

Dangers posed for children on roadways

Police beat
Vehicles collide

Two cars were moderately damaged and a Norval woman was charged following a Nov. 22 collision on 10th Line, Halton Regional Police say a northbound 1985 Buick Skylark came to a rolling stop at the intersection of 10th Line and Sideroad 5 when it was struck by an eastbound 1985 Ford. The driver of the Ford, a Brampton man, 40, was treated at Peel Memorial Hospital for minor injuries. The Norval woman, 28, is charged with failing to stop.

Escape injury

An elderly Acton man and a Georgetown woman, 36, escaped injury in a Nov. 21 car collision at River Drive and Main Street. Police say a 1976 Pontiac driven by the Acton man, 82, was northbound on Mill Street when it was struck by a 1980 Outlass, westbound from River Drive and attempting to turn left. The driver of the Outlass, a Georgetown man, is charged with failing to stop.

TV taken

A television was taken from Meadowglen Mushroom Growers' residence last week. Halton Regional Police say the 14-in. color TV, valued at \$278, disappeared around 7 p.m. Nov. 23 when a resident left his room door unlocked.

Mailboxes destroyed

Three mailboxes on Sixth Line near Sideroad 15 were destroyed by a passing vehicle shortly before 11 p.m. Nov. 20, say police. The total damage to the boxes is \$150.

Equipment missing

Surveyors are missing \$1,000 worth of equipment following a theft Nov. 18 on Eighth Line, South. Police say the surveying crew set up on location at Cinderbarke Drive, walking 200 yards away from their surveying equipment, which was gone when they returned.

Car recovered

Pop machines were damaged and a car stolen from a Guelph Street car dealership Sunday night. Police say a 1968 Ford Mustang was taken but recovered the next day, undamaged, by Caledon OPP in Terra Cotta, and several pop machines were "fried open." Police say someone entered the building through a northeast door and removed the vehicle's keys.

Woman injured

A Georgetown woman was injured last week when her 1985 Outlass Sierra struck a parked float.

Police say the car was northbound on Eighth Line around 6 p.m. Nov. 21 when it struck the parked cart and rolled "end-to-end," landing upside down on the road, facing south.

The owner of the float is charged with interfering with traffic and not having warning lights. Evelyn Dewhirst, 35, of Georgetown, was treated and released from Georgetown and District Memorial Hospital.

Vandal strikes

Police say an unknown suspect entered St. George's Church last weekend through an "Insecure door." The suspect threw an artificial Christmas tree onto the lawn, but nothing else was taken from the premises.

Stereo taken

Almost \$900 in stereo equipment was taken from an unlocked 1981 Toyota Sunday. Police say the car, parked on Main Street in Georgetown, was missing a Sparkomatic Equalizer, four Pioneer speakers, a stereo and a booster.

\$150 damage

A "steel marble" thrown through a window at the Georgetown Library and Cultural Centre caused \$150 damage. Police say the incident occurred Nov. 25 at around 11 p.m.

Trustee calls for increased policing

The town will ask Halton Regional Police for regular patrols on the Fourth Line following an urgent appeal by Halton Board of Education trustee Ariene Bruce to do something about speeding gravel trucks.

Mrs. Bruce asked the town Monday to make an appeal to the police to station a marked patrol car on the Fourth Line during school bus pick-up and drop-off periods in order to curb dangerous speeding habits of gravel truck drivers.

"For the safety of those children, you must do something immediately," she said.

In a letter to the town Mrs. Bruce said "the heavy gravel truck traffic coupled with poor visibility make the area a time bomb."

She cited two incidents involving the same child in which a tragic accident was narrowly avoided. In the first, a young boy leaped out of the way at the last moment as a gravel truck collided with a school bus van with five children inside in September. No one was injured in the incident but in mid-November the same child looked on as a gravel truck barreling down on the school bus which was stopped at his driveway screeched to a halt at the last minute.

The town has also reduced the speed limit from 60 kilometres per hour to 50 kilometres and the police are patrolling the area sporadically but they are plagued by a manpower shortage, he said.

