

Mail service discussed at Norval public meeting

Early reports indicate Norval residents prefer to have postal boxes located at community mail boxes rather than inside a local business.

Canada Post held a public meeting Wednesday evening at the Norval Elk's Lodge to discuss the alternatives available to the village after the Norval Post Master Joan Carter retires in October.

Based on the preferences expressed by Norval residents, Canada Post could be moving mail lockers into a local host business or to centrally located community mail boxes. Canada Post counter service will be provided in a local store regardless of the decision.

Canada Post Public Relations Officer, Chris Bartch, said both alternatives have advantages.

If mailboxes are set up in local franchises, operating hours will increase as businesses such as drug stores have more accessible hours than the existing post office, Mr. Bartch explained.

Although community boxes are accessible 24 hours, seven days a week, residents who want to make mail transactions will have to go to

the post service franchise anyway, said Mr. Bartch. Installing postal boxes in stores may be more convenient for some residents, he added.

Currently, there are 184 locked boxes in the Norval post office and 105 general delivery units. The number of community boxes will depend on the units required in each box and the number of residents who decide to return to rural delivery, Mr. Bartch said.

Despite the final outcome, increased service will be a result of the transition, because "most people work and it's not always possible for people to get to the post office during post office hours," said Karen Nickleson, a Canada Post Rural Services Officer. "We're trying to accommodate the way society is going," she said.

Norval resident Jeff Noble has been picking up his mail at the village post office because snow plows have torn down his mail box for years. Mr. Noble, who is self-employed, said increased operating hours is not a substantial concern. Stopping into the post office between errands is no problem, he said.

It doesn't make any difference to

Mr. Noble whether Canada Post boxes move to franchises or into community mail boxes. However, he did express reservations about picking up mail at community boxes in cold and rainy weather conditions.

Norval residents may receive increased post office access through privatization, however, many community post offices are being forced to close during crucial service hours, said Mary Anne Doyle, President of the Canadian Postmasters and Assistants Association.

Beginning in September, many community post offices will be directed to open at 9 a.m. and close at noon on Saturdays and close at 5 p.m. on weekdays, Ms. Doyle wrote in a press release.

"In a few cases, standardization means adding 15 or 30 minutes to post offices' hours of operation, but for the most part, we're being cut back at crucial times when many customers now do their postal business," Mrs. Doyle wrote.

She said Canada Post is undermining community post offices and is "bent on privatization at any cost," she said, adding that customers will be inconvenienced.



Anniversary

Halton Hills Mayor Russ Miller, (far left), and MPP Walt Elliot, (far right), were on hand at the Georgetown Lions Club Hall last Saturday to congratulate local residents Ernest and Eileen Sykes on their 50th wedding anniversary. Also attending the celebration were the couple's six children and 25 grandchildren. (Herald photo)

Middle-aged drivers disobey safety laws

Middle-aged drivers on their way to work violate school bus safety regulations, says a Halton School Transit veteran driver, Pat Morey.

And Halton Regional Police will be conducting a tight enforcement program prosecuting school bus regulation violators.

School bus drivers are required to report any violations encountered on bus routes to police who will prosecute offenders.

Most middle-aged drivers, who are on their way to work, drive through flashing school bus lights, said Mrs. Morey. "They don't even really see us. They're day-dreaming," she said, adding that "it's sad when they do this because if a child dashes out in front of them they wouldn't have a chance."

As more new drivers are taking driver's education courses, school bus safety regulations are better emphasized, said Mrs. Morey. But middle-aged drivers have gradually forgotten those regulations, she explained.

School bus and transport truck drivers are required to have their driving skills retested on a regular basis, said Mrs. Morey. She believes the same procedure should be applied to general drivers.

She attributes bus driver train-

ing courses for eaching drivers to be alert and to predict potential dangerous situations. A driver will keep a close watch on drivers around the bus to be prepared to warn children entering or exiting the bus. "If he doesn't look like he's going to stop," the driver will blow the horn to grab a child's attention or keep the child on the bus, explained Mrs. Morey.

The stop sign, which extends out from the bus, must be regarded as any other stop sign on the road, the veteran driver said. Even though the extending sign has been used for about eight years, people are still driving through the signs, Mrs. Morey said. "It's against the law," she said.

Drivers don't like to stop and often try to pass a school bus, she said. Describing one incident, Mrs. Morey said truck driver was passing a truck on the right side of the road just as a child was exiting the bus to cross Steeles Avenue. She was able to stop the child from leaving the bus. But this driving behavior angers Mrs. Morey. "People just don't want to be stopped behind a school bus," she said, adding that Halton has been lucky to have had few accidents in the last 10 years.

A school bus safety booth will be displayed during the Georgetown Fair, said Mrs. Morey.

Canada helps fight against asthma

The more than one million Canadians who have asthma should now be able to literally breathe easier, thanks to new guidelines that help

doctors to diagnose and treat the disease more effectively.

The new Asthma Control Guidelines, which were developed

in Canada, are expected to have an important impact throughout the world, especially in light of the growing number of asthma deaths in recent years. In Canada, the United States, Britain, Sweden and New Zealand, the death rates have increased by more than 50 per cent since the 1970s.

In Canada, asthma claims the lives of 10 people every week, despite the fact that many doctors view asthma fatalities as preventable and almost always unnecessary.

The guidelines emphasize the need for the doctor and patient to discuss and agree upon a written personal management plan. They stress the importance of fully educating the patient about his or her treatment and about how to recognize danger signs - such as an increased need for bronchodilators. According to specialists, it is important that personalized plans be developed because the degree of asthma can vary from one person to the next.

probable recommendation. However, he did say if the study finds building a transfer station in Orangeville is an option, then the town will certainly look at it.

Halton Hills Regional Councillor, Joe Hewitt, said the Ministry of Environment should be holding Orangeville accountable for its own garbage situation. He also accused the MOE of placing the pressure on the backs of Regional and town councillors.

However, Oakville Regional Councillor, Janet Mitchell, said she is frightened by councillors stating that towns should keep garbage in their own borders. As Halton ships waste out of the Region, she warned councillors not to "talk out of both sides of our mouths."

Leferink viable option

Continued from Page 1

make arrangements with at least 15 municipalities to take in its non-toxic solid waste, however, to this date no deal has been successful.

Orangeville views the Leferink facility in Halton Hills as a viable option to transfer the town's waste to U.S. landfill sites in Buffalo, Pennsylvania, New York or Ohio.

At present, Orangeville has a Waste Management Master Plan underway with eight member municipalities in Dufferin County to identify waste management solutions including a county landfill site or the construction of a transfer station. The study is expected to be completed by early next year.

The study is considering five possible landfill sites within Dufferin County, Mr. Tuppling told council. A recommendation of a preferred site is hoped to come out of a meeting at the end of this month, he said.

Orangeville believes building a transfer station is unlikely since establishing a landfill site will be a

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