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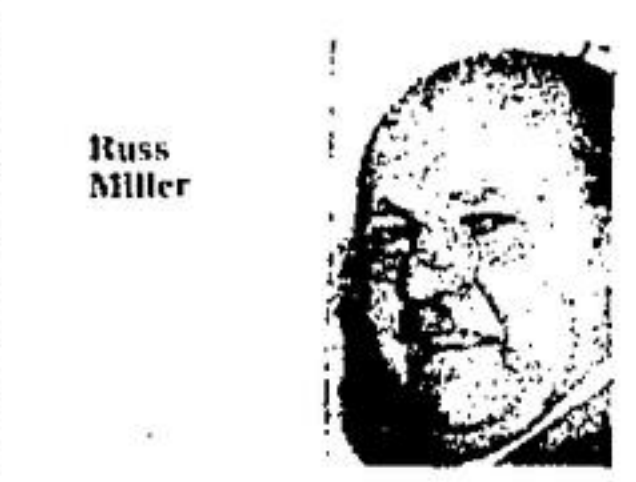
Pollution worries over dump plan

Reaction to the idea of dumping garbage in an Acton quarry is negative. However, those asked admitted to not having much information on the landfilling proposal.

"My first reaction was panic, then, maybe it's just a rumor, then, how are we going to handle it?" Halton Hills Mayor Russ Miller said. "My reaction was, we're definitely against it, we've fought it before."

Although he's known about it for a month, the Mayor said he still doesn't know much about it. Until the town receives a proposal, it's premature to act, he said.

The Mayor recalled facing the same situation about 15 years ago, before Regional government. Back in the township days, there was a threat that Metro garbage would be buried in Halton Hills, in an area where there were a number of springs.



"I'd be more receptive if it was an incinerator," he admitted. "There has been discussion for an incinerator in the north, and the quarry would definitely have been the spot to set it up."

Mayor Miller said he had some serious reservations about burying garbage in a quarry. He said he knows the area well, and there are a lot of springs there. The Mayor doesn't want the town's groundwater polluted because of leachate from a quarry dump.

If town council decides to oppose landfilling in the Acton quarry, it could be a very costly fight, Mayor Miller said. The town would have to hire consultants to do environmental reports, and an environmental solicitor to defend it at a provincially required environmental assessment hearing.

Milton has already spent \$700,000 in environmental studies to fight the Regional proposal to put a dump in its agricultural belt, the Mayor noted.

A letter from provincial Environment Minister Jim Bradley to the town says the province won't allow industries to pollute ground water streams in the area, Mayor Miller said.

If the town decides it won't fight the proposal to put a landfill in Acton, and decides it doesn't want to

spend \$2 million to fight it, it can work on some hard nosed negotiations with the applicant.

The town should then go for an air-tight agreement from the province and the developer guaranteeing there will be no pollution of the streams of ground water, Mayor Miller said.

It should insist on free dumping for the town, with the town to receive royalties on every tonne of garbage dumped at the landfill. This would mean considerable saving for Halton Hills, which currently spends over half a million dollars annually to truck municipal wastes to the Regional dump in Burlington.

As well, the town should negotiate for a reduced rate of dumping for Halton Hills industries, the Mayor said.

A local landfill operating under such conditions would have considerable benefits for the town. It would mean no tax increases for garbage haulage and tipping fees, and more money for roads improvement, snow removal, and other projects and services the town can't afford right now, Mayor Miller said.

"We'd want to get something out of it if we're going to have all these trucks going in there," he said. "I still have my doubts whether they can engineer those things (dumps) so they're foolproof."

A committee should be set up by the town to look into the proposal and what alternatives the town has, the Mayor suggested.

Town Councillor Pam Sheldon said when she heard about the landfilling proposal, she was "numb."

"The whole thing is ludicrous," she said.