And the truckers are trying to police themselves through the Halton Association for Trucking Safety (HATS) organization, added

Mr. Hewitt. "Great efforts are being made," he said.

"There's no quick fix," Mrs. Bruce replied. "I'm asking for a quick fix," Mrs. Bruce replied.

A patrolling police car during school bus hours would help solve the more immediate threat of a tragic collision, she said.

Coun. Hewitt said there are plans to bring unmarked police cars into the area to catch speeding trucks but it is a narrow road and it could be dangerous to stop a truck because there is nowhere to pull off the road.

The police are so short of manpower they only have one or two traffic cars patrolling the entire area of North Halton, said Coun. Hewitt.

"This isn't the only school bus route in all of Halton Hills," Coun. Hewitt said, citing an incident on Trafalgar Road a year ago in which a seven-year-old boy was struck while standing on the shoulder of the road after stepping off a bus.

Halton Regional Police Const. Jeff Corey, who has attended HATS meetings, said Tuesday the police will "respond in the best way possible" to council's request for regular policing.

Const. Corey said he drives the Fourth Line-Sideroad 17 area regularly.

However, if there are several other important calls "the lowest priority is to sit and watch school buses go by," said Const. Corey.

He could not say if it is feasible to enact such a regimented timetable for police cars.

He credited the HATS group for a reduction in the number of complaints in that area in the past three months.

Ward 1 Coun. Gerald Rennie said the town can make the request of the police but "I wouldn't like us to think that's a panacea to the problem."

He called the extra patrols an interim measure until the road can be made safer.

Ward 4 Coun. Marilyn Serjeantson suggested a warning system be put in place which would activate when school buses are in the area.

Town engineer Bob Austin said while that plan is feasible, motorists aren't heeding the lower speed limit now so it's unlikely a warning system would be respected.

Commuter contributions are estimated at \$30,000 for 1983, making them the largest single source of United Way income.

Other significant areas include residential campaigns, which have met their \$25,000 goal. Educational contributions from the Halton public board and the Halton separate school board have reached 100 per cent of their projected \$13,000.

The school boards were so helpful that former Halton Board of Education Director Wally Beavor won a United Way award, said Mrs. Fisher.

But the biggest success this year is the special events fundraising which "closed down" after the Nov. 19 Chairman's Ball, surpassing its 1982 goal by 75 per cent. Some \$14,000 was raised for a campaign estimated at \$8,000.

The local United Way is waiting for increased contributions from the industrial sector, which has given 43 per cent so far, including a hefty chunk from Ford Canada. They now have almost \$10,000 of a \$22,000 estimate.

The United Way is also waiting for

more funding from commercial contributions, which have reached 26 per cent of the projected goal; from the professional sector, which has raised almost two-thirds of its \$5,000 goal; from retail, which has met some 30 per cent of its \$4,000 goal; and from national funding which is presently at over 70 per cent of its projected \$3,000.

Government funding, an estimated \$15,000, has not yet arrived, said Mrs. Fisher.

Donations this year include a "tripling" of Acton's residential donations over last year's figures according to Campaign Chairman Steve Williamson.

There were also some large individual donations. Eight patrons (those giving a minimum \$1,000) and three "leaders" (those giving from \$500 to \$999) were recorded from the industrial, retail, professional and residential campaigns, according to a United Way report.

Executive Director Fisher says that although funding is "staggered," she expects to meet 1983's United Way of Halton Hills' goal of \$130,000.

United Way inches closer to campaign goal

The solution to the commuter fundraising slowdowns (the United Way recently received the 1987 commuter contributions from the Metro Toronto area) might be solved by automatically sending the donation to the postal code area of the donor, said Mrs. Fisher.

Oakville Mayor-elect Ann Mulvale will "take this idea forward" at a future United Way meeting, said Mrs. Fisher. Mrs. Mulvale is presently involved with the south Halton United Way.

Budget surplus funds allocated by Region

Halton councillors parcelled out a \$4.7 million budget surplus during their last meeting for the current three-year term, Nov. 23.

