

Crossing guards avoid death daily

By STUART JOHNSTON

The streets of Halton Hills have turned into a war zone, but the battles are not the kind one will usually find on the six o'clock news.

It seems that every time the community's 22 adult crossing guards walk onto the street to allow school children to cross, they are all putting their lives at risk.

Constant complaints of drivers ignoring the stop signs and near misses of both the guards and children keep emerging, according to the program's co-ordinator Aretta Morgan.

"This is something that's gone on forever and a day, but this is the first time we're letting people know how bad the problem is," Morgan said in an interview.

"It boggles my mind to think that drivers don't adhere to our signs," crossing guard Elaine Frei added. "I'm wearing an orange vest and holding up a big stop sign, and they can't see me? That's incredible."

Frei is one of two guards at Moun-



tainview Rd. and Delrex Blvd., one of three intersections where the guards are constantly battling traffic.

The other two are at Main St./Moore Park and Maple Ave./Delrex Blvd.

"Last Friday was absolutely unbelievable — nobody wanted to stop or wait for the next person," Frei said. "The worst offenders are men with their (car) telephones — they just don't look and see what's happening around them..."

"Young people aren't a problem at all. It's mostly the older people, and they are mostly men...They all seem to be in a rush...Drivers don't have a clue that we're there...The other day a man looked at me, smiled and then

drove through the stop sign. It happens all the time."

The Highway Traffic Act (HTA) states that drivers must obey the crossing guard sign, as they would all other traffic signs. Failing to do so will result in a fine of \$78.75 and the loss of two demerit points, upon conviction. For failing to stop for school buses, the fine is a substantial \$253, with a loss of five points. The same charge applies to drivers who don't stop at least 20 metres behind a stopped school bus.

"Drivers have to have their minds more on driving their vehicles — if they let it slip, we are going to have a death," Cst. Ken Hannah of the Halton Regional Police Service said. Hannah is the service's School Resource Officer. "It's a real problem — both with the crossing guards and the buses. Practically every other day we have cars just zooming past them."

Hannah recalled a guard at Mountainview and Pennington Cr. who quit the job because she was almost hit twice by a car.

"We've had a lot of complaints about speeding there, so we know it's a problem," he added.

Crossing guard Doug Fendley, who operates with Linda Roberts at Maple and Delrex, is also exasperated at dodging cars everyday. He believes more public awareness and additional police assistance would make his job a lot safer.

"The drivers just ignore you — they look straight forward and pretend you are not there," he said. "Police should give us more assistance, with radar traps, in order to help protect the kids out there...My corner is wild, really wild. It's a whole, big can of messy worms — you'd have to see it to believe it."

Police are asking that people pay particular attention to the speed limit, and for children crossing the street.

In Acton, the designated intersections are: Main St./School Lane; Queen St./Acton Blvd.; Mill St./Willow St. and Cobblehill Rd./Mill St.

The two intersections in Glen Williams are Confederation/Main Sts. and Main/Prince Sts.

In Georgetown, they are Moore Park/Main St.; Maple/Delrex; Guelph/Durham Sts.; Mary St./Princess Anne Dr.; Duncan Dr./Weber Dr.; Sinclair Ave./Mountainview Rd.; Weber Dr./Delrex; Mountainview/Delrex; Delrex/Weber; Mountainview/Pennington and John St./Mountainview.



Crossing guard Anne Sevenster stops traffic as school children cross the Delrex Blvd. and Mountainview Road intersection.

TED BROWN Halton Hills Weekend

Proposed aluminum shop gets site plan approval

Plans for a commercial building behind Norval's historic former home of Lucy Maude Montgomery, author of Anne of Green Gables, were given

the go-ahead by the Town's Site Plan Committee Monday morning.

Montgomery's home is owned and occupied by Ivan Bosnjak, who wants to build a 426 square metre (4,500 sq.ft.) aluminum shop on the property. The home was built in 1845, and is located beside Norval's Presbyterian Church, which was built in 1838.

Stone school

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It became vacant in 1982 when St. Joseph's School, which had occupied the building since 1977 moved out of the old building into a new school.

Representatives of Acton service clubs, including the Chamber of Commerce, the tourism association, the Lions, Rotary and Optimists clubs, met several times in 1983 to discuss how they might help with the building. The groups planned to raise money to renovate one room of the school each, and use it for their weekly meetings, but nothing materialized when the Town was slow to buy the building.

In 1985, Councillor Rick Bonnette wanted to investigate using the school for Acton Social Services and Information Centre.

In 1989, it was considered as a possible site for 18 or 19 non-profit housing units.

