

*Halton Hills*

# THIS WEEK

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32 pages

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## Rural garbage disposal options explored

By Dianne Cornish

The Town of Halton Hills will investigate the feasibility of expanding garbage pickup to the hamlets of Norval, Stewarttown and Glen Williams, a special committee meeting of town council decided Tuesday.

In addition, town staff has been

directed to look at other options which will help ease concerns of hamlet and rural residents, who recently lost a fully-subsidized service to dispose of 150 kilograms of garbage daily at the Leferink Transfer Station, in Georgetown.

Staff will begin negotiations with plant manager Bert Leferink to see

if any arrangement can be worked out that will enable rural Halton Hills residents to continue using the plant, possibly with some of the costs being absorbed by the town. Staff will also investigate the impact of removing the urban service charge, currently covered by urban residents receiving garbage

pickup and charging a flat fee for all residents of Halton Hills. In this scenario, garbage pickup would be extended to all residents, including those in the hamlets and rural areas of Halton Hills.

To help offset the costs of town-wide garbage pickup, estimates will also be obtained for pickup across the entire municipality, once every two weeks.

Staff has been directed to report back on the extension of garbage pickup to the hamlets and the outcome of negotiations with Leferink by Feb. 1. A longer time frame was granted to investigate the costs of extending pickup service across Halton Hills and implementing bi-weekly pickup.

Council reached the decision after debating the issue for two hours in front of an audience of about 20 rural and hamlet residents

at the special meeting. Their decision came in reaction to a presentation made at Monday night's committee meeting by David Barrager, a Stewarttown resident. Barrager warned that illegal roadside dumping would result if a local dump station isn't available to rural and hamlet residents.

The Leferink station remains open for business, but because Halton Region decided to discontinue funding support to the Armstrong Avenue plant and other container stations in the Region late last year, the Leferink operation has initiated user fees of \$1.50 per bag. For the past 12 years, rural residents had what they considered to be a free disposal service at Leferink's. However, the costs were absorbed by the Region.

At Tuesday's meeting, Councillor

Continued on page 3



Could that be three-year-old Daniel Biggin behind bars? His older brothers Daniel and Shane whispered that he just might have robbed a bank last week. The three boys took advantage of a fair-weather day and took their mom to the George Kennedy Public School playground. Photo by Laura Salverda

## Georgetown plant to close after 30 years

By Wendy Long

The recession has taken yet another bite out of the local economy, leaving 17 people to face unemployment.

Koch Automotive Products Company on Armstrong Avenue expects to close its doors by the end of January, "depending on our ability to satisfy the customer," said Vice President and General Manager Gary Taylor.

Koch is a large corporation based out of Dayton, Ohio. The closure will effect only the Georgetown location, Taylor said. One employee will be retained, leaving 17 to be laid off.

"It's basically due to the economic conditions," Taylor said. "Our customers are not interested in Canadian content anymore. They want the lowest price and don't care who manufactures it."

Among the 17 to be laid off are veteran employees, some who joined the automotive sealant plant when it opened in 1962.

Koch purchased the plant in November 1988 when it was a division of BASF.

Machine operator Pete Van Heemst is particularly upset about the closure. He has been an employee of the plant for almost 15 years.

Each morning for a decade and a half Van Heemst has left his Shelburne home and travelled an hour to Georgetown, put in a day's work and then driven for another hour all the way back.

"I'm not too happy about it," Van Heemst said. "GM wants everyone to buy Canadian cars but they won't buy Canadian parts. Well to hell with them. Maybe I should go out and buy a foreign car."

Van Heemst cited General Motors as one of Koch's largest customers.

"They used to want Canadian content. That's no longer the situation. They want the cheapest and that's it," said Van Heemst.

"Nobody's got a job lined up. I guess we'll have to go knocking on doors. I don't think it's hit a lot of guys yet. Next Friday it'll hit home, that's for sure."

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