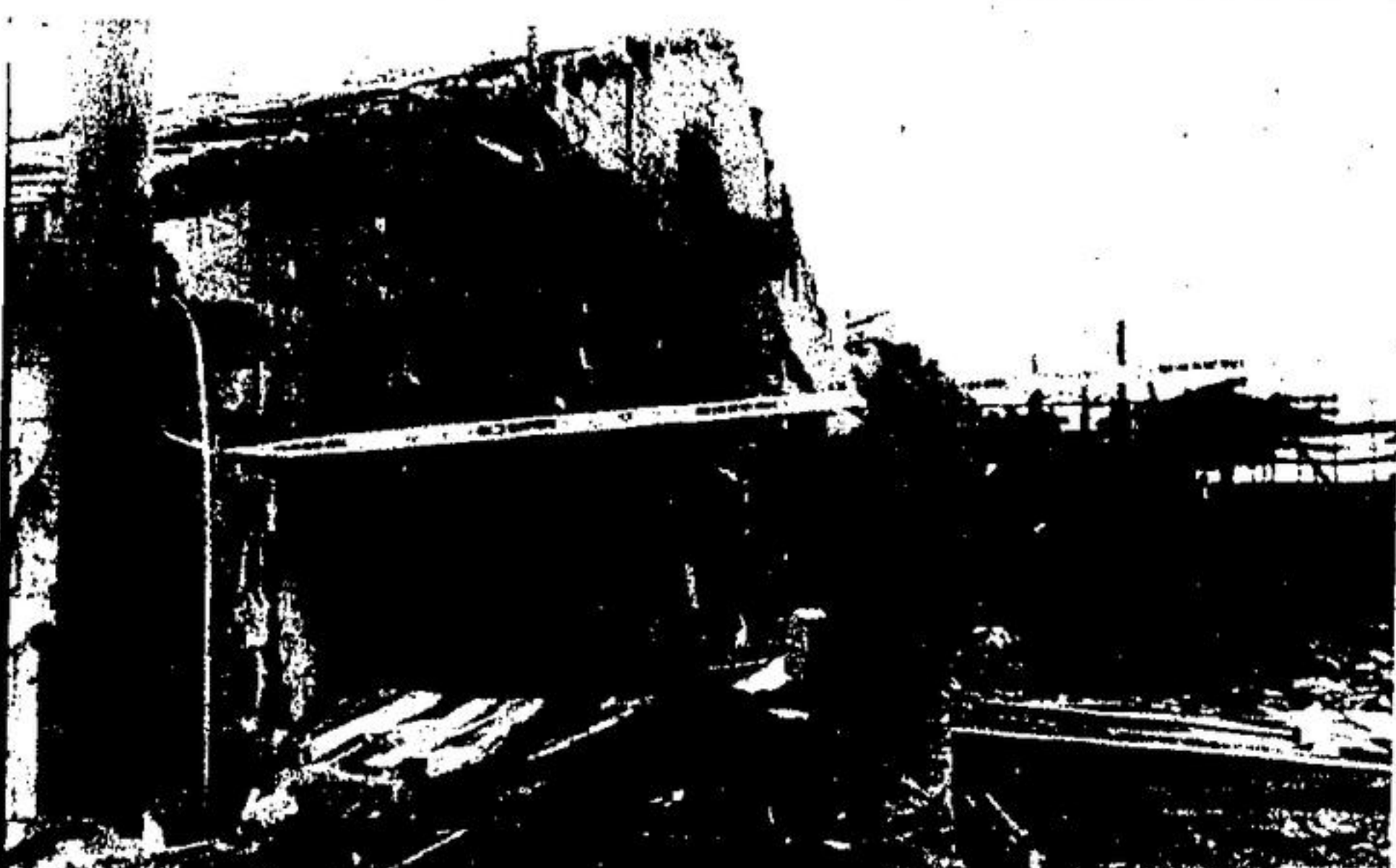
Halton Regional Chairman Peter Pomeroy said he'd heard about the idea via the grapevine a while ago.

"I heard this Tuesday (Feb. 10) that they were, in fact, active and I still don't know a whole lot about what they've done," Mr. Pomeroy said. "I was shaken up that at this late date there was another player in the game."

He said he didn't know if the applicant was going to come forward as an intervenor in the Region's environmental assessment hearing which begins in May.

The Regional Chairman said Burlington or Milton may ask the Acton applicant to intervene, with the argument that here's another landfill site, let's take a look at it. It could work as a delay tactic in favor of these two municipalities who were finalists in the Region's landfill site selection process.

The applicant may not be interested in developing the quarry site as a public landfill, or he could be ready to present evidence on his own behalf, Mr. Pomeroy postulated.



The Day After
 Meadow Glen employee Michael Clarke is standing beside what is left of a section of the Meadow Glen Mushroom Growers Ltd. building destroyed by fire. Damage of the fire at the plant on Highway 25 just south of Acton was estimated at \$200,000 by Meadow Glen director of operations Keith McCabe. Firefighters were called at 5:48 a.m. Feb. 11. The chimney on the boiler where soot built up and ignited is the suspected cause of the fire, a report from the fire department states.

