

NELSON COUNCILLORS UP OWN PAY DEBATE SEPARATE PLANNING BOARD

Nelson councillors, at a special meeting Monday night to clean up an avalanche of work that had fallen over from two previous meetings gave three readings to a by-law to increase their pay for council and committee meetings and give them an extra amount for car mileage.

Under the by-law, retroactive to Jan. 1, the reeve, deputy-reeve and all five councillors will receive like amounts. For attendance at regular and special council meetings the amount was increased from \$8 to \$10 a meeting. Committee meetings were raised from \$5 to \$8. Car mileage was raised from 7 cents to 10 cents a mile.

The by-law also fixed one-third of the daily remuneration, for income tax purposes, to be "deemed to be expense incident to discharge of their duties of council."

At the same time, council members were asked to turn in their personal expenses every three months so that they may be paid quarterly instead of on a semi-annual basis as formerly.

Attempts by Nelson township to withdraw from the Burlington and Suburban Planning Area have met a stumbling block at Queen's Park. A letter from Col. A. S. Nash, of the Department of Planning and Development informed Nelson council

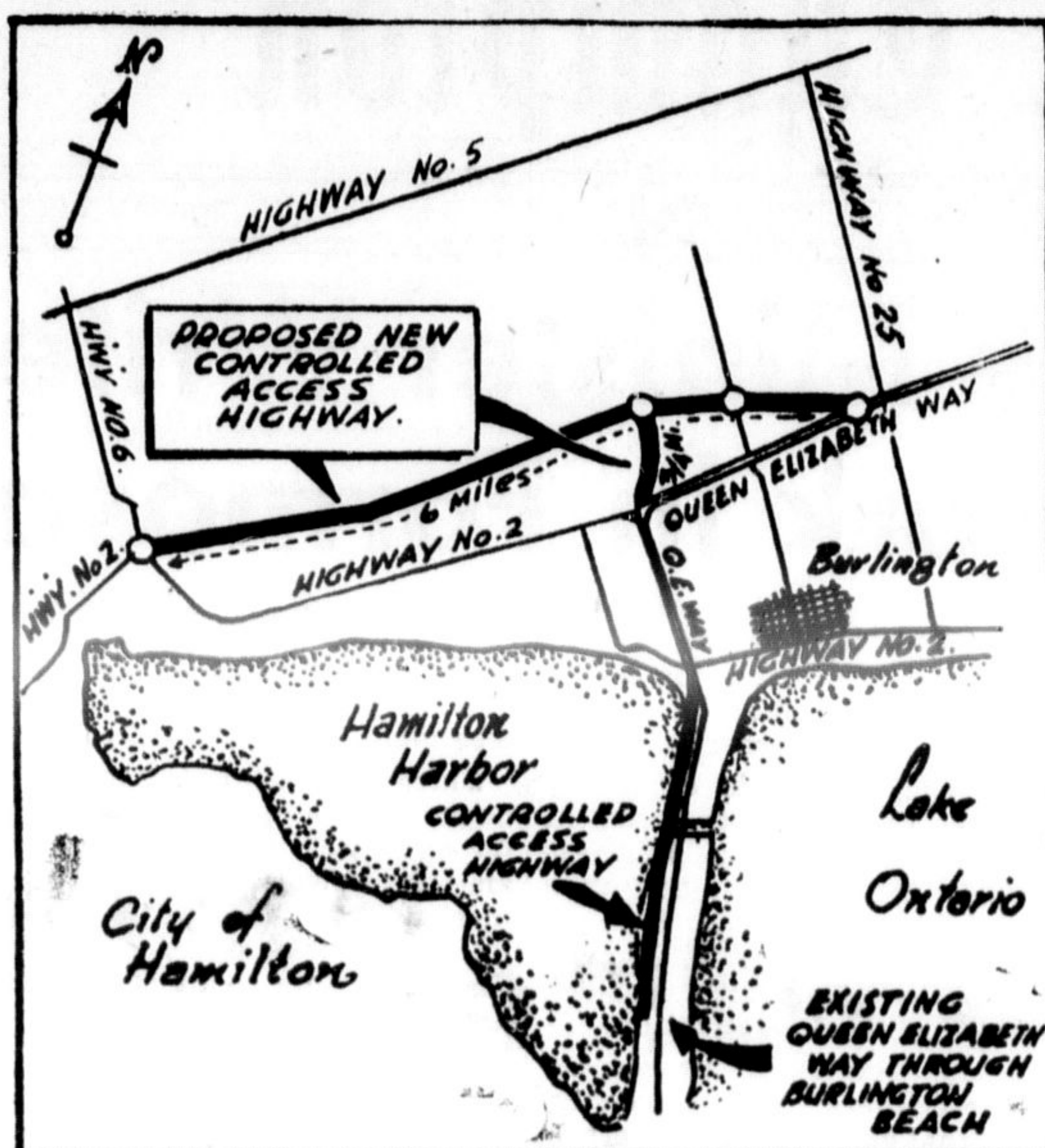
last week that the department was not in accord with the request to withdraw from the area. The letter also advised that the Department was writing to the other three area members — Burlington, East Flamboro and Waterdown, as well as the Area Board to ascertain their feelings before taking any action.

