

Temporary town dump a good move

Halton Hills' rural residents must certainly appreciate concerns expressed by councillors Russ Miller and Mike Armstrong who are determined to see some form of waste transfer station established locally to replace the Georgetown landfill site which closed today.

In particular, Coun. Miller has been warning regional council for over a month that the closing of the Georgetown dump could have a disastrous effect on the local countryside. Coun. Miller predicted that a populace used to a Georgetown dumpsite would be unlikely to drive all the way to Burlington, the closest open dump to Halton Hills, to get rid of their garbage. He predicted that instead, many Halton Hills residents would choose to dump their trash beside Halton Hills rural roads.

A cruise along many Halton Hills roads would seem to back Coun. Miller up. Already too many lazy residents are choosing to dump their garbage in secluded, and previously attractive, rural spots rather than drive into town.

We shudder to think how bad this situation would become if there was no dump in the town for the more conscientious citizens. We suspect that many more Halton Hills residents would join in fouling

our countryside with their garbage.

Fortunately, through the efforts of councillors Miller and Armstrong, we won't find ourselves dumplish when the Georgetown dump closes down today.

A temporary waste transfer station will be established on Armstrong Avenue as of tomorrow. At least 10 garbage containers will be ready at the Armstrong site today.

This is only an interim measure and regional council, with the prodding of our local councillors, is busy trying to find a long-term solution to the problem.

We're also pleased that, while the costs of the temporary dump are high, at least the region will be picking up the tab. It would have been grossly unfair to stick Halton Hills with the bill considering the town, as Coun. Miller said, has been a good neighbour to Milton by accepting waste from that community for five years. Undoubtedly, this helped fill our dump sooner than had been expected.

With the interim dump, the region seems to be headed in the right direction, thanks to our local councillors, we're sure our rural residents are happy with this development.

Town should oppose traps

Hats off to Halton Hills councillor Roy Booth.

Coun. Booth urged council to stand up to the provincial government and not permit trapping in Halton Hills because the infamous leg hold trap would most likely be used locally.

Coun. Booth termed the traps "one of the cruelest" ever devised and urged council to exercise their right as a municipality to not permit trapping in Halton Hills as a way to ensure the traps are not used here.

Mayor Pomeroy and other council members argued that regulations concerning leg hold traps are provincial jurisdiction and council is not entitled to comment on the type of traps used but merely is expected to permit or block trapping as a whole.

Coun. Booth rightly pointed out that council could indeed take a stand on the type of trap being used by blocking any local trapping.

Coun. Booth's proposal to ban trapping, would have been an ideal opportunity for Halton Hills to serve as an example of a municipality exercising local

control and refusing to simply rubber stamp policies to conform with provincial legislation.

If councillors feel leg hold traps are offensive, then simply because the provincial government is charged with determining trapping standards is not a good enough reason to allow trapping. The council should use whatever means are at their disposal to ensure the trapping does not take place.

If, like Coun. Pat Patterson, Halton Hills council approves of leg hold traps, they should at least give that as their reason for approving trapping locally rather than avoid the issue and hide behind provincial jurisdiction.

Coun. Booth deserves to be commended for trying to exercise some local autonomy in opposing the offensive leg hold traps.

Trees should help

Nobody likes having a sewage sludge lagoon in their area for obvious reasons but, if regional council acts on a suggestion from Coun. Russ Miller, Ashgrove residents might find their waste pond a little easier to take.

Coun. Miller has asked the region to investigate the practicality and costs of planting fast-growing trees around the sludge lagoon near Ashgrove as a way of reducing the visual unpleasantness of the pond. The lagoon is particularly offensive because of its close proximity to a nearby roadway.

The proposal will be considered as part of a study of sewage sludge disposal in Halton.

Let's hope the trees get the go-ahead. It seems the least the region can do for Ashgrove residents who have to endure a sewage lagoon on their doorstep.



Government's financial waste illustrated with Pickering



Queen's Park
By Derek Nelson

Queen's Park Bureau
Of the Herald

TORONTO - A good example of how government wastes time and money exists in the Pickering Airport controversy.

That airfield, which would have been built east of Metro Toronto, was born in 1972, shelved in 1973 and made part of a Toronto-area transportation study from 1976 to 1979.

Now the report is out, with the bureaucratic title of Southern Ontario Multimodal Passenger Studies, and never were three years more obviously wasted.

Heavy on jargon and light on facts, the report stresses the obvious and buries the hard questions in a pile of words.

A good illustration of the kind of thinking that went into the report is the

two-page, doubled-spaced press release issued at the same time.

It alone took four months to prepare.

