

Regional chairman Jack Raftis visits drop-in centre

Sewer limits irk Acton proprietor

By CHRIS AAGAARD
Herald Staff Writer

While Halton Hills readily welcomes new industry into the community, at least one Acton businessman feels the town isn't doing enough to help established industries.

Ted Tyler, president of Tyler Transport Ltd. located on Queen Street (Highway 7), told Mayor Pete Pomeroy and Acton councillors Dave Whiting, Terry Grubbe and Ross Knechtel, as well as visiting regional chairman Jack Raftis (at Friday's "drop-in" at the YMCA office), that he is located in an urban area and should be allowed to hook up to Acton's sewer system.



Halton regional chairman Jack Raftis (left) travelled from Burlington Friday to answer residents' questions at the final Acton councillors' drop-in sessions of the season. Several Actonians posed questions about municipal politics and government in general to Mr. Raftis, Mayor Pete Pomeroy (right) and Ward 1 councillors (left to right) Terry Grubbe, Dave Whiting and Ross Knechtel.

(Herald photo)

the amount of serviced industry beyond the community's urban boundaries. And despite recent growth in the Peel and Queen Street areas, the town and the region have declined to expand the sewer system, fearing that Black Creek will be unable to safely handle the extra effluent, especially during drier summer months.

In addition, Mayor Pomeroy pointed out, the town faces an Ontario Municipal Board challenge from its reluctance to include a development proposal at the southeast corner of Churchill Road and Queen Street, adjacent to the current urban boundary. If the Landmark Shopping Centres project is included within the town's limits, the region would have to consider it for sewer servicing.

New industries, such as the Nelson's Dairy expansion in Georgetown, are being located on industrial land within the Georgetown urban area where there is sewer servicing available, Mayor Pomeroy said. If

Tyler Transport wants to hook up to a sewer main (the nearest trunk line is located on Churchill Road, about 1,000 feet westward), they may have to do it alone under the province's local improvement program, a more costly proposal than regional servicing.

Meanwhile, Mr. Raftis, visiting the drop-in for its final meeting before closing for the summer, told Mr. Tyler and other residents that the region has installed about \$1.5 million worth of sewer servicing in Acton since the inception of regional government almost eight years ago.

Next fall, Coun. Grubbe said, drop-in organizers hope to start inviting more members of the Halton's administration to Acton for the bi-monthly sessions. The casual drop-in, started two years ago, is unique in the region, she added, allowing residents to informally discuss problems with other councillors and the mayor without having to go before town council.

Town's 'drop-in' a region oddity

It sounds like the beer commercial without the beer: "For two years now, Terry and the boys have been getting together to discuss local issues with Acton residents..."

But basically, that's exactly what's been happening in the comfortable room behind the YM-YWCA's offices on the community's Mill Street to the rear of the police station.

Constituents have been

meeting with their local and regional representatives -

currently councillors Terry Grubbe, Dave Whiting and Ross Knechtel - and Mayor Pete Pomeroy for Friday afternoon bull sessions, grappling with decisions made by the region or town council, or raising new issues.

Whether two or three or a dozen people show up for the sessions (usually lasting a

couple of hours), Coun. Grubbe told The Herald Friday that "they are always considered a success".

"The drop-in is unique in the region," she added. "It makes the mayor and the councillors accessible to the people."

It is here, Coun. Grubbe stressed, that many of the important issues facing Acton blossom and eventually find their way onto

council agendas. It allows some people, perhaps a little intimidated by appearing formally before sessions of regional and local council, to discuss subjects in a more relaxed atmosphere.

While last week's session with regional chairman Jack Raftis wrapped up the drop-in for the summer, Coun. Grubbe said next fall she hopes to invite more regional representatives down to meet residents, helping people understand the differ-

ence between regional and local government.

As Coun. Knechtel commented Friday, Acton has gone "from a town to a collection of houses in the eyes of many residents."

"It's left a deep hurt with people who have lived here a long time." Meanwhile, Acton's drop-in is helping heal old wounds by clearing up some of the misunderstanding residents have between the levels of municipal government.

Fourth Line line pit negotiations continue

Unless the province's transport ministry is prepared to build better roads in the area, the town isn't about to approve a wayside pit application on a Fourth Line farm about a mile south of Highway 7.

Opposing the ministry's plans, which called for an immediate listing of the farm for "aggregate extraction" purposes to meet construction demands along Highway 403, a delegation of Fourth Line residents urged general committee Monday night to thwart plans to turn the farm into a gravel pit.

Neighboring farmer Al McFee told the committee that the 280-acre farm envisioned as a gravel pit had been well

maintained by its former owner, John Duank. The property was recently sold to J.C. Duff Ltd., a local aggregate producer, and Bot Construction of Oakville.

Roads in the area are

Special mass for students

already suffering from the heavy truck traffic from other nearby gravel pits, Mr. McFee said, calling on councillors to ask the ministry questions about whether or not the pit is needed, what effect it will have on groundwater supplies and if

it might not be more feasible to haul gravel from existing operations.

But as the committee appeared ready to answer the ministry's request with a firm "no", Mayor Pete Pomeroy

argued that he was charged by councillors to negotiate with transport minister James Snow safe road routes for trucks travelling from the perty.

While some committee members maintained that the ministry is "dealing in bad faith" requesting short notice approval of the pit, Mayor Pomeroy said the council should have fought the proposed use of the property as a gravel pit from "day one".

The property is privately owned, he said, and regardless of council's objection to hauling gravel from a workable farm "you can bet your sweet bottom dollar that it's going to come out of there".

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CANADA DAY

Canada Week



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Canada Week



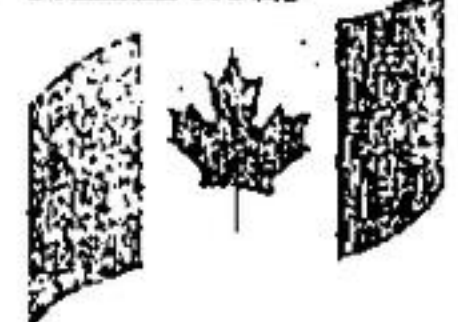
JULY 1st



9A.M. • BREAKFAST Served in the BALL PARK from 9 a.m. - 11 a.m. pancakes, sausage

NOON • CANADA DAY PARADE From Mullen Place to the stage area at the Apple Products on Main St. juice, coffee, donuts

Canada Week



Georgetown Girl's Pipe Band
Members of Federal & Provincial Gov't
Mayor and Councillors of Halton Hills
Members of French Canadian Assoc.
Glen Williams Residents

Antique cars, Model T Ford
1938 Steam Engine
Glen Brownlee, Guides
Halton Hills Jills Gymnastics Team
Guest Celebrities

1P.M. • OPENING CEREMONY Join in and have a piece of Canada's Birthday Cake



2P.M. • PET SHOW

DOGS
Best dressed, biggest, smallest, shortest, longest tail, nose, best trained, muk (sit, heel, beg, speak, roll over)

CATS
Best dressed, biggest, longest whiskers, blackest, longest tail

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• FOOD

• BAVARIAN GARDEN held under the authority of a special occasion licence

• OLDTIMERS RE-UNION in the Glen Hall Bring your Photos - Refreshments Served pop, tea, coffee.

5P.M. • GREAT CANADIAN BIRTHDAY PARTY ROAD RACE

6P.M. • KEN GORIN

6:30P.M. • FIDDLE/PIANO DUO

7P.M. • SWEET ADELINES

7:30P.M. • PINE VALLEY SQUARES

8P.M. • A.N. MYER STAGE BAND



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