Sunday drivers no myth -- they're possibly drunk

By ANI PEDEBIAN
 Herald Staff

If you thought Friday or Saturday nights were the most dangerous times to be on the road, guess again.

Halton Regional Police Const. Blair Vintinner says the most dangerous time to be on the road is Sunday evening. That's when the traffic fatalities involving alcohol happen.

Last year, there were 29 motor vehicle accidents in Halton in which someone died, and 75 per cent of them involved an impaired driver, Const. Vintinner said.

"If you want to go get rubberfaced, don't do it then drive," the constable told about 20 people attending an evening presentation organized by Halton Hills Against Drinking and Driving (HADD) last week.

The group was started up by three Acton High School students who think drinking and driving should stop.

A member of the Halton Traffic Bureau, Const. Vintinner is first on the scene when a fatal car crash occurs. He's also the one who must wake up the parents and family of the traffic victim and tell them the bad news. It's something he doesn't enjoy doing.

"Usually it's the impaired driver who survives, and the innocent ones who don't and he's not the one who has to go to the house and tell parents of the death of their loved one," Const. Vintinner said.

On Monday, Tuesday, or Wednesday evening, one out of seven people you meet on the road has been drinking or is impaired, the constable said. The odds go up to one out of five, for Thursday, Friday and Saturday, Sunday, it's one out of three.

Married and the father of three, Const. Vintinner said it's too late to try and change the drinking and driving habits of his generation.

"Our generation isn't going to change. It's the young people who

are going to change," he said. They must learn it isn't acceptable to drink and drive.

The film "I can Walk, I can Talk, I can Drive, I can Die" was introduced by the constable as a movie made by young people in the United States.

Student Heather Quinn said "it really hurts to lose a friend, and it makes teens realize they're not indestructible."

"It can happen. You really can die at age 19, 20 or 17," she said.

And when others try to console and say "I know how you feel, my grandmother passed away," it isn't the same. Their grandmother had her whole life, she had children and grandchildren, Heather, 18, said.

In 52 percent of alcohol related deaths, the dead were under 24 years of age, she said.

"You think, why the hell did this happen?" Heather said.

With all the coverage given to the dangers of drinking and driving, people haven't the excuse to say they didn't know, Heather said.

"I don't want to be driving down the other side of the road and you're coming at me. I don't want to get killed and I don't want to hear any more about my friends getting killed, because it's not fair, especially if it's not my fault," she concluded.

Her older brother, an ambulance driver with the Halton-Mississauga Ambulance Service said he's seen some terrible accidents in his first year on the job.

David Quinn, 24, said it becomes very disheartening when you're called to a scene and you know alcohol was involved. Driver's have to take the person with the greatest injury first to the hospital, which may mean the injured victim gets left at the scene while the ambulance speeds away with the drunk driver.

That's hard to explain to the family members of the victim, Mr. Quinn said.

"I've seen horrifying motor vehicle collisions where they've ripped limbs off people. That film showed no screaming, no mother crying for her daughter there. It's something I hope you never have to experience," he said.

With no local ambulance service in Acton, tying up an ambulance at such an accident scene means others needing an ambulance for health reasons like a heart attack may have to wait 35 minutes until an ambulance from Streetsville gets there. That's too long, he said.



Fashionable lunch
 Diners at the Terra Cotta Inn were treated to a fashion show Friday at noon. It featured spring wear from Georgetown's Elizabeth's Fashions. (Herald photo)

Halton police crack down on truckers

By ANI PEDEBIAN
 Herald Staff

Truckers are trying to get away with overloaded trucks, Halton Regional Police found last week.

Out of 16 truckers stopped and checked during four days last week, charges were laid against 16 of them, Const. Brad Biggig of the Halton Traffic Bureau told The Herald.

Along with being overweight, there were other charges laid also, charges for improper tires and insecure loads, the constable said.

"They're ripping the roads apart down here," Const. Biggig said. "It's a mess. Take a drive along Steeles Avenue."

The overloaded trucks were primarily trucks hauling gravel, he said, noting nearly every other truck on the road was a gravel truck.

Trucks found to be overweight had between 1,000 to 6,000 pounds excess cargo, the constable said. The ticket given by police costs truckers, or their firm, \$33.75.

