

LETTERS TO THE EDITOR

Sideroad resident airs views

To the editor of The Herald:

In response to the letter printed in last week's Herald (July 12) from Mr. Jim Bessey, I feel that there are some facts which should be made known to the ratepayers in the whole of Halton Hills regarding this situation.

As an independent businessman myself I would not like to see Mr. Bessey, or anyone else put out of business, but as a resident of 17th Sideroad I do not want to be forced out of my home by undue noise, dust, and traffic hazards.

I realize that the licensing of a large truck is expensive but residential taxes are high as well.

The roads in question are not regional roads but municipal roads. It is my understanding that the region is to provide

access routes for commercial traffic. If we the residents and ratepayers of Halton Hills are asked to repair again and again the damage to those roads caused by excessive weight and volume of truck traffic, we are indeed subsidizing industry.

The trucks using the 4th Line and 17th Sideroad and then south, presumably to Toronto or south Peel are the ones we are concerned with. We have counts, as I believe the town does that show on some days the ratio of trucks going south is better than 2-1. There is also the possibility that some of these trucks are using this route to avoid D.T.O. seal scales on 401.

The statement that the trucks have been using the 4th line and 17th sideroad long before most of the people

bought or built is also misleading. If, out of the 45 homes on this route 36 were built in 1969 or prior. Any trucks using the route prior to this were doing so illegally because of the old bridge on 17th sideroad which was posted at 11 tons and even at that time their weight was greater than that.

We have been accused of wanting our own private road, which I feel is unfair. The residents are aware that it would be too expensive for a truck making local deliveries or deliveries to the north to go on Highway 25 or Highway 7 and can accept this. In 1974 the road needs study made a count of 350 vehicles a day. In May 1977 that count had reached 1025 vehicles a day, hardly a private road.

From a safety standpoint the road can handle neither the

size nor the volume of these trucks. To eliminate the trucks that do have an alternate route would certainly help.

Reader takes umbrage

To the editor of The Herald: One reason I read your paper is to keep up-to-date on what is going on in the town my family and I have chosen to live in. In these days of "black" news the crime rate is going up, the Police Commission is mad at the Police Association etc. It is a pleasure to read about some good news, namely the movie theatres which are coming to town. This is a move, which in my opinion is long overdue. Hats off to Mr. Jerry Sprackman, of Landawn Shopping Centres Ltd., and to our Mayor, Mr. Tom Hill, who was the major mover behind this project.

My isn't it good to know of at least one politician who keeps his promise to the voter, even if your paper ignores the fact?

Ed Allan.

Sideroad for the past 13 years I have watched and I have no complaints. As I have told Mr. Bessey before, if all the drivers drove with the same care and respect for the road and its residents as he does there would be little problem.

As for the increased mileage for the trucks going south it is my understanding that the majority of these truckers are paid per ton mile by industry. It is unfortunate that this irritating situation has dragged on so long and a lot of the blame for this should go to the previous Esquing council which, when the problem was first presented to them, chose to favour which ever group, had a delegation before them. Minutes of these previous meetings bear this out. The previous Halton Hills council, and the present one have, for the past three years, deleted from the works budget money to start reconstruction of the route but have failed to control excessive traffic. This year it wasn't even put in the budget. Instead it was taken out of the road maintenance allocation. It is my understanding that the gravel put on the 4th Line and 17th Sideroad was almost the total budgeted for, for all of Halton Hills for 1978. It would be a shame to see this all lost again.

I do agree with Mr. Bessey.

that an extension of the 1/2 load limit would have saved the road considerably and I asked council to do this but was told there wasn't time. Perhaps if council were to apply to the region now, next spring they would have whatever authorization required to do this.

We have gone through another dust filled spring and finally about one month behind schedule we have just received the first oil treatment on 17th Sideroad. The road is coming back into shape and with some traffic control it could last.

We have talked to the present council for over a year with our concerns. I am sure the town has spent a great deal of time and money in staff and legal fees.

