

Board of Education

Sheldon enters race

A three-way race for the Wards 1 and 2 seat on the Halton Board of Education has been created with the announcement this week by Pamela Sheldon of Speyside that she will oppose incumbent trustee H.H. (Berl) Hinton and newcomer Betty Fisher of Georgetown in the forthcoming municipal election.



PAMELA SHELDON

A regular observer of school board meetings, Mrs. Sheldon explained that she has entered the race because she now has two children enrolled in Halton Hills elementary schools and feels she has "a personal commitment to ensure they receive the best possible education."

She claims as assets for the job her interests in talking to many people about education, listening attentively to many points of view, research and fact-finding.

FOUNDING MEMBER
Mrs. Sheldon is a founding member and current secretary of the Speyside Area Ratepayers Association, which remains active in a variety of issues after its initial involvement in opposition to new aggregate industry on the escarpment in the area. She is also a founding member of the Speyside Parents Education Group, which was involved in the twinning of Halton Hill schools and continues to monitor the operation of the newly-introduced system.

Mrs. Sheldon claims active involvement in the schools as a parent volunteer during the

past three years and is active in community social and political affairs. She is a director of the Acton and District Progressive Conservative Association. Mrs. Sheldon also served on the Halton Hills recreation advisory committee for Wards 1 and 2, which disbanded about two years ago.

Mrs. Sheldon describes herself as a "task-oriented" person and believes strongly that the voting mandate of school trustees should be employed only after they have studied all information pertinent to the issue at hand.

HIGNESS TREND
"I believe that visibility at the board level is not synonymous with effectiveness," she

explained. "Wards 1 and 2 require effective leadership more today than ever before... as the trends in education seem to be toward 'bigness', as opposed to 'community needs'."

Mrs. Sheldon contends that the individual school is an extension of the community and, as such, should be preserved in terms of its distinct identity. She feels that a trustee who can gain the respect and credibility of all fellow board members must be elected if such an attitude is to be imparted to a school board with members from both large urban centres and small rural hamlets.

"I also feel that as a concerned parent who has spent a great deal of time in the school, I am able to deal with the realities of the education system as it is right now," Mrs. Sheldon asserted. "I do not use 40 year old traditions and apply them to the educational system today."

She favors a high level of discipline and core curriculum in the classroom and is critical of the board's decision to twin some small-enrollment schools. The disadvantages of twinning two schools for administrative purposes outweigh the advantages, she said.

Mrs. Sheldon shares the frustration of many ratepayers over the Halton school board's "unenviable position" of having a pupil-teacher ratio well above the provincial average combined with a below-average cost-per-student factor.

ADHERES TENDENCY
While Mrs. Sheldon admires the tendency to return core curriculum to the "basics", she believes that the board's language arts curriculum should specify the teaching of English grammar as a separate subject from kindergarten to grade 6. The board's failure to do so, she said, is a mistake.

On funding, Mrs. Sheldon said that the cost of education to the taxpayer is already exorbitant and many families have been feeling the effects for some time. She said that, with this in mind, the responsible trustee must act as a funding "watch-dog" in all areas of spending. She is adamant that trustees must be accountable to the ratepayer.

"After all," she said, "it's the taxpayer's children we are educating and the taxpayers' dollars we are using to do it. Surely we have the right to know how it's spent."

Mrs. Sheldon is a freelance writer who is presently enrolled in a Canadian studies degree program at York University. She lives on 15 Sideroad with her husband, Jim Sheldon, an airline pilot, her daughter Tauni, 8, and son Duff, 6. Both children are enrolled in Speyside Public School. She has lived in the Speyside area for the past eight years.



NO WORK AT RIVER RUN

While the 80-unit townhouse development off River Drive looks deserted at this point it should soon be crawling with workmen once more as a result of negotiations between the mortgage holders and builders in attempt to

rescue the stalled project. Murray Grueson of Garthdale Investments Ltd. says that a decision on who will take over the project and what building company will resume the construction should be made this week.

Ratify fare increases

Increased taxi fares proposed last month by all Halton Hills tax companies have been ratified by council with the addition of a 10 per cent fare discount for senior citizens.

The town finance and administration committee last week noted that the taxi companies are agreeable to the discount for seniors. Senior citizens seeking the discount may be required to show proof of their status by displaying an Old Age Security card.

According to the new schedule adopted by council Monday night, taxi riders will pay

80 cents for the first tenth of a mile or any part thereof, and 10 cents for each additional tenth of a mile after. Taxi drivers will charge 20 cents for each minute they must wait for a customer while engaged. These rates presently apply to all but senior citizens.

From Pete Pomeroy drew council's attention Monday to the long delay local taxi companies have waited through while the town considered their proposals, explaining that, as businessmen, the taxi drivers cannot make the new rates retroactive and are losing

money by having to wait for council.

Coun. Roy Booth responded, however, that council's initial decision to refer the item back to its finance committee was made because councillors wanted the seniors' discount included. A further explanation of the situation revealed, though, that the companies had a number of revisions to the schedule in mind, most of which are still pending. Coun. Booth said that council is, in fact, trying to expedite the item by approving part of the schedule now.

