

**Leather stores seek tourist exemption**

# Halton wants hearings on stores' Sunday openings

Acton businesses Flight-Line and Leathertown West Wearhouse are one step closer to being granted a tourist exemption allowing them to open Sundays.

Halton Region's administration and finance committee recommended Wednesday that Regional Council hold a public hearing to get citizens' input on whether or not the leather specialty stores should be granted a tourist exemption under the province's Retail Business Holidays Act.

Regional council will vote on the

recommendation Feb. 7, and if passed the hearing will be held March 21.

The Olde Hide House, which owns the two businesses, has a tourist designation allowing it to be open Sundays.

Bronte Village in Oakville is the only other tourist designated area in Halton.

In defence of the application the president of the Olde Hide House, Steve Dawkins, told the committee that the businesses meet the "spirit and technical criteria" of

the RBHA's tourist exemption.

Flight-Line, which opened nine months ago, and Leathertown West Wearhouse, which began operating five months ago, were established like the Olde Hide House to promote Acton's tourist industry, Mr. Dawkins said. Wide-open Sunday shopping was a non-issue with respect to the applications, he said.

Mr. Dawkins also argued the two stores are less than 2,400 square feet and employ three people for fewer on Sundays, thereby meeting the technical aspects of

the act.

Although the stores have been open every Sunday since their inception, Halton Regional Police began charging the businesses three weeks ago, Mr. Dawkins told committee members.

He said the police began laying charges after receiving a complaint. Mr. Dawkins didn't name the complainant.

Oakville Regional Councillor Liz Behrens asked Mr. Dawkins if he had checked with the Region about opening the stores on Sundays before actually opening.

"No," replied Mr. Dawkins. He thought the stores could legally be open on Sundays under the act's tourist exemption. The stores were designed and promoted with the provision in mind, he said.

The application was made in December, two days after the Region began accepting applications for tourist designations in case someone took an opposing position, said Mr. Dawkins.

Regional Chairman Peter Pomeroy asked Acton Regional Councillor Rick Bonnette for the

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## Oh to be a bridesmaid

Strolling down the runway, models Monique Kur-nath (left) and Sylvia Simma showed off gowns to more than 300 people at the fifth annual Elizabeth's Bridal Fashion Show at Club 2000 Jan. 25. The show

raised money for the Open Door, a teen drop-in centre and young parents program. More photos on Page 8.

(Herald photo by Alan Mackie)

## Town restrictions put the brakes on car parts business

By BEN DUMMETT  
 the Herald

A Halton Hills business owner says the town is unjustly harrassing him and preventing him from conducting the business.

Scott Lalonde, owner of Barely Used Auto Parts on the Sixth Line between Sideroad 5 and Sideroad 10, said his problem with the town began last summer when he started transporting shale to his property.

When Mr. Lalonde bought the business in December 1988, the grounds were full of ruts and mud. "It was like a sewer pit," said Mr. Lalonde.

The shale was brought in to form a base to even out and upgrade the property, he said.

But regardless of the route the truck drivers took the town would "slap down five tonne per axle maximum."

"There has got to be someone pulling some strings," said Mr. Lalonde. "And if I continue to get hassled I will hire a lawyer to get an injunction to stop the shut downs and hire a private detective."

But the town's public works superintendent Frank Morette says the five-tonne per axle maximum is justified.

The limit was imposed because Mr. Lalonde's trucks were damaging the roads, Mr. Morette said. The recent warm temperatures have softened the road. When this happens large trucks leave behind holes and ruts, he said.

If that's true, why did the weight restrictions start this past summer? Mr. Lalonde asked.

Mr. Lalonde started transporting the shale this past summer via the Sixth Line from Steeles Avenue.

But the truck drivers were ticketed, said Mr. Lalonde.

Mr. Morette couldn't recall if signs were posted during the summer. But if they were it was because the town had recently completed a major overhaul of the road so the signs were posted to let the road settle, he said. A lot of money was spent to upgrade the road so the town is being extra careful that it isn't damaged, said Mr. Morette.

Mr. Lalonde said town officials told him to have the trucks travel west on Sideroad 5 and then up the Sixth Line. But the town knew that this Regional road had a similar five tonne per axle maximum, Mr. Lalonde said.

Mr. Lalonde then started travelling north on Trafalgar Road and across Sideroad 10, then down the Sixth Line. But a week and a half ago the town posted a five tonne per maximum axle sign at Trafalgar and Sideroad 10.

"I only needed a week and a half more before the trucks would have stopped," Mr. Lalonde said.

He says neighbors who have never taken the time to see what he is doing instigated the town's actions. But Mr. Morette says the actions reflect the town's mandate to protect the roads. Once there is an extended cold spell the signs will be taken down, he said.

Mr. Morette also explained that Mr. Lalonde doesn't need the shale

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