If the building is demolished, the bell and some of the bricks would be incorporated into a small memorial, or used as part of the renovation of Robert Little School.

The proposal has been delayed for several months while area residents fought to prevent the new building. The residents were fighting to preserve the hamlet's historic heritage, but found they could do nothing to stop Bosnjak's plans, as his property has been zoned commercial since 1974.

All they could do legally was to participate in the Site Plan Committee meetings to ensure such details as landscaping meet their approval. Councillor Marilyn Serjeantson chairs the committee.

The committee deliberated for about 30 minutes Monday before accepting Bosnjak's revised plans. Bosnjak originally proposed a larger building, but reduced its size because of septic system concerns of the Regional Health Department.

Numerous conditions of approval were tagged with the Committee's go ahead, including additional lighting for parking, handicapped facilities, and a landscaping plan.

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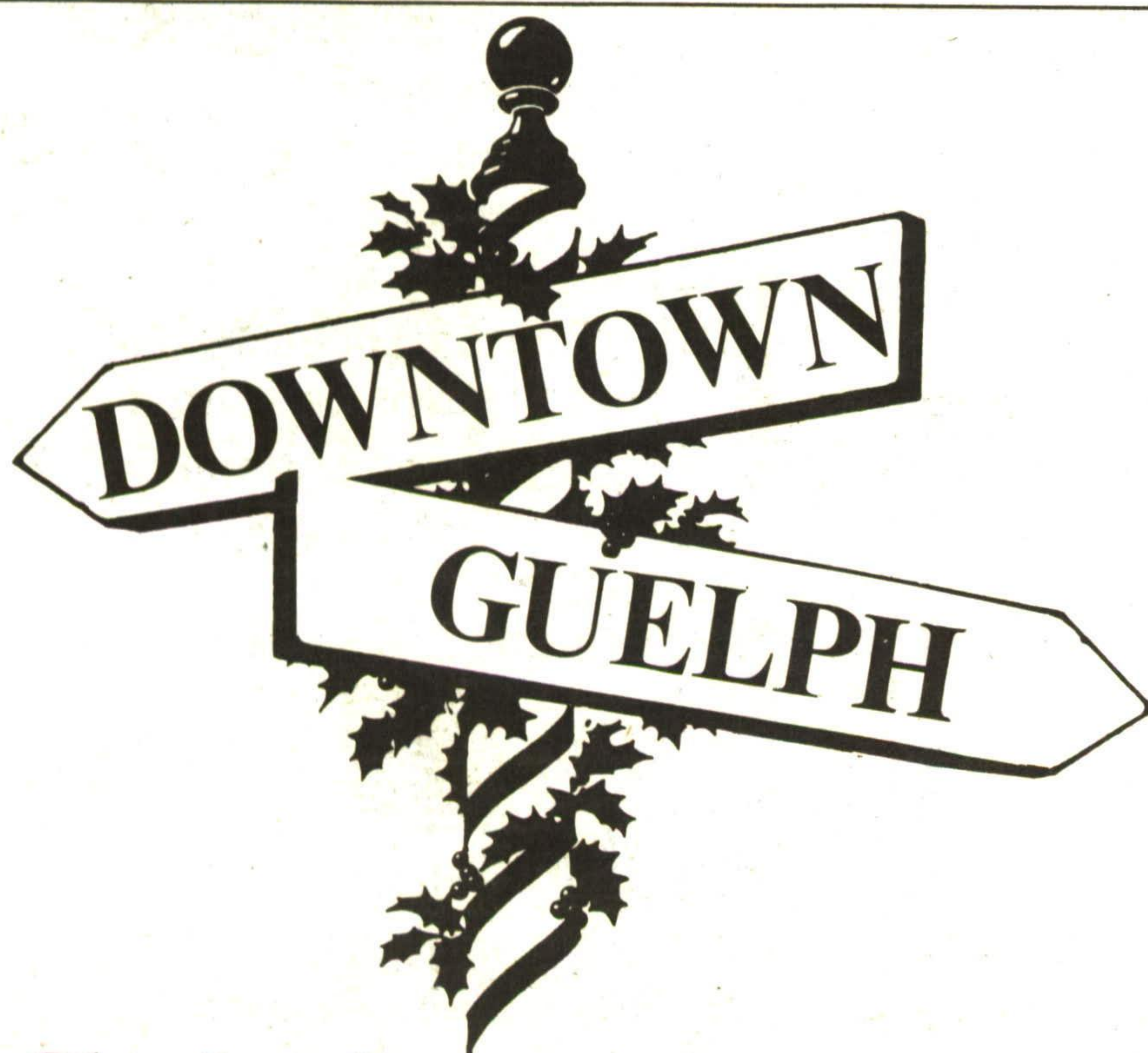
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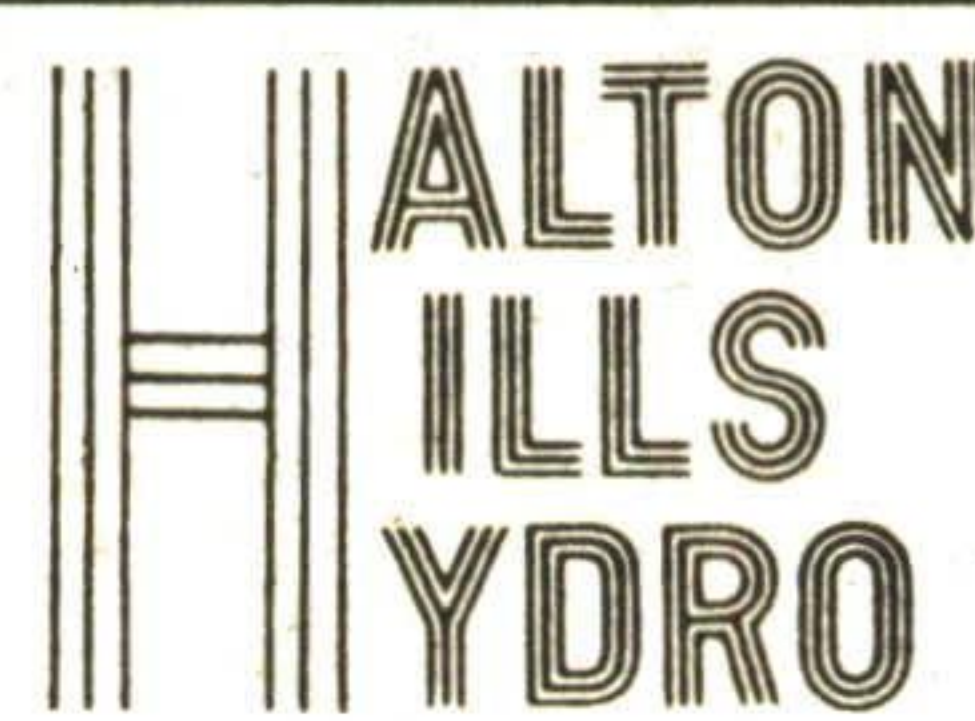
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1992 HYDRO RATES

