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This Week

Temporary dump

Georgetown residents won't be without a town dump despite the fact Georgetown's dump closes today. Regional council has agreed to the placing of at least 10 garbage containers at an Armstrong Ave. site to serve as a temporary dump until a permanent solution can be found.



Bell's birthday

Dan Braniss of Bell Canada told Georgetown Chamber of Commerce members the value of fiberoptics at their dinner Tuesday. For an explanation of the terms and details on its uses look inside.

Touchy subject

Death and funerals are a subject shunned by many people and yet it is something everyone faces. Acton funeral director Bruce Shoemaker talks about his 25 years in the funeral business as this week's Halton's People.

Industrial profile

The first in a series of background reports designed to assist Halton region's industrial development plan is being circulated among the region's area municipalities, outlining capacities for development and suggesting means of overcoming obstacles.



Premier's driver

Georgetown's Nick Lorito thinks he knows Ontario Premier William Davis better than anyone else, except Mrs. Davis. Mr. Lorito's probably right, as the Premier's chauffeur the two men have plenty of time to talk. Mr. Lorito says the two men have become good friends during his stint as the Premier's driver.

Human barricade threatened

New bus route cut after protest



APPLE LOVERS (Herald photo by Maggie Hannah)

Grant Elliott, 19 months, of Thornhill shows his younger cousin, Tommy Warren, 14 months of Milton how to enjoy those shiny red apples hanging there in front of them. Grandfather, M.J. Warren of Georgetown helps his favourite wee people out at Pine Valley Farms Halloween party Saturday afternoon at Norval.

By PAUL DORSEY
Herald staff writer

The Georgetown Chamber of Commerce has chopped Mary Street, Henry Street and Hillside Drive from its proposed Christmas bus route because of pressure from concerned parents and other residents of the neighborhood, who threatened to keep buses off the street with a human blockade.

er, Rick West of the Chamber of Commerce announced that the planned protest had led Chamber officials to drop the Mary-Henry-Hillside area from their town-wide route. The special, two-month bus service, he said, will stop at the hospital, medical centre and senior citizens' residence, as planned, by using James Street.

"We are sympathetic to the concerns of residents in this area re: children's safety and are not interested in providing a service that people don't want," said Mr. West.

The special service, operated by the Chamber and Travelways Bus Lines, begins at Shoppers Drug Mart at 9 a.m. tomorrow. Shoppers will be charged 25 cents per ride, except for pre-schoolers and seniors, who can ride free.

The possibility that pedestrians who are forced to walk along roadways because of snow-clogged sidewalks might be threatened by the hourly buses on some residential streets emerged as the main concern of citizens who signed the petition presented Monday night by Gerry Corney. Mr. Corney suggested the

alternative route along James and Princess Anne Drive, which he noted would also benefit from the crossing guard stationed at Princess Anne and Mary.

"This alternative would eliminate the majority of our concerns," he told the committee.

Although Coun. Roy Booth pointed out that the petition contained few names from Henry Street and none from Cleaveholm Drive, Mr. Corney estimated that about 100 homes were canvassed during the time available. The residents of only two of those homes refused to sign, he said, primarily because they had no young children who might be threatened by the bus traffic.

FEW PASSENGERS
Otherwise, Mr. Corney said, the petition clearly indicated that the Christmas bus would find few passengers in his neighborhood. Many of those who signed stated their preference to simply walk to the medical centre or downtown, he added.

As well as the possible hazards stemming from the twice-hourly appearances of the bus. Continued on page 2

Focal in limbo until sewage set

By LORI TAYLOR
Herald staff writer

Mayor Pete Pomeroy has proposed that the land located south of Georgetown, which belongs to S.B. McLaughlin Associates be deferred from the regional official plan until the question of sewage capacity is settled once and for all.

town, Mayor Pomeroy said he has met at different times with the Minister of Housing, Claude Bennett, the Minister of Environment, Harry Parrott, senior staff at the Ministry of Housing, regional public works staff, and representatives from S.B. McLaughlin Associates, and the Paramount Development Corporation.

in the way of industrial, commercial and residential development on those lands.

"That's when you decide on the financial impact on the question of services and so on," he said.

Mayor Pomeroy said the Ministry of Environment has been the culprit in the disagreement between the town and Focal Properties because they have not settled on a firm figure for the sewage capacity of the Georgetown treatment plant. He said that the town's list of priorities for sewage allocation will remain essentially the same, because it was drawn up fairly, but if the Ministry of the Environment increases the capacity of the plant, there would be room for more development.

