

## Knight unfair to Burlington says MPP

The people of southeast Burlington were let down by the Liberals, Burlington South MPP Cam Jackson has charged.

The MPP is disappointed the new provincial ridings put southeast Burlington in an Oakville riding. The ridings were approved early this month just before the Legislature wound up for the summer.

"Only all-party agreement could have saved southeast Burlington, and it was under active consideration by the three House Leaders as a non-political change," Mr. Jackson said.

His amendment to the Representation Act that would have kept southeast Burlington in a Burlington riding was turned down, despite a 3,000 name petition with support

Cam Jackson



from city and Halton Regional councils.

Mr. Jackson charged that Halton-Burlington MPP Don Knight's position through the matter "was con-

fusing and unfriendly to the people of southeast Burlington" during the debate over Mr. Jackson's amendment.

Since the proposed new ridings for Halton were announced in February, Mr. Jackson charged Mr. Knight hasn't been fully representing the people south of Derry Road. They live beyond the boundaries of the Halton North seat Mr. Knight has said he'll be seeking re-election in.

Tuesday afternoon, Mr. Knight called these charges "cheap shots", and said Mr. Jackson was lashing out at him because he had been unsuccessful in keeping that bit of Burlington in the Burlington South riding.

Mr. Knight said that part of Burlington wasn't in his riding and he had no say over it, although he said Halton MPPs had agreed to not disagree with one another over the distribution of ridings in Halton Region.

"When you indicate to your constituents you're going to achieve that realignment and when it doesn't come about, some people find it easier to blame somebody else when they don't attain it," Mr. Knight said.

Although Burlington won't be in his riding in the next election, the MPP said he intends to represent the Burlington constituents until then, despite charges to the contrary by Mr. Jackson.

## No summer vacations for busy town thieves

There were a rash of small robberies last week in Halton Hills.

An estimated \$300 in camera equipment was stolen from a car parked on Division Street in Acton between 1 and 8 a.m. July 13. A camera, flash and zoom lens were taken.

The window on the driver's side was broken on a car parked at the Main Street and Mill Street parking lot in Georgetown. About \$100 was taken from the car over the night of July 13.

About 30 cassette tapes, a cassette tape box and sunglasses were taken from a vehicle parked at Mountainview Road South July

14 between 3 and 3:30 a.m. The same night another car parked at Mountainview Road South had a wallet taken from it.

A \$1,000 stereo was stolen from a car parked at the 13 John St. parking lot in Georgetown. The interior of the locked car was also ransacked over the night of July 13.

Two sets of golf clubs were taken from two cars parked at the Georgetown Golf and Country club July 16. One set was worth \$900 and the other \$800.

An \$800 am-fm radio was stolen from a car parked at 64 Victoria Avenue in Acton between July 15 and 18. The car was locked.

## Region to study disabled busing

Halton Region is going to be looking into the nitty gritty of providing transportation to the disabled within Halton Region.

Right now, there's no service taking the disabled from one municipality in Halton to another. If you want to go to Burlington from Georgetown and you're disabled, you must rely on family, friends or volunteers to get you there. The same is true of going outside the region, say, to go to Hamilton.

According to the estimates of DelCan Consulting Engineers and Planners, the consulting firm that prepared the study on the transportation needs of the disabled, the cost to link municipalities and regions would range from \$85,000 to \$105,000. Of this, \$30,000 to \$58,000 would come from the Region's pocket.

The average annual cost per user, assuming one or two trips weekly, would be in the range of \$1,700 to \$2,000. Service to more-frequent users would cost in the order of \$10,000 annually per passenger, the consultant indicated.

It works out to \$17 to \$27 per passenger trip, double the cost of existing local services.

Although about 50 agencies and groups were asked for their comments on the transportation study, only 12 responded.

Advocacy groups representing Halton's disabled were unanimous in support for inter-municipal and inter-regional transit service.

The Halton Social Planning Council expressed concern the study under-estimated the number of disabled in the Region, and the Oakville Committee for the Physically Disabled recommended that the service be provided seven days a week rather than just Monday to Friday.

Milton is concerned that an inter-regional and inter-municipal service for the disabled will create pressure for it to implement a local disabled transit service.

As for Burlington, as long as the Region is paying for the transportation services, they have no objections.

Burlington Mayor Roly Bird, a committee member involved with the study, agreed with the suggestion to go with a pre-implementation phase. He said the committee approached the new service "very cautiously".

If there's to be an inter-regional service, Halton will have to take a leading role in providing this service, Mayor Bird noted.

"In region where we have a budget of \$100 million in revenue and expenses, this should be addressed, even though the cost is quite high," the Mayor said.

