away.

Cullen explained that when Canadians are unwilling to move or accept particular jobs, "then we have to look to others in order to maintain a work force that quite often in large measure is Canadian."



DONATIONS

Cheryl Lightowers, left, from the Georgetown YM-YWCA looks on as Morley Mills of the Blue Triangle Club presents the second of two \$100 cheques to Georgetown Rotarian Bud Bishop. The donations were

made in recognition of the work the Y has done for the senior citizens club and for the work carried out by the Rotary Club for crippled children.

Concerns over 'pay cut', town fixes mileage rate

Despite concerns over the virtual cut in pay for some department heads that will result, town finance and administration committee has recommended that mileage allowance for town employees should be stabilized at 23 cents per mile for the first 5,000 miles driven and 20.5 cents per mile thereafter.

Town engineer Bob Austin was at Monday's finance and administration committee to complain that the town is, in effect, reducing his annual income "substantially" if it passes the recommendation.

Spirit of St. Louis replica visit

The "Spirit of St. Louis" is flying again - almost - and will be making a guest appearance at the Brampton Flying Club, July 7 and 9.

Actually, the plane which will be appearing at the flying club is a full-size, fully operational replica of the plane flown across the Atlantic to Paris by Charles Lindbergh in 1927. The original is presently at the Smithsonian Institute, Washington D.C.



ALL ROUND CORD

Karen Blanchard of RR2, Norval, is the first Guide in the 14-year-old history of the Huttonville Guide Company to receive an All Round Cord. Karen, a Grade 8 student at Huttonville Public School, received her cord from Commissioner Lucy Oversby.

Canadians first: MP

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