In an notice of motion to planning board last night, Mayor Pomeroy proposed that the property located south of Hungry Hollow, between the 8th and 10th Lines, south to 10 Sideroad, be deferred from the regional official plan, which is now awaiting approval from the Ministry of Housing. This means the land will have "virtually no designation" under the plan, and will be ineligible for development.

Mayor Pomeroy said he didn't commit the town to anything during these meetings, and the town's solicitor was present to ensure the town's legal position was not affected, and to act as a witness that the mayor was bargaining in good faith on behalf of the town.

MEETING RESULT
As a result of these meetings, Focal Properties, a subsidiary of S.B. McLaughlin Associates, has agreed to hold back on its \$27-million lawsuit against the town, and also on proceedings which the company has launched at the Ontario Municipal Board.

The mayor said if the question of sewage capacity is settled, then the town and the developers can proceed to the next step, which would be to consider a secondary plan for the area, setting out exactly what council would like to see

Heavy truck traffic warrants tax cut: mayor

Concerned rural residents would be "crazy" not to seek a tax cut next year, Mayor Pete Pomeroy admitted this week as a new draft bylaw restricting the movement of heavy trucks along certain roads emerged as the town's latest attempt to curtail problems stemming from wayside gravel pit operations in Halton Hills.

Sanctioned by the general committee Monday night, the bylaw prohibits the movement of trucks weighing in excess of five tonnes along the Fourth and Sixth Lines and the 17 and 20 Sideroads between the hours of 6 p.m. and 7 a.m. Early morning and late night truck movements to and from wayside pits in the Limehouse area represented a major concern of residents who last month confronted town council in the hope of solving their long-standing problems.

Included among the truck-clogged rural roads named in the bylaw is Churchill Road South in Acton, where an existing bylaw would be repeated so that Halton region trucks can use the route to haul sewage sludge north to Erin township.

SLUDGE TRUCKS
Town engineer Bob Austin told the committee that navigational problems encountered by the sludge tanker trucks on alternative routes make the Churchill route the best. Anywhere the route is taken, he added, "would still take the trucks past existing residences."

Along with Churchill, Alley Street, located off Guelph Street in Georgetown and overlooking the downtown core, would also be subject to round-the-clock restrictions on heavy traffic.

Truckers and trucking companies found contravening the bylaw would be subject to a \$1,000 fine for using Alley Street or Churchill Road anytime or for using the four rural roads between 6 p.m. and 7 a.m.

Restrictions on the rural roads extend from 17 Sideroad northwest to Regional Road 43 on the Fourth Line; from 20 Sideroad northwest to 43 on the Sixth Line; from Trafalgar Road southwest to the Fourth Line on 17 Sideroad; and from Trafalgar southwest to the Sixth Line on 20 Sideroad.

Coun. Russ Miller suggested that the Eighth Line and 22 Sideroad should also be included in the bylaw, but withdrew a motion doing so until he can

Town seeks cash for Acton hall

In the hopes of guaranteeing a provincial grant for the project, the town's general committee has recommended that council should formally indicate its intention to restore Acton's old town hall.

The somewhat cautious decision came Monday night after committee members were assured that their resolution did not commit the town to restoring the historic Willow Street building, but simply represented its willingness to contribute up to \$40,000 to restoration costs, estimated at \$286,000 in total.

Clerk-administrator Ken Richardson explained that the town's notice of intent would enable the provincial ministry of culture and recreation to extend an October 31 deadline previously set for some form of "positive response" on the matter.

The resolution passed unanimously. Noting that the resolution referred to the town hall's restoration as a "community centre", Coun. Russ Miller questioned the building's intended uses. He pointed out that there has been some consideration given recently to the construction of a new separate school in Acton, which would make the small building housing St. Joseph's Separate School redundant and thus open to other uses.

ion residents to raise funds for the town hall's restoration were also questioned by some members.

Coun. George Maltby commented that council has come full-circle in the matter, from deciding to tear the building down to committing funds for its restoration. Mr. Richardson assured him that the new resolution alters no previous council decision, but still requires the citizens to raise 25 per cent of the restoration cost before any action is taken.