Halton has placed a heavy emphasis on building up its reserve funds in the past few years but now, with a Triple-A credit rating, councillors dished out the surplus from the 1983 budget.

The extra money came from four different areas. The tax-supported budget had an extra \$1.6 million, the water system brought in an extra \$1.65 million, the sewer rates pulled in \$1.12 million and the solid waste management budget had an extra \$340,000.

The \$1.6 million tax surplus will be handed out in seven areas.

—an annual \$250,000 contribution for the energy from waste reserve fund; —a contribution to a planned information systems development fund; —\$14,000 to social service grants fund; —a contribution to the Halton non-profit housing corporation (a separate entity set up by Halton

Region); —Halton Regional Police Force vehicle reserve fund; —replenishment of Halton's contingency reserves; —\$1.05 million will be turned over to the unallocated capital reserve fund to help offset high cost projects such as the new administration building in Oakville, a museum complex, Lake Ontario waterfront redevelopment and other board and agency requirements.

The \$2.77 million surplus from the waste and sewer rates will go towards:

—the Municipal Industrial Strategy for Abatement reserve (a program to help offset the cost of anticipated future water and sewer commitments); —the water and sewer systems emergency reserve; —the water and sewer rate stabilization reserves.

Finally, the \$340,000 surplus from the solid waste management budget will be transferred into the solid waste reserve budget.

Extension granted for Willow Park

Residents of Willow Trailer Park in Norval have until November, 1989 to find a new home.

The Credit Valley Conservation Authority and residents of Willow Park struck a deal recently which effectively gives the 30 families a one-year extension to look for a new home.

Residents had filed for a hearing of necessity, which would determine if expropriation of the park by the CVCA is essential.

But residents withdrew their request for the hearing on the condition the extension until next November was granted, said Willow Park Community Association Chairman Roger Perryman.

Residents are happy with the agreement and Mr. Perryman is confident a new location will be found by next November.

"We are still actively seeking a couple of properties now," said Mr. Perryman.

He would not divulge where the properties are, but one property, the

Lenstra property just east of the northeast corner of the Sixth Line and Sideroad 20, is still in the running, he said.

CVCA General Manager Vicki Barron said the settlement "is a very reasonable solution to what has been a difficult situation and it will allow the expropriation process to resume its normal course."

Residents will have to evacuate the land because storm sewer runoff from the new development in Halton Hills Village will eventually subject the low lying park to dangerous flooding conditions.

The CVCA will pay for 55 per cent of the expropriation costs while the town will pay the remainder.

A hearing of necessity will still be required for ¼ acre of the land because its ownership is in dispute, said Ms. Barron.

That hearing will take place on Dec. 5.

Mobile home in compliance

A horse farm owner who wants to put a temporary mobile home on his property to house extra farm help has run into resistance from a neighbor.

Mr. and Mrs. Syd Collier want to install the mobile home for a three-year period on their horse farm between Winston Churchill Boulevard and the 10th Line, south of Sideroad 5.

The help is needed to care for 40 horses in need of 24-hour attention at the farm, said Mrs. Collier.

The new mobile home would be placed well back from the road in a cluster of buildings making it out of sight of neighbors and from passing motorists, she said.

But a nearby resident, W.C. Deenik of RR2, Norval, said he objects to the proposal.

"There is a bylaw, I believe, that does not allow a trailer as a permanent residence and there should be no exemptions made, or (attempts) to get around it by changing the zoning," Mr. Deenik said in a Sept. 28 letter to the town.

Recently the neighbors in the area forced another mobile home removed from a different lot on the east side of Winston Churchill Boulevard, said Mr. Deenik.

Halton Hills senior planner Andrew Colley said the proposal does comply with the Official Plan. The plan allows for secondary residences to house farm help in a "bona fide" farm operation, said Mr. Colley.