MUCH JARGON

The quality of the report itself can be illustrated by one paragraph that is repeated in several variations throughout the study.

"The future uncertainties indicate that there are significant limitations implicit in long-range forecasts of travel demand, as well as in the assessment of the capabilities of the existing transportation system and future modifications to this system."

Stripped of the unnecessary big words, that comes down to basic points:

First, we don't know how many people will want to travel to and from the Toronto area.

Second, we don't know how well we can handle the load.

Great! Aren't those the very two questions the study was set up to answer?

The whole argument about Pickering Airport has centred around them since the 1972 go-ahead.

DEEP THINKING

Now, thanks to Transport Canada and the provincial Transportation and Communications ministry, we get weighty statements of the blindingly obvious.

Another example: "The important relationships that exist between socio-economic factors and travel growth were recognized."

This kind of blandness is what comes from writing a report by committee, sub-committee, steering committee, and liaison group where no one wants to admit a mistake may have been made in the past.

NOT CLEAR

Common sense alone would tell someone that the rules of the travel game have changed since the post-OPEC economic slowdown of 1974.

It seems unlikely we'll ever recapture the soaring growth rates of the past, and that didn't require a three-year study costing a packet of money (how much no one is quite sure) involving two governments to determine.

That is especially true when the only firm recommendations in the report are to further delay decisions about expanding the present Toronto International Airport or going ahead with Pickering.

What we needed was a document giving clear analyses of the variables that influence travel demand, how they affect growth rates and what basic alternative choices exist ahead in time.

We didn't get it from this bureaucratic porridge.

Liberals appear to mimic past Opposition failings



Ottawa Report
By Stewart MacLeod

Ottawa Bureau
Of the Herald

When the Liberals were in power, nothing seemed to annoy them more than those written questions the Tories would place on the Commons order paper in copious quantities every day.

A waste of time and money, the government would complain. Most of the inquiries were unnecessary anyway, they would argue, and just for the sake of impressing voters back home, the opposition MPs kept hundreds of researchers at work spending out answers that served no useful purpose. For their part, the inquiring Tories used to complain about government tardiness in replying to the questions.

Almost daily, opposition MPs would complain that their parliamentary rights were being violated by an arrogant government. They would usually argue that the replies were essential for their research, and the government's failure to provide immediate answers indicated a cover up.

John Reid, the Liberal MP from Kenora-Rainy River, who served briefly as minister responsible for federal-provincial relations, once calculated that each written question cost the concerned department about \$80. And if two departments were involved in providing the answer, the cost would double.

Since several thousand questions can be asked in a normal session, and since most questions involve multiple departments, the costs are obviously high.

The shoe may be on the other foot now, but you would never know it by reading the order paper. The Liberals, it

seems, have the same basic curiosities as the Tories used to have.

COMPLAINTS SOON

And it's only a question of time before the governing Tories begin complaining about these irresponsible information-seekers, because some of the questions already on the order paper are going to be there for a good long time while researchers burn the midnight oil.

You might wonder, for instance, why Hal Halbert, the Liberal MP for Vaudreuil, has suddenly developed an interest in the Freshwater Fish Marketing Corporation, and why he needs to know the corporations net earnings for 1977 and 1978, along with all "direct or indirect subsidies or other benefits conferred by the government, of loans, advances or guarantees, extended by the government to the corporation both before and after any write off."

And that's only the beginning. Mr. Herbert has asked for the same information on 24 other Crown-controlled agencies.

His thirst for knowledge has obviously taken on a new dimension since the Tories assumed office. Among other things, he wants to know the total number of Canadian railway cars, the comparative volumes of bushels for each of the feed grains handled by the Canadian Wheat Board, and a breakdown of all the transfer and equalization payments made to the provinces in the last 10 years.

By the time the government gets through researching Mr. Herbert's 101 questions already on the order paper, it will be time for another election. And there are hundreds of others.

It's interesting that the Liberals, who seemed to be so resentful about questions relating to the prime minister's office, have now developed a curious interest in that subject. Mr. Reid has asked for the names, salaries and functions of all employees in the office of Joe Clark.

We'll see whether the Tory researchers can outlast their predecessors on this one.

Halton's History

From our files

LIQUOR STORE RUSH

THIRTY YEARS AGO—Georgetown's new liquor store is being rushed to completion and may open as early as November 15th. The store will be one of the largest in town, having a frontage on Mill Street of 32 feet and a depth of 100 feet. It is being constructed by the firm of J.B. Mackenzie and Son for Tom Hewson, who will lease it to the Liquor Control Board of Ontario. As it is the only store between Guelph and Toronto, it will serve a large area and will draw trade from Brampton, Milton, Acton and the Cheltenham district. A request from Acton council for the establishment of a store in that town, which was made about the same time as Georgetown's was turned down by the board.