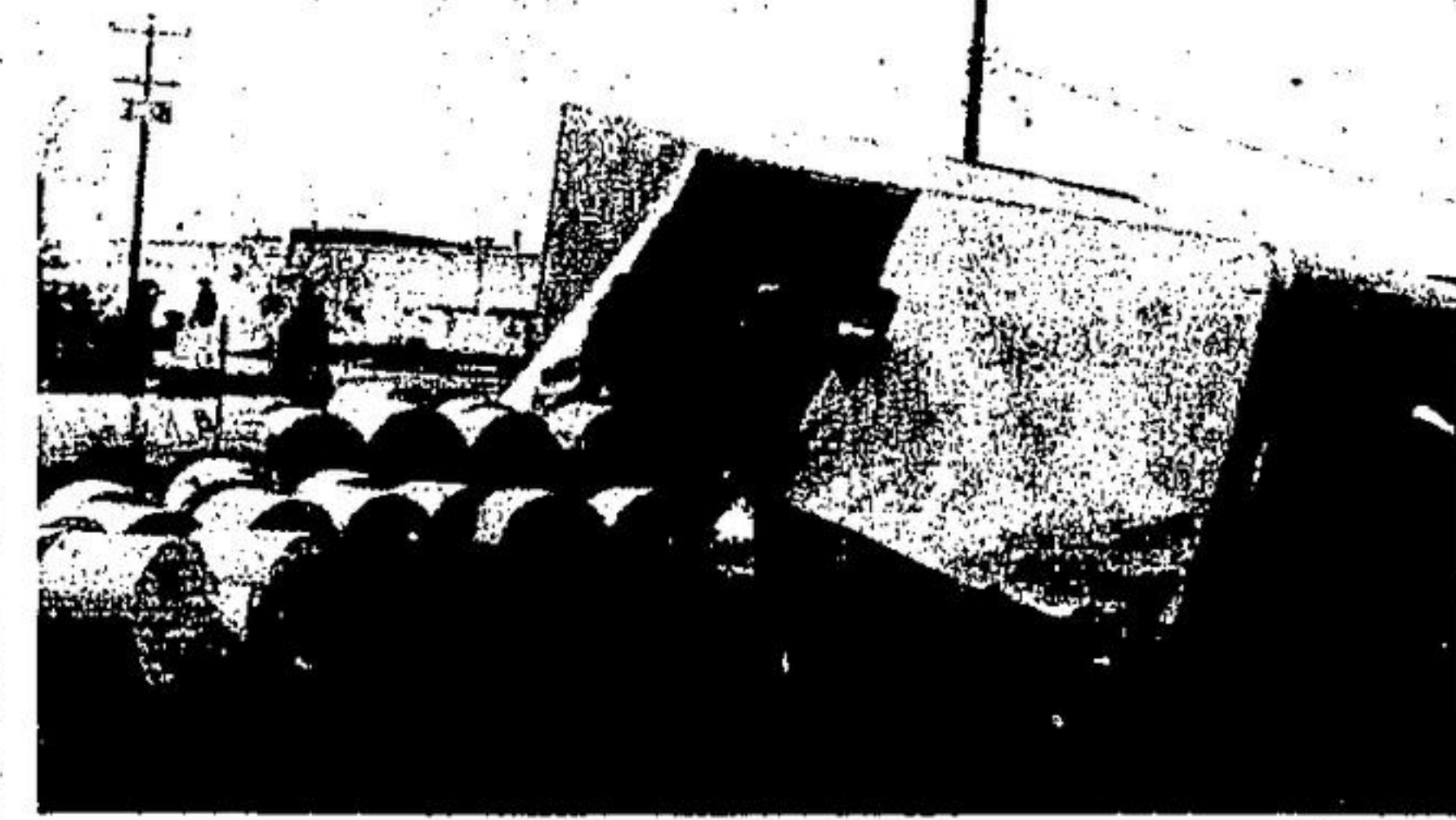
The balance, he said, will hopefully come from the Winario corporation, the Ontario Heritage Foundation and

\$2,200 IN DAMAGE AFTER TRUCK CRASH

Damages was estimated at \$2,200 when a pick-up truck crashed through a fence and drove into a cornfield on the 10th Sideroad west of the 5th Line on the weekend.

The truck, driven by Glenn Lawrence, 18, of Georgetown, was westbound on 10 Sideroad when it left the roadway, taking out the fence, and driving through a cornfield for about 100 metres before crashing through the fence again in an attempt to regain the road. The vehicle became stuck on a rock.

The damage to the front bumper, fenders and both sides of the truck is estimated at \$2,000. Damage to the fence and the crop is estimated at \$200.



TRUCK ROLLS

Workmen were busy Thursday afternoon tidying up the mess on DRG Stationery's front lawn after a tractor trailer loaded with paper upset on Armstrong Avenue. Truck owner and driver, Marty Wheeler of Glen Williams says the vehicle was parked while he was in another building on business. When he came out he found the brakes had failed, the truck had rolled ahead over the end of a culvert and upset in the ditch. Damage estimates were unavailable at press time.