"We were down in Toronto last Friday and the Department doesn't want us to go off the deep end," said Reeve Harold Adkins. There is no objection to withdrawing, providing we work in unison on planning with the adjoining municipality. They are not concerned with how we do it. We assured Colonel Nash that was our intention.

"For all intents and purposes, we will work on our own," said the reeve. "We have passed a motion to withdraw but we do not want it indicated we are unfriendly with Burlington or East Flamboro."

On the strength of a petition, signed by the required percentage of ratepayers in the Westland, Cordic, etc. surveys for sanitary sewer service, the construction by-law was to be prepared.

Reports were received from the building inspector, police chief, assessment commissioner, engineers and high school board.



BURLINGTON SKYWAY plans were announced recently by the minister of highways who indicated when the construction on that project was well under way a new controlled access highway section to be known perhaps as the Freeman cut-off, illustrated here, would be commenced.

END GEORGETOWN WATER DEBATE WILL BILL ON WATER METER SYSTEM

Georgetown water users will pay for what they use this year.

A council controversy, meters versus flat rate, which led to lengthy discussions on at least three occasions at council meetings has thus apparently been ended.

Mayor Jack Armstrong has been a strong proponent of meters and Reeve Stan Allen has been equally vocal for a flat rate system.

Although the matter has been on the agenda since last fall, no motion was tabled until last Tuesday when, with the reeve dissenting, it was decided to adhere to the meter system adopted when engineer Roberts directed the waterworks extensions several years ago.

The system has never been fully implemented. At various times meters have been read and a few bills sent for excess water used. For at least a year ratepayers have been paying only the \$12 yearly bill. It is now proposed to read meters and bill every two months.

4,300 at Ford's In Oakville Plant

Ford of Canada, on the floor for four months due to a dispute with the UAW, representing its 2,700 hourly-rated employees, is back in the thick of it, swinging with both production and profits. As of this week, there are 3,600 hourly-rated employees on its payroll and another 700 working in the office in the Oakville assembly plant. The total of 4,300 compares with 3,400 before the layoffs for changeover last fall.

Production Figures
Shut down until the second week in February, Ford is making a rapid production comeback, too. Its augmented working force turned out a total of 2,024 units the week ended February 26th. Of these, 1,764 were passenger cars and 260 trucks.

For the calendar year to date, Ford-Oakville has assembled 3,784 cars and 902 trucks. During this period, the industry made 53,806 cars and 5,845 trucks. Percentage-wise Ford made 7.1 per cent. of the cars; 15.4 per cent. of the trucks; and 8.3 per cent. of the total vehicles.

For last week, however, Ford's share jumped to 21.6 per cent. of cars, 44.7 per cent. of trucks and 13.1 per cent. of the total.

New Association Receives Charter

The Wellington County Association for Retarded Children officially received their charter from the Ontario Association at the organizational meeting held in Norfolk St. United church hall, Guelph on, Friday evening. Mrs. E. V. Hunt and Mrs. G. Holmes of Toronto conducted the election of officers and offered suggestions for the operation of the association.

Accommodation, supplies, and teachers were three of the problems discussed at the meeting following the election of officers.

Oakville Police Seek 40 Hour Week

Oakville police officers have asked the police committee for a 40-hour week and pay increases ranging from \$100 to \$200, Deputy Reeve Ernest Savin said.

