

## This Week

### A look at Sacre Coeur

It's been 20 tough years for Sacre Coeur school, Georgetown's French language elementary school but they're still going strong. First they had problems convincing the separate school board of their need to exist and ever since they have been fighting the pressures a predominately English society puts on attempts to instruct youngsters in French. Herald reporter Lori Taylor takes a look at the school's colorful past this week.

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### Tough business

Georgetown's Bill McKeown, a former entertainer has a bit of advice for young people considering getting into the business — don't. But if you're determined to become a star do it early and get it out of your system. In this week's "Halton's People" Bill tells of his tough years on the road as a Canadian musician.

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### Clark wins again

Ian Clark won two gold medals at the OFSAA track and field championships held at Etobicoke Centennial Park last weekend. Clark was the victor in both the 1,500 and 3,000 metres races coming from behind to win in each of the events.

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### Athlete dinner

The Halton Hills Athlete of the Year Dinner will be held at St. George's Hall this coming Monday. Tickets for the dinner, which will see Kris Barber, Ian Clark or Kevin Parker crowned the town's top athlete, are still available.

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### GEORGETOWN CANADA

### HOCKEY SOCCER SWEDEN

### 79 Swedish preparations

The two Georgetown teams which will faceoff against Swedish squads have been picked. The senior team is being coached by Neil Cotton and the junior by Bob Webster.

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### Daniell a master

Bob Daniell won the 1,500 and 5,000 metres events at the North American Masters championships in Scarborough over the weekend. Daniell is now preparing to compete in three gruelling events at the World Masters Championships to be held in West Germany in July.

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## Millions for landbanking?

# Region's budget hike is 'modest'



### HEFTY HIGHLAND HEAVE

Oakville's Jim Patterson lets go with a mighty heave in the 35 pound throw at Saturday's Speyside Highland Games in Georgetown. Despite his impressive style, Patterson lost to Mike Milligan who set a games record in the event by hurling the hefty

stone 36 feet one inch. For a photo look at the crowd pleasing games, see page 11. Complete results can be found on page 18.

(Herald photo by Michael Hollett)

By PAUL DORSEY  
Herald staff writer

Halton regional council has approved a capital budget for 1979 allocating nearly \$7 million to road work, sewer construction and hospital and police projects, as well as a \$22 million forecast covering similar projects slated for completion before 1984.

Although the 1979 capital budget and 1980-83 forecast

had already been sanctioned by the region's administration and public works committees in the amount of \$16,550,000, three major revisions made by council last Wednesday increased the overall total to \$29,011,928.

Council also approved the allocation of \$100,000 to capital expenditures related to the operation of the Halton regional police force.

Committee deletions made the week previous had seen some 69 proposed capital projects dropped from the budget, 20 of them from Halton Hills. The deletions enabled regional treasurer Don Farmer to report that the budget and forecast, as initially presented to council, were "much lower in total than any...presented in previous years".

#### EARLY DELETIONS

Mr. Farmer credited the low total to several factors. Major sewer projects undertaken in previous years are now completed, he said, leaving an "extremely modest" expenditure forecast for sewer work for the next five years.

"We also have been able to reduce the debentures required because council has returned the policy of imposing capital contributions (from developers and municipalities) to the region and we have attempted to forecast a realistic level of contributions offsetting expenditures over the next five years," Mr. Farmer said.

The largest addition made to the forecast last week was a \$2.3 million allocation for the purchase of unspecified industrially-zoned land which the region hopes to use to attract new industrial assessment. Although council conceded that the concept of "land banking" has yet to be approved or even debated by the region, a majority of members agreed that the allocation will enable the region to "keep its option open".

Halton Hills Mayor Pete Pomeroy attempted to use his vote in favor of the \$2.3 million allocation to persuade Burlington and Oakville councillors that they should in turn support the proposal for an equalized sewer surcharge when it comes before council.

**LITTLE SKEPTICAL**

Mayor Pomeroy told council that he felt "a little skeptical" about supporting the industrial development scheme after hearing regional chairman Jack Rafitis, a Burlington native, and several other Burlington aldermen express strong support for a region-wide endorsement of the allocation.

Even though council has approved a policy which will see all four area municipalities in Halton paying equal amounts for water services, he said, a related policy aimed at equalizing sewer surcharges has met with less success. Largely because the latter

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## Newspaper story angers councillors

By MAGGIE HANNAH  
Herald staff writer

A recent newspaper article reporting that Halton region is aiming at "creating largely middle and upper income ghettos" has Halton Hills councillors fuming.

In the second part of a series of articles on the future of Metro region, the Toronto Star said Sunday "everybody wants the industrial assessment but Peel and Halton are interested only in the classier line of industry - offices, technical staff and services. As the housing they are providing is for higher income people, they want the jobs to match."

