

Hallowe'en Highlights

Beauty and the beasts



Rev Barrett, a teacher at George Kennedy Public School, and Sandra Damski, 3, wore matching mops on Hallowe'en at George Kennedy. As part of the school's Hallowe'en celebrations, the kindergarten students both in the morning and afternoon wore costumes to school, and the students went from classroom to classroom showing off their costumes. Sandra is a little young for kindergarten, but not too young to enjoy Hallowe'en.



Superman Jason Walker had his hands full with four pretty girls to protect, but they seem to feel pretty safe. All dressed up in their pink and white best for the Maple Nursery School Hallowe'en party are, left to right, Melissa Bhagwadeen, Eve Bressford, Dana Conates and Natalie Petrie.



For the brave souls who actually made it to the front door and beyond at the Smallwood home in the Glen on Hallowe'en, there is a quintet of foul fiends to frighten and delight trick-or-treaters. Count Dracula, alias Scott Haines, Wolfman, also known as Chris Haines, the Mummy, Terry Haines, Igor, alias Steve McDowell, surround Frankenstein, portrayed by Paul Mastiercz, on his resting place as they wait for the unwary to enter.

Region to spend \$3 million to prepare landfill site case

By PAUL DORSEY
Herald staff writer
Halton regional council has given initial readings to a bill that would ultimately see \$3,700,000 spent on establishing and building its case for the

Ontario Municipal Board (OMB) Jan. 8, regional council Wednesday endorsed a recommendation by its solicitor, Dennis Perlin, to have further comprehensive studies of the selected site conducted.

will conduct a hydrogeological study, Valcoustics Canada Ltd. will study potential noise problems stemming from site operations (\$6,500), Ecological Services for Planning Ltd. will examine possible after-uses of the site once landfilling is complete and M.M. Dillon will prepare a report on site designs and operations.

Judge selected to fill vacancy

The provincial government has appointed a county court judge from Hamilton-Wentworth to the Halton police commission for an unspecified term of office.

Council is still waiting for Milton to comment on a report prepared by Mr. Perlin last month in which the town's reservations about having a 200-acre, two million-ton garbage dump established at the intersection of Tremaine and Britannia Roads south of urban Milton were "answered".

recommended. If any one of the studies did not receive approval, he warned, it would weaken the whole "chain" that constitutes the region's case.

The appointment of Judge Joseph Seime, 45, is effective immediately, a spokesman for the Solicitor-General's office said. Judge Seime is replacing Judge William K. Warrender, who resigned last June for personal reasons.

Milton Mayor Don Gordon urged regional council last week to defer any further action on the dump proposal until information about quarries, has been compiled. He said it would be "improper" for council to approve a \$3 million expenditure, however, tentatively, so late in its terms.

"I would hate to face the people of this region when we have to tell them we have no place to put their garbage," he said. "We're running out of time; we have a very pressing need and we're verging on desperation".

The Solicitor-General's office announced at the same time that Glenn Magnuson, a Halton Hills insurance agent, has been re-appointed to the commission for another two-year term.

"I don't like to see any area municipality arguing with its region," Mayor Gordon said. "It's a messy situation. Milton doesn't want a confrontation either. We think there are other alternatives, but we're going to need more answers than we have here".

HARMFUL CHEMICALS
Coun. Gord Reade, also of Oakville, argued against plans to conduct an "agricultural after-use" study at Site "F". There would be no guarantee that waste buried beneath the topsoil at the site would not eventually contribute harmful chemicals to the foodchain.

Judge Seime was called to the bar in 1959. He entered private practice, and was later appointed a special federal prosecutor, representing the Crown in a number of narcotics cases. He was sworn in as a Wentworth county court judge in March, 1973.

Milton Coun. Jim Watson termed the \$3 million expenditure "a premature gamble on a long shot" since the region's hopes of using Site "F" in rural Milton have yet to be tested by the OMB.

The suggestion that the dump site might ultimately be used for recreational purposes has been ruled out by the town of Milton and the Halton Region Conservation Authority, he added.

With these appointments, one seat on the commission will remain vacant. The term of commission chairman William Hourigan has expired, and the Solicitor-General's office announced earlier last month that Mr. Hourigan would not be reappointed.

Regional chairman Ric Morrow, noted, that the studies proposed were in conjunction with council's stated intention to proceed with efforts to establish the dump at Site "F". It is too late to question that decision now, he said.

COSTS EXCEEDED
"My deepest suspicions have been substantiated and more so," Mayor Munro said. "The costs have more than exceeded that which would have been spent on other sites."

DEMOLITION TO PROCEED

Town council Monday night authorized municipal staff to proceed with the awarding of a contract for the demolition of the former Norval public school. The only cost to the town will be for the cleaning up of the site which is not to exceed \$500. All debris from the building will become the property of the demolition contractor, with the exception of some bricks with which the Norval Community Association, which has used the school for various activities since its closure in 1974, hopes to build a commemorative cairn on the site. A proposal to build tennis courts at the site has been deemed premature and deferred.

Despite objections by Milton's representatives, council agreed to ask the OMB to examine its proposals for the financing of the landfilling sites' development and operation at the same time as the chosen site for the dump is being considered.

She pointed out that legal fees for the region's solicitor were once projected at \$80,000 in total, but now council is asked to budget \$150,000. And formerly there were no provisions for road reconstruction, but the need has now been cited for \$315,000 to be spent on upgrading Britannia Road.

Council refuses to grant concessions, Acton subdivision may be in trouble

A 53-home subdivision proposed for construction east of Acton at the former site of the Toronto International Dragway could be in financial trouble as a result of town council's refusal Monday night to grant the developer a special concession in its subdivision agreement.

public hearing into the proposal led him to accept the road reconstruction projects as a term of the subdivision agreement.