## Hot rocks



The rock group Glass Tiger made an appearance in Georgetown Thursday night at the Gordon Alcott Arena. The Canadian group were recently at Ontario Place playing to

a capacity crowd, but the story was a bit different here in town. Even without a sellout, Glass Tiger managed to thrill their Georgetown audience. (Photo by David Blanch)

## Maintenance burden

# Town won't share school pool costs

By SANDY CAMPBELL  
Herald Staff

If the Town of Halton Hills won't share the cost of maintaining Halton Board of Education pools they may be closed.

If pools became too expensive to maintain and the town doesn't share costs, pools could be closed, Trustee Arlene Bruce said. Georgetown District High School and McKenzie-Smith Public School pools would be affected.

May 22 the Board voted in favor of asking the municipality for maintenance money. Monday night town council decided not to share the cost.

Burlington and Oakville have also refused to share the cost of maintaining pools, said Tom Shepard, director of Recreation and Parks for Halton Hills. The municipalities are refusing to share the costs because of an agreement they signed with the Board when pools were built.

That agreement states the

municipalities will build the pools and the Board maintains them. The Board is asking for help to maintain the pools now because of the rising costs of pool maintenance, and because the town uses the pools more than the Board does.

The Georgetown District High School pool was built in 1975 at a cost of \$500,000. In 1985 it cost over \$169,000 to maintain. Acton's McKenzie-Smith Public School pool was built in 1974 for \$100,000. In 1985 it cost over \$100,000 to maintain.

The major reason for the increases are the costs of heating, general maintenance and sewer surcharges.

The town has received and filed the Board's request for help. Negotiations between the Town and the Board are the next step. Trustee Bruce said. Negotiations will probably begin in the fall, she said. "We (the Board) can't go on paying for maintenance and renovations. We don't use them (pools) to the extent the Town does," she said.

# Fire station addition flare up

The new fire department communications centre is way over budget, council learned Monday night.

Estimated at \$75,000 in the town's 1986 budget, the 900 square foot proposed addition to the Maple Avenue, Georgetown, fire station will cost \$138,218, or nearly twice as much.

Fire Chief Bill Cunningham attributed the huge difference in the over-run to an increase in construction costs.

"Some cost areas of the construction industry have risen dramatically this year and unfortunately we are the victims of this increase," Mr. Cunningham said.

In a report to council, the fire chief said some of the renovation costs to the station turned out to be more expensive than first anticipated, as did the custom designed electrical aspect of the communications centre.

He said the estimate was worked out in the fall and was felt to be realistic at the time.

The only part of the estimate to come within budget is that for design work. Budgeted not to exceed \$7,000, the design work is costing the town \$5,200. It's being done by The Drawing House, a local firm.

Four tenders were received for the construction of the communications centre and Glenn McClure Carpentry of Georgetown was the lowest at \$133,118.

Although the fire chief did some juggling of figures in his report, cutting this and that from the fire department budget to try and finance the communications centre, council wasn't having any of it.

In a recorded vote, councillors vetoed accepting the McClure tender and reallocation of fire department funds to the project. They asked the fire chief to come back with a report considering other alternatives as soon as possible.

Coun. Pam Johnston said she hadn't supported the communications centre during budget discussions in the spring and wouldn't now. Instead of having it added onto the Maple Avenue station, she indicated her preference that the centre be run from the municipal complex the town is in the process of designing and building.

Chief Cunningham said that having the present live-in dispatchers stay on beyond their May 31 retirement date has meant considerable savings in salaries and benefits to the fire department (\$23,000). The department plans to hire four full time dispatchers to take over when the Asseltines retire.

There has been a \$1,000 saving with the fire chief not going to St. John, New Brunswick, for a Canadian Association of Fire Chiefs convention this year, further savings in not refinishing the hardwood floor at the station, not fencing the Maple Avenue compound and another \$1,000 savings in medical expenses for the volunteers this year, Mr. Cunningham listed.

These operating budget reallocations tally \$35,300. With another \$15,500 cut from the project by extending the air conditioning in the existing building instead of putting in a new system for the addition, not moving the old fire bell, getting public works to do the landscaping, making a cheaper entranceway, the fire chief brought the project closer to the estimate.



## Hired hands

If the jobs are piling up around the house, don't fret. The Canada Employment Centre for Students has lots of willing casual workers willing to tackle an assignment. To prove the point, Richard Nipper;

(second from left) joined in for a picture with Centre staff Friday. They are (from left) Bev Eccles, Teri Lamb, and Greg Robinson. The number to call if you're looking for casual help, is 873-1677.

## In the hills

### Eat and run

A hungry thief left an Acton pizza parlor a little richer and with a satisfied appetite. The intruder entered the 15 Mill St. restaurant between 3 and 5 a.m. Saturday by forcing the rear door open. The robber took 75 cents from the cash register, and stole a \$350 microwave oven; and before leaving the thief baked a pizza.

