

## Letters to the Editor

### Key-Copland deserve vote of thanks

To the editor of The Herald:  
Ken Key and Craig Copland deserve a vote of thanks from the residents of Glen Williams for bringing to light the suspicious manner in which the proposed development in the Eighth Line-Wildwood Road area has been handled by Halton Hills Council.

While Mr. Key was able to pose a number of important questions at the recent public meeting he was not provided with any answers. This certainly warrants a further full public meeting on the issue. What is alarming however is the extent to which the proposed development will affect the residents in the lower Glen Williams area. Firstly, the necessity to totally reconstruct Wildwood Road, from the Eighth Line to Preston's store, will mean the loss of portions of property and trees to a number of Glen residents.

The traffic volumes through the Glen will increase dramatically and so will vehicle speeds and the likelihood of accidents. (The Glen is already used as a by-pass for truck traffic travelling from one side of Georgetown to the other).

Drainage run-off from the developed area will be fed into the Glen increasing the chances of flooding when heavy rainfall occurs.

The way of life of residents and the character of Glen Williams is being threatened by the proposed development.

The studies and decisions of Halton Hills Council should reflect honest and serious consideration for those residents who would be most affected by any development in the area.

Tony Taylor,  
Glen Williams.

### Lack of adequate planning

## Wildwood underlines right to know

To the editor of The Herald:  
Last week's paper contained an article regarding the proposed subdivision in the Eighth Line-Wildwood Road area.

### Endorses Mr. Key

To the editor of The Herald:  
I am a resident of the Wildwood Road area, and endorse the submissions put forward by Mr. Keys and Mr. Copland at the May 30 public meeting on the Glen Williams plan held at the council meeting hall.

The questions put forward are of concern to many area residents.

The answers will be of interest to all residents of

### 'I need my bike'

To the editor of The Herald:  
To the person that took my bicycle last Thursday:

I hope you had a good reason for taking my bike from the back of the house where I live. I really need that bike for going to work (helping older people, some volunteer work, errands, etc.).

In case you don't need it any more, please bring it back or let me know where I can find the bike. Otherwise you might need the special pump (English bike!), the keys, (there is a lock around the seat, for why should I lock it when it is on my own property!) and the carrier that I bought and had not put on yet.

Sincerely,  
Connie van Goch  
877-1523

One participant at the May 30 public meeting regarding the area is quoted as saying, "It sounds to me that these people are saying 'I'm here now and I don't want any more people here'."

Let's not think that because you buy half an acre you can control the fields around it."

With all due respect, we'd like to point out that it's not a question of a dog-in-the-manger attitude. Residents in this area and, indeed, throughout Halton Hills are entitled to know what changes are being made by council and why.

The fact that none of the very pertinent questions posed by Mr. Key were considered prior to going

the route of a minister's modification only serves to point out a lack of adequate planning regarding such basic issues as traffic and subsurface drainage. (And that's giving council the benefit of the doubt and assuming that there's nothing underhanded about the entire issue.)

Also, it should be noted that concern over the matter is not restricted solely to residents adjoining or very close to the area in question. Subur-

face drainage could affect wells and the already troublesome water problem in the Glen.

Traffic, on roads which are already heavily travelled, not to mention often twisty, shoulderless and lacking in visibility, could not help but be adversely affected. (These problems pertain to Wildwood Road itself and, in varying degrees, to the other roads which are part of the commonly used by-pass).

We look forward to planning staff's answers and recommendations and to council's deliberation on same. Hopefully these recommendations will suggest viable solutions. If not, it is hoped that council will reconsider its position.

Yours sincerely,  
R. Michael James  
S.L. James



It's Water Safety Week and Mayor Pete Pomeroy was joined by several water safety conscious people for a special flag-raising ceremony at the town's Trafalgar Road office Friday. Summer students with the recreation department have put together a skit (with apologies to Star Wars' George Lucas) which they are showing to school children in Halton Hills. Flag-raisers are (left to right) Princess Lookout (Linda Kilpatrick); Darth Wader (Kate Giffin); Mayor Pomeroy; Luke Water-walker (Gwyneth Gibb) and Walter Safety (Cheryl Lightowers). Water Safety Week runs until June 11.