Green light for plant despite objections

A 20,000-square foot automobile reconditioning plant proposed for development on Steeles Avenue just west of Hornby has been approved in principle by this municipality despite strenuous protests by the town of Milton.

Arnold-Palmer International Inc. hopes to build the plant near the Trafalgar Road-Steeles Avenue intersection on a 53-acre site that would be used mostly for the outdoor storage of vehicles. A pending contract with the Chrysler Corporation would see 30 workers employed at the plant reconditioning and re-painting new and slightly-used cars.

Final approval of the project will be subject to concerns about water supply, liquid waste disposal and landscaping being satisfied. Amendments to the town's official plan and zoning bylaw are required.

OBJECTIONS FILED
Objections to the proposal have been filed by Halton region and the provincial ministry of agriculture, as well as Milton town council.

Milton's concerns are based on the close proximity of the project site to urban Milton and its "negative visual impact" upon the Highway 404 area nearby, which the town believes could affect Milton's efforts to have the province approve its plans for a 1,300-acre industrial park further to the west.

Planning board chairman

Roy Booth deemed the Milton objections "nothing but sour grapes" at last Wednesday's board meeting. He conceded later that Milton is indeed in a position to appeal Halton Hills action before the Ontario Municipal Board, but commented that a serious confrontation between the two municipalities is probably not as likely as was indicated in a Toronto daily newspaper report last week.

Coun. Booth explained that Milton is primarily concerned about neighboring municipalities creating a ring of industrially-zoned land close enough to its northern boundary that the provincial government may think twice about granting approval to Milton's major industrial park. He said, however, that Halton Hills' decision to approve the car reconditioning plant could work to Milton's advantage.

Coun. Booth added that the car plant would likely find the majority of its work force in urban Milton, which is closer to it than Georgetown or Acton.

The region's objections over the use of prime agricultural land were similarly challenged by the board chairman, who said that Ontario's plans for extensions of the transportation system in the area will usurp far more agricultural land, as well as restricting market garden uses that dot the area.

The Halton Region Health Unit is also worried about the plant's extensive use of area well water for the washing of cars and the subsequent disposal of the water. The company's existing Scarborough operation reportedly consumes some 40,000 gallons of water a month.

Food Commission invites briefs

The Halton-Peel group of the People's Food Commission expects to have a hearing in Georgetown or Brampton some time in February, and would like to hear from groups or individuals interested in presenting briefs to the commission.

Among groups suggested who might be interested in presenting a brief on some aspect of food, from farm to store to consumer, were unions involved with food-processing industries, local food processors, local small food retailers, women's institutes, agricultural groups, school home economics classes, senior citizens service clubs, vegetable and fruit growers and anyone who has a stake in the food industry.

Mike Carr, an employee of the regional's People's Food Commission, says the commission is biased in favor of individuals and small groups. Corporations and large food companies have plenty of opportunities to express their opinions, he said, and it is time for individuals and small groups of people to have their say about the issues involved in producing food.

CANADA-WIDE

The People's Food Commission is a Canada-wide inquiry into the food system, conducted by the public rather than by the government. The commission is not necessarily aimed at drawing up recommendations for government action. Instead, those involved in the commission hope that by holding hearings in rural and urban communities across the country, information can be shared, and questions answered which could lead to new solutions in existing problems.

The People's Food Commission is operated by local, regional and national groups, whose part is not so much to direct the commission but to provide the means of holding the hearings. Commissioners from British Columbia, the Prairies, Ontario, Quebec and the Atlantic Provinces are being selected to hear presentations in the communities.

A number of individuals and groups have already expressed their intention to present briefs before the local hearing. Anyone who wishes to present a brief can contact Joanna Dobbin at 877-3532 or Rev. Walter Hitley at 877-4184.



VOTE Wm. HUNTER for Councillor

I have served 14 years on Georgetown Council; 9 of those I also served as Georgetown representative (now called Regional Councillor) at Halton. While at County I was Chairman of the Halton Centennial Manor, Road Chairman, Personnel Chairman, Member of Industrial Committee at County. I was elected warden in 1968 (now called Chairman) of Halton, at the end of the year gone I gave a detailed statement to the Treasurer of my attendance of 312 meetings. I doubt if I missed 6 meetings in all my council years.

On Georgetown Council - Road Chairman for several years. The one project to stand out in my mind was trying to get enough support from Council to replace the old steel bridge over the tracks on Mountainview North. After the third effort I finally got enough support to replace some, and I am sure that people will say a job well done.

While Chairman of Finance I brought in the Interim Tax Billing, thus saving the town from borrowing from the bank thousands of dollars to carry on the town business till the Taxes were paid in the Spring. I was one of the instigators in having Stewarttown Hill straightened.

I WAS—Involved in bringing Standard Products and Eagle Signal (E.W. Bliss) to town — President and Manager of Raider Hockey Team 1958-1959 and some of those players are still involved yet — 20 year member of Lions Club President 1975 — Honourary Member Branch 120 Canadian Legion.

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