Ontario Hydro has announced that the wholesale cost of power purchased by Halton Hills Hydro-Electric Commission during 1992 will increase by 11.8% effective January 1st, 1992.

Due to the higher cost of wholesale power and the higher cost of providing service, Halton Hills Hydro-Electric Commission finds it necessary to request Ontario Hydro and the Ontario Energy Board approval to increase the 1992 retail rates an average of 11.6% effective January 1st, 1992, as follows:

RATES FOR RESIDENTIAL SERVICE

MONTHLY-ACCOUNT		BI-MONTHLY ACCOUNT	
First 250 kW.h.	at 13.85¢ per kW.h	First 500 kW.h.	at 13.85¢ per kW.h
Balance	at 6.85¢ per kW.h	Balance	at 6.85¢ per kW.h
Minimum Bill	7.50¢	Minimum Bill	15.00¢

1992 RENTAL - WATER HEATER RATES

40 gallon S 6.50 per month 60 gallon S 7.00 per month

RATES FOR GENERAL SERVICE

MONTHLY-ACCOUNT		BI-MONTHLY ACCOUNT	
First 250 kW.h.	at 13.85¢ per kW.h	First 500 kW.h.	at 13.85¢ per kW.h
Next 12,250 kW.h	at 7.53¢ per kW.h	Next 24,500 kW.h.	at 7.53¢ per kW.h
Balance	at 5.42¢ per kW.h	Balance	at 5.42¢ per kW.h
Minimum Bill	7.50¢	Minimum Bill	15.00¢

Demand charge \$5.25 per kW for all kW over 50
OVER 50kW - .60¢ per kW for all kW applicable to the maximum billing demand during the previous eleven months or the contracted amount: whichever is greater.

MISCELLANEOUS CHARGES

NON-PAYMENT OF ACCOUNTS

Late Payment	5% Applied After Due Date
N.S.F. Cheques	\$ 10.50
Collection Charges	\$ 7.00
Reconnection Charges	a meter \$14.00 at pole \$17.25 after hours \$27.30
Dispute Meter Test Fee	\$ 5.00
Arrears Certificate	\$10.50