"I don't appreciate the accusations that are being tossed at this council," Coun. Armstrong stated. "This property was probably bought at a good value. It's the developer's responsibility to learn what the construction costs will be. If all this has waited until the eleventh hour, that's his fault."

Murray Gruson of Lyncean Investments Ltd., complained to council that he did not anticipate the scope of one of the agreement's stipulations when he made his initial commitment to the town in 1975. He asked to be released from the agreement's provision that he must reconstruct portions of two rural roads abutting his proposed site, allowing him to pave the roads with a two-inch asphalt surface, but roadside ditching, culvert installation, and grass seeding would boost the costs drastically.

Mr. Gruson said that recent discussions with two engineer Bob Austin have determined that \$50,000 would cover the cost of paving the roads with a two-inch asphalt surface, but roadside ditching, culvert installation, and grass seeding would boost the costs drastically.

Coun. Pat McKenzie recalled that the drag racing enterprise that formerly occupied the site was "hell to live with" for Actonians and expressed hope, if the subdivision proposal falls through, that the site would not revert to its previous use.

Mr. Gruson made no comment when council voted to uphold its part of the subdivision agreement, endorsing a bylaw authorizing the construction of the 53 estate homes just north of Highway 7 between the Fifth and Sixth Lines. The bylaw was approved 11-2. There was no indication whether or not the developer would add his signature to the agreement and proceed with the development.

Mr. Gruson said that recent discussions with two engineer Bob Austin have determined that \$50,000 would cover the cost of paving the roads with a two-inch asphalt surface, but roadside ditching, culvert installation, and grass seeding would boost the costs drastically.

ACCUSATION TOSS
Councillors Walter Biehn and Marilyn Serjantson rose in turn to urge their colleagues to refuse to make concessions and "state firmly: 'that's the way it is'".

EXPLAINED CONCERNS
Mr. Gruson had explained that concerns voiced by Sixth Line resident during an initial

As a result, he said, many area roads were treated with a two-inch asphalt overlay and the municipality has yet to receive any complaints about the roads' condition, five years later.

NOT DONE
"I would be very unhappy if this agreement can't be signed because of this," Coun. Mike Armstrong said, "but we couldn't use road subsidies here that are needed elsewhere. We have the same engineering standards as we did in 1975".

GO Transit to change schedule

GO Bus passengers can now travel directly between Guelph-Georgetown and Oshawa, and points in between, without changing buses.

GO Transit to change schedule

getting things ready for Santa's visit, not to mention dozens of Christmas-minded shoppers who visited the club's annual bazaar and tea at the Acton church Saturday.

For example, without making any transfers, passengers can travel between Oshawa and either Georgetown or

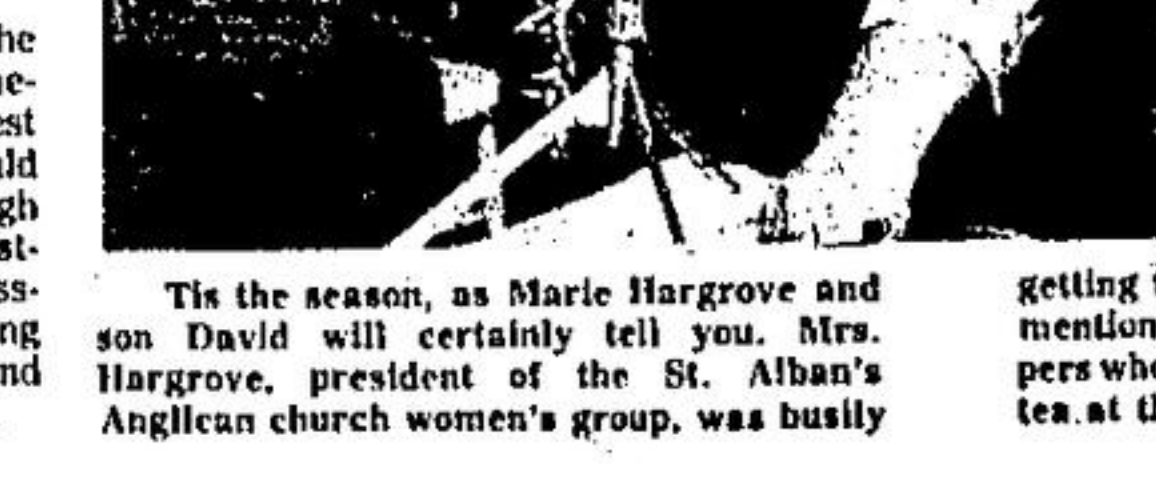
ton Road and Scarborough Town Centre, is also possible.

Through travel was technically possible previously but connecting at York Mills was impractical. With revamping of the Guelph-Georgetown-Brampton GO Bus corridor on October 29, through buses run generally every two hours during off-peak periods, weekends included. Future expansion to rush hour service may be possible.

Details are contained in the new GO Transit System Timetable and the new Northwest schedule. Passengers should be aware that the new through buses, which display final destination signs, are not express and still serve existing stops, including Yorkdale and York Mills subway stations.

As a result, he said, many area roads were treated with a two-inch asphalt overlay and the municipality has yet to receive any complaints about the roads' condition, five years later.

As a result, he said, many area roads were treated with a two-inch asphalt overlay and the municipality has yet to receive any complaints about the roads' condition, five years later.



Tis the season, as Marie Hargrove and son David will certainly tell you. Mrs. Hargrove, president of the St. Alban's Anglican church women's group, was busy