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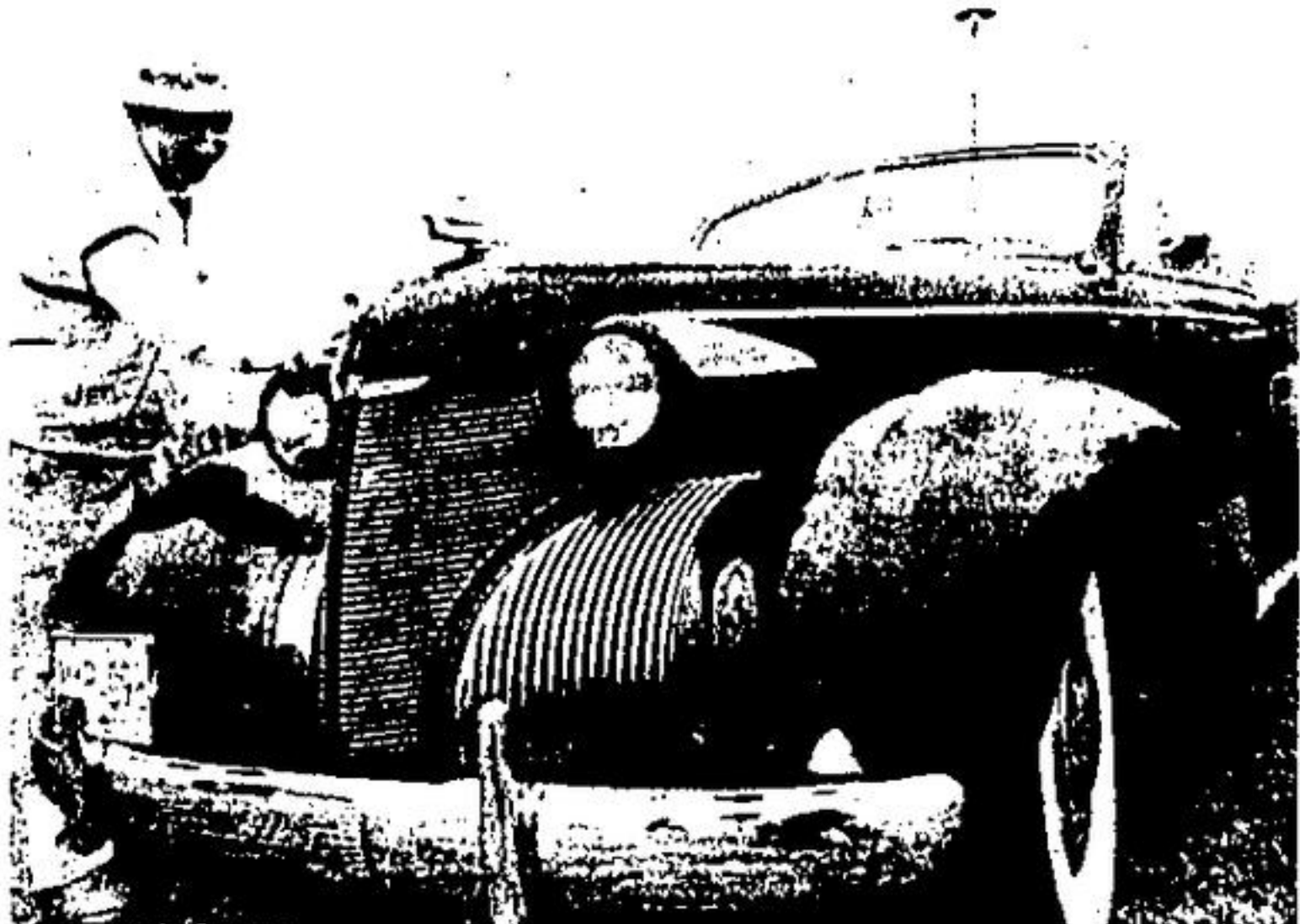
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### Jaycette thanks

To the editor of The Herald:  
The Georgetown Jaycettes wish to extend a thank you to those who helped support Carnation Day, May 7 in the fight against Multiple Sclerosis. Special thanks to the Royal Canadian Legion Branch 120, The Herald and The Independent, the North Halton Golf and Country Club, those restaurants who purchased flowers for their tables, Karen Smith for handling the distribution of carnations in the Acton area this year and the Georgetown Jaycettes for their help in the delivery of flowers. Your participation in helping to make the day a success brings us a step closer to combatting this crippling disease.

Kathy Woolley  
Georgetown Jaycettes  
Carnation Day Chairman



### SPIT 'N POLISH

Milton's Al Klernan buffs up his 1939 Cadillac convertible sedan following an old-fashioned car parade from downtown Milton to the Ontario Agricultural Museum. The event was part of the "Tin Lizzies and Rumble Seats" show last weekend. A parade and car games were held at the Museum Saturday and judging of the pre-1963 vehicles took place on Sunday. Mr. Klernan's car is rare indeed: He knows of only six which survive of the 140 ever made, and he says there are only two left in Canada.

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