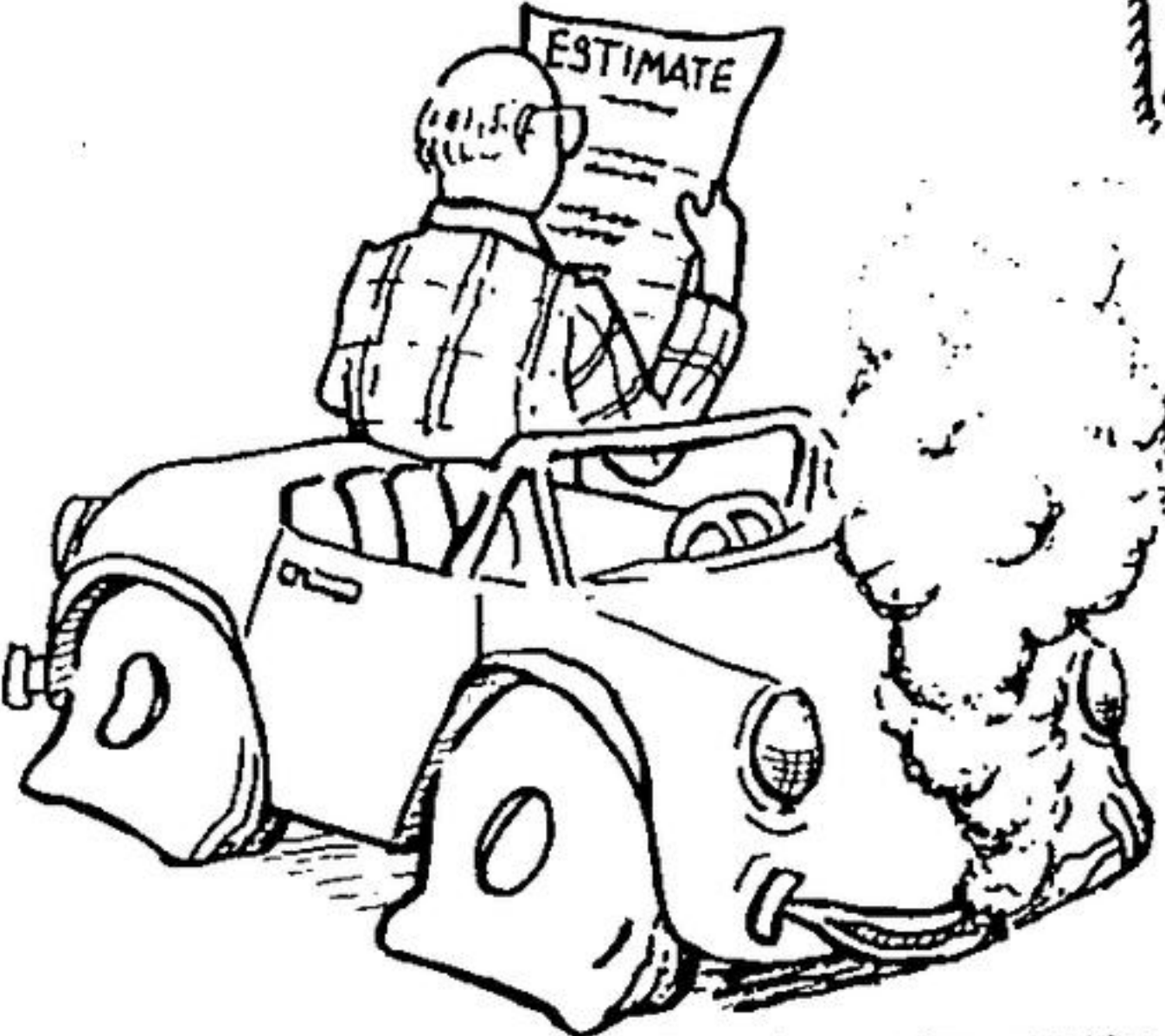
Halton Region is satisfied that the Colliers' run such a bona fide operation, he said.

And the Ministry of Agriculture and Food has no concerns about the proposal, he added.

Town staff will prepare a report on the proposal for the general committee's consideration.

THE NEW MOTOR VEHICLE REPAIR ACT

Better Protection for Ontario Car Owners!