Because of the involved legalities and politics the situation seems difficult but there are only two solutions: control traffic on this route, or spend the 1.4 million dollars required to rebuild the route. The latter certainly not the wishes of the overwhelming majority of the residents along the route, and at this cost I think not the majority of the ratepayers of Halton Hills. I do hope that finally, something permanent and positive will come of it.

Thank you
J. Goodiet Jr.

Former area resident honored for teaching

Former Georgetown resident Ethel Gilmer recently gained some well-deserved recognition for a lifetime spent teaching children and helping the community, her nephew, Harold Gilmer of Union Street reported this week.

Mr. Gilmer showed The Herald a feature article about his aunt that appeared this month in her hometown newspaper, the Brantford Expositor.

The article depicts the 82-year old teacher as a well-respected and much-loved individual who continues to lead a busy life centered upon her Brantford apartment, where she is a private tutor.

Educated in Georgetown public and high schools, Miss Gilmer lived on Edith Street for many years before taking her first job as a country school teacher in Niagara Region in 1916. Six years later, at the age of 26, she moved to Brantford to teach at a special children's home well-known in the area.

When the home was closed and demolished in 1955, Miss Gilmer began accepting students for individual tutorial lessons at her own home, a practice she has continued to this day. Twice a week during the school season, she instructs eight to 14-year old students referred to her by parents and friends, on a variety of basic academic

subjects. Her apartment study provides the atmosphere which for her students, whose desire to learn is a necessary pre-requisite to their acceptance into the courses, seems to hold answers that elude them in the classroom.

Miss Gilmer continues to offer her students a long-lost quality of education that provides indisputable benefits. Many of today's parents mourn the passing of individually-sculpted instruction wherein the teacher shapes the lessons to fit the personality and abilities of a single student.

"A teacher can do on a one-to-one basis what simply cannot be done in a group," Miss Gilmer told the Expositor. "It is unfortunate, but teachers haven't the time to spend with the individual. If I was 40, I'd start a one-to-one class like that."

Miss Gilmer is also well-known in the Brantford area for her talent as a painter, as evidenced by the numerous oil paintings that line the walls of her apartment. While painting and reading take up much of the few spare hours she has each day, other activities, including her membership in the local chapter of the Canadian Diabetic Association, the Brantford Historical Society and the Brantford Professional and

Business Women's club, are also given priority.

Perhaps the most satisfying aspect of her current lifestyle, however, is the ongoing friendships she maintains with some of her former students. "I am fortunate to have former students as so many friends," she said. "Anything I ever gave to them has been returned to me a hundredfold. I even have one who drives me to and from the grocery store each week and another who is an accountant and does my income tax for me every year."

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BIRTHDAY A MYSTERY

Mystery item 13 on the Halton board of education agenda Thursday was a well-kept secret, with only a few people on the board and on staff aware that it stood for the 65th birthday of superintendent of business and finance Bruce Lindley.

Trustee Fred Armitage, a long-time friend of Mr. Lindley's began his "report" by stating that what he was about to impart was "a happy story."

"Our financial leader, Bruce Lindley has become Canada's newest senior citizen today," Mr. Armitage announced.

Mr. Armitage described Mr. Lindley as a "golfer of questionable talent" and a poker player "of outstanding ability." In a more serious vein, he mentioned that Mr. Lindley's family had been pioneers in the Maple Avenue area of Burlington years ago.

Mr. Lindley was a trustee himself during the 1940's and 1950's and has been "a school business official of outstanding distinction on this continent," Mr. Armitage said.

"Halton and Ontario will never again seek his like in financial advisors," Mr. Armitage said.

At this point, trustee W.J. Priestner began playing "Happy Birthday" on a piano in one corner of the board room, and all the trustees stood to sing along.

Mr. Lindley expressed his surprise at the well-hidden secret, and thanked Mr. Armitage for his remarks. "It has been my pleasure and privilege to have been involved in education for 32 years," Mr. Lindley said. "As I commence my final year looking toward retirement... my only hope is that my health is such that I can continue to make a contribution."



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