

News of the Surrounding Area

Three Year Plan Will Surround Burlington With Speedways, Roads

A start has been made on high-ways construction that in three years' time will see Burlington surrounded with speedways and roads and the possibility of having two fast exit routes to the east and west. Just a few days after Burlington councillors had their first glimpse at the intricate maze of planned roadways, construction crews began ripping up sections of the Queen Elizabeth Way leading to the northern approach to the new Skyway bridge over the canal.

For the present, traffic between the cloverleaf and Indian Point is limited to single lanes. Whole sections of the east and west lanes have been broken up between the two points.

At the request of council, Deputy-reeve Fred C. Atkinson, following the regular meeting, showed a department of highways map of the proposed construction. As indicated a year ago, the new roadway to the Skyway bridge will completely close off King's Road, with service roads paralleling it on both sides.

Commencing at Guelph Line, the new highway sweeps in a wide and northwesterly direction, nearly approaching Kerns Rd. and crossing Brant St. by an overpass with ramps providing access to and from Burlington.

An intricate interchange, far from resembling a cloverleaf, will provide for fast-moving traffic to continue westward to Wolf Island at Hamilton's western entrance, or to swing southward toward the Beach.

The existing cloverleaf west of Maple Ave. and recently renamed the Freeman interchange, is to serve as an overpass over the present Q.E. Way, but without access to it except from the west and toward the junction with Maple Ave. Another cloverleaf is to be built at the Indian Point junction with Highway 2.

According to plans, the present Q.E. from Guelph line to Campbell's Corners, will revert to the townships and is foreseen as a 30 mile an hour, boulevard stretching through Aldershot. Members of council showed considerable interest in the map, especially in view of studies now under way for a possible road from Brant St. via Graham's Lane to the present Q.E.

Assures Council Area Looked After

Roads and drainage in the Cloverdale Heights subdivision in Georgetown will be taken care of, according to advice received by town clerk John D. Kelly, which he relayed to council last week, when the mayor mentioned the problem during a meeting.

"The Glatt subdivision, to say the least, is complicated," said Mayor Armstrong, reporting the formation of a ratepayers' association in the subdivision.

"Some residents say they were promised free sewers and no Local Improvement charges . . . Mr. (Sam) Harrison thinks it is the town's responsibility to raise his garage above the road level . . . Mr. Glatt is reported to have told someone that the town wouldn't let his company instal storm sewers. . . though I haven't confirmed the story, rumor has it that Glatt is no longer connected with the subdivision and someone else is building," were thoughts expressed by the mayor, who appeared worried about a situation over which council has little control.

"I don't know what we can do except hope that National Housing will fix the matter up," said the mayor. Council, at last week's meeting, had written to NHA, pointing out that roads had not been put in proper shape and drainage taken care of in the subdivision and an NHA representative spent all day Monday in town checking on the matter.

"Mr. Glatt was going to do everything when I talked to him," said Deputy-reeve Norton, who as road chairman has received numerous complaints from subdivision residents.

Clerk Kelly said that Mr. Gunby of NHA was very definite, after his survey of the property, that roads and drains would be put in proper shape.

Plan To Proceed On Highway Surfacing Maybe New Record In Beaver Catch

Resurfacing of No. 7 Highway through Georgetown came one step closer to reality last week when council moved to overcome some of the technicalities necessary before it can proceed.

Engineer Ross Simmons estimated cost of the paving at \$62,000, with the town paying some \$35,000 of this and the balance received in government grants. This would include sidewalks, proper drainage, removing some trees and moving some hydro poles.

Council is planning to have the work done this year.

Oakville Endorses Centennial Plan

Oakville council last week approved the proposal of the Oakville-Trafalgar Chamber of Commerce that a committee be set up to plan for an Oakville Centennial celebration in 1957. The chamber also suggested that council establish a sinking fund for the project.

While arriving at no decision on the latter proposal, council endorsed the celebration scheme and appointed councillor Bill Davis as its representative to the committee.

Business Building Increase \$146,000

New commercial building in Oakville during the first four months of this year is valued by Building Inspector Fred Shaw at \$166,440, compared with \$20,600 during the same period last year.

The inspector's report on permits issued, read at last week's council session, showed a marked drop in the value of residential construction to the end of April, being \$139,465, as compared with \$222,043 during the first four months of 1954.

Industrial building accounted for \$84,000 to April 30, compared with \$8,000 in the same period last year. Councillor William Davis noted that the town's assessment was getting on an even keel when he mentioned that the 30 residential permits included the go-ahead for only 24 dwelling units, where permits for new stores totalled 13 and industries two.

This year's catch of beaver by Ontario trappers may establish a new record for quantity say officials of the Ontario Department of Lands and Forests who are now checking on the winter catch as trappers return from the bush to summer quarters. Not only are the animals extremely plentiful in northern sections but also fur prices are higher this year than they have been for some time.

At various times in the past the beaver has been almost exterminated because of its valuable fur and man's greed. But in Ontario, due to a combination of poor prices and an adequate system of protection and fur farming, the beaver has made a strong comeback. In some areas it has become too plentiful for its own good. Last fall, the word went out to trappers that the market looked favorable. Auction sales held in various parts of the province during the winter bore this out.

Beaver average about 40 to 50 pounds but occasionally a 100 pounder has been caught. This year's record, so far as the department knows, is a 65 pound animal taken in the Bonnechere Valley east of Algonquin Park where thousands are under protection.

About 15 years ago, when the beaver area around James Bay was almost denuded, beaver trapped in Algonquin Park were moved into this more northern section. Indian bands were given the right to trap them according to the supply available, usually at the rate of one beaver per live house. The limit at that time was set at conferences between Indians and department officials. Today, James Bay has more beaver, it is believed, than it had when first the Hudson Bay Company began trading more than 300 years ago.

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CENTRAL RADIO REPAIR

Oakville Approves \$620,000 School

Oakville council last week gave the go-ahead for plans and specifications and estimates for a new high school on the Radial Road — but with the rider that it must cost no more than \$620,000, the amount on which the province will pay grants.

A second proviso calls for the high school costs to be shared on an equalized assessment basis rather than as now, when Trafalgar pays 60 per cent., Oakville 40 per cent.

Cut Works Budget Brampton Rate 66

Brampton's 1955 tax rate was established at 66.5 mills last week over the dissenting vote of Councillor Russell Prouse, who favored a higher rate. The 66.5 mills is 4.5 mills above last year's figure.

This year's rate was established by council only after the work's committee budget had been drastically reduced from an original figure of approximately \$330,000 to \$179,000. This prompted the opposition from Councillor Prouse. "I don't think 66 and one-half mills is adequate for the work's committee," said Mr. Prouse. "It might be risky to strike this rate instead of 68 or 69."

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