Ben Hachlin, prominent Acton merchant, who spent a night in the Georgetown jail last week, was acquitted of charges of speeding and obstructing a police officer. The magistrate apologized to the accused because he had been locked in the jail overnight by Provincial Police Constable Ray Schisler of the Georgetown detachment of the OPP. Constable Schisler testified in court that he observed the car speeding west on the highway and gave chase at a speed of well over 55 miles per hour, stopping the car on the western limits of town. The case hit all three Toronto newspapers, on account of it appearing in great detail in today's Telegram, complete with pictures of Mr. Hachlin, Mayor Jack Armstrong, Reeve James Goodlet and police chairman Cecil Davidson, who all said they supported the police 100 per cent.

200 NEW PHONES

TWENTY YEARS AGO—An additional 200 telephone terminals—each corresponding to an individual telephone number—are now being installed in the dial exchange building in Georgetown, L.G. Finby, Bell Telephone manager for this territory, announced this week. Scheduled for completion late in December, the extension will meet immediate demands for new telephone facilities due to the rapid growth in this area.

Two fires within ten hours of each other levelled the 8th Line home of Mr. and Mrs. Charles Heaney, Friday morning. A converted streetcar, with two rooms attached, the damage to the building was estimated at \$2,500. All of the contents went up in smoke. The first blaze, which broke out at 1:15 a.m., gutted the streetcar, and a recurrence at 11:25 razed two remaining rooms, a bedroom and a kitchen. Mr. Heaney told firemen an oil space heater probably caused the blaze.

ATTEMPTED MURDER CHARGES

TEN YEARS AGO—An arrest has been made in connection with the severe beating of a Georgetown man in his Water Street apartment last week. Georgetown chief of police Harley Lowe laid the charge of attempted murder Friday against a Toronto man who was already in custody, on another charge.

The building contract for the new \$640,000 Joseph Gibbons public school in Georgetown's west end was awarded by the county education board last week and construction is expected to begin in a month.

Thieves stripped Richardson's Crest Hardware in the downtown shopping area of \$3,500 to \$4,000 worth of merchandise, most of it firearms, in a neatly executed robbery early Thursday morning. The loot includes 35 rifles and shotguns, 25 boxes of ammunition, mainly shotgun shells, two tape recorders, two radio tuners, two electric guitars, two guitar amplifiers, three wrist watches and \$55 in cash from the till.

County school trustees were concerned for the safety of school children when the Ontario Water Resources Commission asked the Halton education board for approval to drill on a north Halton school property for water. The OWRC has selected Glen Williams school grounds as one of five drilling sites in its project to provide water for the Glen.

A Georgetown garbage truck crew found themselves with a hot lead Tuesday when refuse inside the packer caught fire. The load was dumped on Maple Avenue near the Centennial Court apartment so that firemen could get at the source of the flames. After it was thoroughly doused, the mess was cleaned up with a front end loader and shovels.

The two young bantam bowlers who brought a National Bantams doubles championship to Georgetown, Gary Miller and Bob Montgomery, were among 600 athletes honored for winning national and international honors in 54 fields of sport Monday night. The occasion was the first annual sports achievement awards banquet staged by the Ontario government at Queen's Park. Pat Patterson of Norval was one of 32 to receive special citations. His was in recognition of 18 years as referee-in-chief of the Ontario Hockey Association, his organization of clinics for players and officials, and his work in international hockey officiating.

NEILSON EXPANSION DUMPED

ONE YEAR AGO—William Neilson Ltd. has dropped plans for a proposed expansion of its Georgetown plant in favor of expansion and renovation at its Gladstone Avenue in Toronto. Company president Don McCarthy said the Georgetown facility will continue to operate as its national distribution center and will not be affected by the decision to remain in the city.

Town council is shuffling Halton Hills taxpayers by granting a special lot levy concession to the International Bible Students Association of Canada for its proposed religious-educational center off Highway 7 in Georgetown, according to Coun. Russ Miller. In response to an appeal by Association spokesman Glen Howe, council Monday night voted 9-4 to adjust its lot levy schedule in order to accommodate the proposed construction of a 136-room dormitory at the intended site of a national headquarters for Jehovah's Witnesses in Wildwood, adjacent to Moore Park.

Ontario Hydro has announced there will be a rural systems increase of an average of seven per cent in 1979. Ontario Hydro said the increase is necessary in order for the utility to recover the higher wholesale cost of power as well as light increases in retail distribution costs.

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