WE PROVIDE ESTIMATES AND WARRANTIES ON ALL PARTS AND LABOUR.
Management



Ontario car owners will be better protected through the new Motor Vehicle Repair Act.

Included in the new act are the following provisions:

- Repairers must provide a written estimate on request;
- Customers must be advised, in advance, if there is a fee for an estimate and the amount of the fee;
- The actual repair cost cannot exceed 10 per cent of the written estimate without authorization;
- The repairer must offer return of removed parts to the consumer when the work is authorized;
- A warranty must be provided on new or reconditioned parts and associated labour for a minimum of 90 days or 5,000 kilometres. For motorcycles and motor-assisted bicycles, the warranty period is 30 days or 1,500 kilometres.

Conspicuous signs must be posted stating repair rates and the methods used to calculate the charges.

- A detailed invoice must be provided to the customer describing the vehicle, work performed, parts installed and their price, number of hours billed, and terms of the warranty.

If the vehicle becomes inoperable or unsafe due to defective repairs while under warranty, the customer must return the vehicle to the original repairer unless it is unreasonable to do so. If it is necessary to have the vehicle repaired by another repairer, the consumer may recover the original cost of the work and reasonable towing charges from the original repairer.

All car repairers must display a sign directing consumer complaints to the nearest regional

office of the Ministry of Consumer and Commercial Relations.

TORONTO 416-963-0321;
THUNDER BAY 807-475-1641;
LONDON 519-679-7150;
WINDSOR 519-254-6413;
HAMILTON 416-521-7554;
OTTAWA 613-566-3878;
SUDBURY 705-675-4378;
PETERBOROUGH 705-743-8782

ATTENTION REPAIRERS: Repairers needing additional details may obtain a fact sheet and other information by contacting the nearest Consumer Services Bureau indicated above.

Ministry of Consumer and Commercial Relations
Ontario
William Wrye, Minister
David Peterson, Premier

TOWN OF HALTON HILLS
36 MAIN ST. SOUTH
HALTON HILLS (GEORGETOWN)
877 5185

NOTICE

PARKING
Parking of a vehicle on streets between the hours of 12:00 midnight and 7:00 a.m. for a period of time longer than three consecutive hours, is prohibited by by-law. As on street parking hinders snow cleaning operations, please comply with the requirements of this by-law.

AUTHORITIES MAY HAVE VEHICLES TICKETED OR TOWED AWAY AT THE OWNER'S EXPENSE.

SNOW CLEANING
Placing of snow or ice on streets in a manner as to obstruct or encumber is prohibited by by-law. As improper snow and ice cleaning can be a serious hazard, please comply with the requirements of the by-law so as not to create a hazard.

AUTHORITIES MAY HAVE THE SNOW AND ICE REMOVED AT THE PROPERTY OWNER'S EXPENSE.

YOUR CO-OPERATION IS NECESSARY TO ENSURE EFFECTIVE WINTER CONTROL MEASURES AND SAFE CONDITIONS.

R.C. Austin, P.Eng.
Town Engineer
Town of Halton Hills

Learn to Drive... and Survive

YD Young Drivers of Canada
Training centres coast to coast

- Driver Training for all ages
- Free pick-up at home for in-car
- Private in-car instruction
- Federal income tax deductible
- The Young Drivers programme is not available through any local high school

Defensive driving you can live with.

SPECIAL 4 DAY CHRISTMAS PROGRAM
4 CONSECUTIVE DAYS — 9:00 to 3:30
DEC. 27, 28, 29 & 30

877-0751

16 Mountainview Rd. S., Georgetown
FOR BRAMPTON OR BRAMALEA
CALL 459-0417
OVER 300,000 GRADUATES RECOMMEND

Young Drivers of Canada

R.E. McCall
Men's Wear

STORE HOURS:
9:30 a.m. - 6:00 p.m. except
Thursday & Friday
9:30 a.m. - 9:00 p.m.
City Styles...
Close To Home!

211 Guelph Street
Georgetown 877-7361
NORTHVIEW CENTRE