Roy Booth, chairman of the regional planning committee said he was "disappointed that anyone looking at Halton would assume we're providing only middle and upper income ghettos."

"One of our major concerns today is in this area and although the setting and properties lend themselves to high cost homes we are actively pursuing methods by which we can provide low cost housing for our young families," he said.

Although he agreed with the article's statement that "planning today is light years behind the market realities" he saw different reasons for it from those in the article.

The article stated that "little rental housing is being built... the big item in development is low-density estate subdivisions and vast tracts of land designated industrial are competing for a limited amount of industry looking for new locations".

#### LAI'D BLAME

Mr. Booth laid the blame to the planners.

"Because the market dictates the planning of a community no one is going to propose a development in any municipality that in their opinion isn't going to sell. Some of the amenities planners, recreation directors and engineers demand of developers are not within the reach of the people who will purchase the development in which those



PETE POMEROY

facilities are supposed to be put."

Quotes attributed to Halton planning commissioner Ed Cumming disturbed Mr. Booth.

"The communities all compete with the region and it interferes with the decision-making," the article quotes Mr. Cumming as saying.

"I'm absolutely sure that Mr. Cumming's remarks have been taken out of context because I can't conceive that a planner for the Region of Halton would suggest such a ridiculous thing," Mr. Booth said. "I'm sure he'll be appalled when he sees the statements attributed to him."

Mr. Cumming told The Herald that taking what was in the quotes the article wasn't "too bad".

"The tendency in Halton

## AMBULANCE DISPUTE WON'T AFFECT TOWN

Residents have no need to be concerned about the strike of Halton and Peel ambulance drivers.

Georgetown Volunteer Ambulance Service president Peter Marshall said the Georgetown service is not unionized. All the drivers are volunteers, "and we'll still be there, seven days a week," Mr. Marshall said.

The Halton and Peel ambulance drivers, who serve the Mississauga and Oakville areas, are seeking wage parity with Brampton ambulance drivers, who are paid \$7.14 an hour.

## Regional council views plans for GO station expansion

Halton regional council last week previewed plans for the expansion of GO Transit services throughout the Metropolitan Toronto area, including a one-acre extension of the Georgetown rail station parking lot.

Officials of the Toronto Area Transit Operating Authority last Wednesday brought councillors up to date on expansion plans and proposals involving Halton, particularly the southern portion where lakeshore routes will see many changes.

In Georgetown, where GO train service was introduced in 1974, the Authority recently acquired a one-acre property



adjacent to the parking lot which accommodates commuter's cars at the Queen Street station.

#### GO SERVICE

With use of the GO rail service up by about 50 per cent over recent years, according to Hugh Clellan, the Authority's planning and construction manager, the newly-purchased property is intended for the

expansion of the parking lot beyond its current 104-car capacity. The lot was expanded last year.

Director of operations Jim Brown reported that the Georgetown service, which also involves some passengers from Guelph, Rockwood and Acton, currently handles about 360 bus passengers a day. The GO rail service, which terminates in Georgetown, accommodates some 750 additional passengers a day, he said.

The bulk of the Authority's expansion plans focus on Burlington and Milton. Mr. Clellan informed council that a new nine-acre rail station in Burlington should be open by October, while property negotiations are underway for a second station.

Design work has begun on plans for a \$40 million extension into Milton which will carry passengers through Etobicoke, Mississauga, Cooksville and Meadowdale before arriving at a new five-acre station west of Thompson Road which will accommodate about 500 vehicles. Some 300 passengers per day are expected to use the new service through Milton.

Council members had several questions concerning specific plans for their home munic-

ipalities. The only generalized question came from Milton Coun. Bill Johnson, who wondered aloud whether GO Transit is a "godsend or a damn nuisance".

#### NEAR STATION

Coun. Johnson recalled that Georgetown residents who live near the train station were annoyed over GO's practice of running the trains' engines for lengthy periods while stationary. At times, he said, the engines were left running for 24 hours whether or not the trains were to be used.

Authority spokesman Al Leach admitted the practice had been considered necessary in order to keep the engines warm. He explained the trains now have a type of "block heater" installed in their engines which require half-hour warm-ups on colder mornings.

Council was told that the Authority has an annual operating budget of \$40 million and a capital budget of \$45 million. There are some 142 buses, 25 locomotives, 123 single-level rail cars and 80 two-level cars in the Authority's fleet this year. The vehicles and other equipment used by GO Transit are valued at \$100 million.

Council also learned that GO transit carries about 40,000 rail passengers and 20,000 bus passengers each year.



### FLYIN' HIGH

A new feature of this year's Speyside Highland Games was a gymnastics display under the auspices of the York University gymnastic department. Ontario champions

from six to sixteen took part in the show and were joined by two local gymnasts. Above, two of the older gymnasts demonstrate their prowess on the mats.

(Herald photo)