### Beautify, beautify

Judging for the Beautify Halton Hills contest begins next week, so keep up with your watering.

The Georgetown Horticultural Society is sponsoring the judging, which involves the judging of gardens and lawns. If you want to be included in the contest, you can still phone to register by calling The Herald at 877-2201 or 877-4055.

Judging for the Beautify Halton Hills competition will take place July 28 - Aug. 1. Awards will be presented at the first regular meeting of the horticultural society at Knox Presbyterian Church Sept. 17.

## YES leadership

The Georgetown Chamber of Commerce will continue its support of the North Halton Youth Employment Service (Y.E.S.).

A grant, paid in quarterly installments, will total \$1,000. The Chamber wants to show leadership in the community by continuing to support the program for "this fine activity".

### Are you outgoing?

The CNIB of Halton Peel requires a volunteer in the Georgetown area. The person should ideally be friendly, outgoing, female, fond of children and have some free time during the day each week.

The use of a car for sharing recreational activities or driving clients to appointments or shopping is required.

If you are interested call 877-3219.

### Over budget

Compared to last year, the Region's family planning budget is up by \$10,627, mostly due to a nurses' salary settlement of 14.78 per cent.

The increase puts the budget \$4,481 over the allowable provincial four per cent increase. If the province refuses to pay that increase, a nursing vacancy in the program won't be filled.

# TRAFFIC ALTERNATIVES

Citizens' group wants routes studied

By ANI PEDERIAN  
Herald Staff

Mountainview Area Ratepayers Association will have a chance to talk with Halton Regional staff today (Wednesday) before the terms of reference for a "traffic impact study" of Mountainview Road goes to Halton council for approval.

At last week's planning and public works committee meeting, Regional Planning Director Rasheed Mohammed said his staff would find out how much MARA's requests for additional investigations will cost the developer.

The developer, Enterac Poperty Corporation, is paying the bill for the traffic impact study. The study is one of the conditions of draft plan approval of the 841-home development in Georgetown South.

Last week, MARA's lawyer Doug Edward told Halton's planning and public works committee the group wants the traffic impact study to identify and consider alternative routes to the Mountainview Road access into Georgetown. MARA members are concerned about high traffic on a street that is lined with single family homes.

MARA wants the study to look at all roads west to and including Trafalgar Road, east to and including Winston Churchill Boulevard, south to and including Steeles Avenue and north to and including Guelph Street between the revised east and west boundaries.

"You have to know what's happening at these intersections to know what's happening down Ninth Line (Mountainview Road)," Mr. Edward said.

"I must say I have been very approachable, very helpful in providing information and very anxious to achieve a negotiated solution," Mr. Edward said. "Really, that's our objective too."

MARA wants the following intersections to be reviewed: Sideroad 5 and Ninth Line; Steeles Avenue and Ninth Line; Sideroad 5 and Trafalgar Road; Sideroad 5 and Winston Churchill Boulevard; Sideroad 10 and Winston Churchill Boulevard; and Guelph Street and Winston Churchill Boulevard.

Regional Engineering Services Manager George Woodburn said four of those intersections are in-

cluded in the terms of reference for the study, and the other three would be extra work.

Mr. Edward said doing the additional work will be inexpensive as part of the study. For MARA, the information will be important. It may clear up their concerns about the volume of traffic to be using Mountainview Road, or it may justify them.

With the information, the Region can work with MARA to come up with solutions to discourage use of Mountainview as a main traffic artery into Georgetown and encourage the use of other routes, Mr. Edward said.

The threat of an Ontario Municipal Board hearing against the development still hangs, but the MARA lawyer stressed his group is keen on resolving its concerns through negotiations.

Asked if MARA would prefer to see Mountainview Road turned over to the town, Mr. Edward said yes. Mountainview is a regional road, with the Region responsible for its upkeep.

"Having control at the local level would certainly make it easier for us

to have dialogue. It's more onerous when we have to make submissions to two levels of government," Mr. Edward said.

He noted he's had much cooperation from the town planning director, Ian Keith.

"I must say Ian has been very approachable, very helpful in providing information and very anxious to achieve a negotiated solution," Mr. Edward said. "Really, that's our objective too."

Coun. Pam Sheldon noted the Halton Hills Transportation Study, released last summer, addressed alternative routes for traffic into Georgetown. Mr. Edward said there wasn't enough information accumulated on the existing alternatives and where traffic is coming from and driving to.

"We could do all the studies in the world, but until such a time that the development becomes a reality and commuter traffic is generated, we don't know where those people will be commuting from and to," Coun. Sheldon said.

I feel we should do the traffic impact study but I have some difficulty in expanding it to the level you want because I'm not sure of what it will achieve."