Some of the drivers, depending on how much overloaded they were, had to unload their cargo at the weigh scales and call for another truck to take on the extra weight.

Truckers were stopped on Steeles Avenue between Martin and Ontario Streets in Milton, along Sideroad 2, and on Trafalgar and Derry Roads, Const. Biggig said.

"Each driver knows how much he can carry when he gets his weighbill. There's a lot of room for improvement when you get a truck that's 6,000 pounds overweight," he said.

Monday, of 25 truckers stopped, 21 were charged. Word got around of the police spot checks so that by Friday, fewer charges were laid, Const. Biggig said.

The truck traffic hasn't lightened any, the truckers have just lightened their load, the police officer said. Truckers are paid for the amount of their load, and hence it's to their advantage to take on more weight than the legal limit.

Besides ripping up the roads making driving precarious for other motorists, the overloaded trucks pose a safety threat. Heavier trucks have a harder time stopping and their weight can encourage them to barrel along faster.

Decision on dumpsite in about three months

By ANI PEDEBIAN
 Herald Staff

There'll be a staff report on the proposal to establish a dump in Acton, Halton Region's chief administrative officer (CAO) said.

That report is being put together now, for the Region's Solid Waste Management Committee meeting next week, John Fleming said.

It'll be up to councillors to decide what to do next.

"As far as we know, it's a private proposal from a company that wants to operate a private landfill site - not as an alternative to Halton's (landfill site) proposals," Mr. Fleming told The Herald. "It's hard to say whether they will be part of our hearing, at this point."

There is no landfill proposal before the town or before the Region yet. A Toronto firm called Shieldings has been funding studies on the United Aggregates property in Acton.

Shieldings vice-president Terry Goddall told The Herald a decision on whether to go ahead and establish a dump in the quarry will be made in three months - that's when he anticipates enough data will have been compiled to make a decision.

Mr. Goddall says if the decision is to go ahead, then the firm will bring its proposal to Halton Region first. A number of approvals would be needed - from the Region, the Niagara Escarpment Commission, the province and the town.

Continued on Page A9

A contract with parents

Acton parents and teenagers are urged to make a contract with one another, a contract that should either one be too impaired to drive, the other will pick them up or pay for their transportation home.

That's what members of the Halton Hills Against Drinking and Driving (HADD) committee at Acton High School want to see.

With over 50 per cent of traffic accidents involving teenagers and alcohol, this three-member committee doesn't want to lose any friends to tragedy.

Heather Quinn, 18, Brenda McMillan, 17 and Lari Fountaine, 17 handed out copies of a sample contract last week, during a presentation at the high school.

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1985 RELIANT SE 4 dr., 4 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9611A	214.08	1984 CAPRI RS 4 cyl., 5 sp., PS/PB, Stereo, Stk. 9707	229.37
1985 MUST. 3 dr., 4 cyl., 4 sp., PS/PB, Stk. 9617	206.57	1983 CUTLASS 4 dr., 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9658	227.72
1985 ESCORT 4 dr., 4 cyl., Auto, PS/PB, Stereo, Stk. 9627	180.68	1983 T-BIRD 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9684	219.71
1985 TEMPO L 4 dr., 4 cyl., 5 sp., PS/PB, Stereo, Stk. 9704	1172.50	1983 FIREBIRD 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9670	249.22
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1984 MARQUIS, 4 dr., 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9714	206.57	1985 RANGER SUPERCAB, 8 cyl., 5 spd., PS/PB, Stk. 9712	281.66
1984 CHEV CELEBRITY 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9665	232.59	1985 DODGE P/U, 8 cyl., 4 sp., PS/PB, Stereo, Stk. 8728A	224.01
1984 PONT. 6000 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9613	238.76	1984 CHEVY S10 P/U, 8 cyl., 4 sp., PS/PB, Stereo, Stk. 9715	193.68
1984 TEMPO GL 2 dr., 4 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9610	170.22	1984 DODGE RAM 50 PICKUP, 6 cyl., 4 spd., Stereo, Stk. 9716	191.06
1984 BUICK SKYHAWK 4 cyl., 5 sp., PS/PB, Stereo, Stk. 9618	189.40	1983 RANGER P/U 4 cyl., 4 sp., Stk. 9651	154.26
1984 REGAL LTD, 4 dr., 8 cyl., Auto, PS/PB, Stereo, "Air", Stk. 9702	281.60		

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