The Police Association submitted the requests, he said, and stated they were in line with recommendations of Magistrate Kenneth Langdon, made by him last summer when he acted as chairman of an arbitration board. At present police work a 44-hour week.

Bronte Industry Gets New Owner

In Bronte the Ontario Metal Specialties has changed hands, Mrs. R. Cleland recently disclosed that the property and business have been purchased by Mr. W. G. Hamilton of Hamilton. It is understood that the organization will remain much as at present with expansion of operations contemplated for the near future. The old mill as it has long been known has had a varied life. Built in 1856 it was once a land mark for the sailor who sailed out of Bronte and was operated as a grist mill and chopping mill. In 1927 Mr. G. Collins opened the present location as a chaplet and stamping factory and in 1931 formed a partnership with the late J. Rogers Sr. to form Ontario Specialties.

The company was purchased by Mr. R. Cleland in 1945 and operated until destroyed by fire in 1952.

Rebuilt as at present with business still available the company now specializes in T.V. aerials and other stampings. The future of the Ontario Metal Specialties now lies with the new owner.

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Unemployment Up In Brampton Area

Unemployment took another upward jump during February in the Brampton district, climbing from an end of January total of 796 to 853, an increase of almost 14 per cent. At the end of February, 1954, 616 persons were registered with the Unemployment Insurance Commission as unemployed.

A hopeful sign during the past month was the increase in placements from the commission in February of this year as against the same month of 1954. One hundred and thirty-one unemployed were placed in jobs by the commission during February, with the recent Job Week campaign receiving some of the credit for the increase. Cliff Nelson, manager of the office, reports 12 calls were received as a direct consequence of the campaign, while the indirect results quite possibly were even greater. During February last year work was found for 96 jobless.

While cautioning against being overly optimistic, Mr. Nelson feels that by the middle or late spring unemployment in the district will not be too serious a problem. He continues to emphasize that the unemployment is seasonal.

MISTAKEN IDENTITY
"I couldn't serve as a juror. Your Honor. One look at that man has convinced me he's guilty."
"Has it? He's the Crown Attorney."

The Homemaker Service of the Canadian Red Cross assisted more than 4,000 families in 1954.

Lack Quorum For Area Plan Board

Lacking a quorum and without a single representative from Burlington, the Burlington and Suburban Planning Board last week found its hands tied to take official action on a number of agenda items. However, it was agreed to present budget requirements to various municipal members including Nelson, which now has its own planning board.

Prior to the discussion a letter was read from Col. A. L. S. Nash, of the Ontario Department of Planning and Development, seeking the opinion of the Area Board on the request of Nelson township to break way from the area. Similar letters were sent to Burlington, East Flamboro and Waterdown councils. A reply was delayed by the board pending a more complete discussion.

The Canadian Red Cross maintains eight Lodges at D.V.A. hospitals throughout Canada.

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Burlington Mayor Suggests One Bd.

Rising education costs brought on by the expansion of Burlington and Nelson townships were given by Burlington Mayor E. W. Smith as the reason when he advocated a single school board for the entire area. The suggestion followed the education report of Cr. Frank Darton in which he reported the school board felt September overcrowding would be eased by rental of two rooms in St. John's Separate school and an arrangement with Nelson School Area No. 1 to take care of some pupils at Glenwood school.

"A single board for the high and public schools for the entire area would solve many problems including school sites," his worship felt. "The cost of education is rising each year and there seems to be no end to it. It is the biggest item in our tax rate."

Councillor Harry C. Wade, chairman of the integration committee set up by town council and composed of representatives from Nelson, E. Flamboro and Waterdown, said his committee "should study this situation immediately. We should give it our first consideration and come up with a recommendation."

Mayor Smith cited the large number of students who live nearer Milton, but because they are in Nelson must make the long trip to Burlington. "Nelson is paying a greater share than Burlington because they have more children in the high school than we have," he said.

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To meet the staggering cost of traffic accidents, the automobile insurance business this year will pay out more than \$80,000,000. Beyond this, insurance companies will do everything possible to stem the rising toll of automobile accidents — by offering the safe driving incentive of lower insurance premiums for accident-free car owners and through safety work and public education aimed at making drivers more aware of the perils of modern-day motoring.

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