

—Staff Photo

CAUTION—NARROW BRIDGE. The pavement is only 17 feet wide, and it's bounded by loose gravel and unmarked abutments on each side. Lowville residents wonder why there haven't been more fatal accidents on the curve and are seeking to have town council install a light.



—Staff Photo

THIS BRIDGE DIDN'T FOLLOW the roadway, although it was erected only a few years ago. One end of the bridge sits just two feet (see ruler) from the edge of the pavement. The other end of the bridge is a good half a car-width away. Recently a new car's undercarriage was torn out and four youngsters narrowly missed injury when it struck the unlighted, unmarked bridge.

The Trucks go Rumbling Through... Residents Seek Lower Speed Limit... And Lights to Guide the Way. Lowville -- A Village of Fear

By Roy Downs

Fear has gripped the people of the once-quiet village of Lowville, a picturesque village in a deep valley on the Guelph Line six miles west of Milton.

The village is no longer quiet. Large multi-wheeled gravel and stone trucks roar up and down the hills at both ends of the village from dawn till dusk. They start at 5:30 a.m. and continue thundering through the peaceful village until dark each night — and sometimes they keep going all night long.

And since Highway 401 opened through Halton County two years ago, most of the traffic from Burlington to this highway has headed north along the Guelph Line, passing right through the community.

How Long . . . ?

Why are the residents fearful? With so much heavy traffic they wonder how long it will be before someone drives a car or truck through one of their homes . . . how long before someone is killed there in a disastrous accident . . . how long before a pedestrian is knocked down by a passing vehicle?

They have asked members of council to install overhead lights and adequate curve and bridge markings. They also feel a 20 m.p.h. limit would help cut down the dangers, and if possible they'd like a wider bridge.

Following repeated accidents at the corner by Anderson's store, council did install two overhead lights and this has slowed down the traffic at nights. But several

trucks still lose their brakes on the hill, miss the corner, and end up plummeting along a sideroad into the creek.

Bangs Into Store

One of them hit the front of the store this spring, smashing a pop cooler and the verandah.

It's written in the eyes of residents who listen all day to the screech of tires, the whine of brakes, the cacophony of sound created by the increased traffic. There is fear in their faces as they leap into the ditches when a convoy of loaded trucks passes along the roadway, a constant threat to any attempt to walk along the side of the road.

27 Trucks An Hour

I spent an hour in the village the other morning, talking to residents and measuring roads and bridges. During that hour, 27 gravel and stone trucks and about nine cars passed through. Twice during that hour, 22-wheel tractor trailers and smaller dual axle dump trucks met on a bridge in front of the Norman Langton home — a bridge where the pavement is only 17 feet wide. Each time, both the trucks had to veer into the loose gravel shoulders (there's about two feet of shoulder on each side) to avoid a collision.

Once, a north-bound stranger tried rounding the "Mill curve"

at about 40 miles an hour. He couldn't hold the car on his side of the road, it veered over the imaginary centre line (the road is not painted with white lines) and just missed hitting a south-bound truck.

Heard It Happen

One evening a few months ago Mrs. Norman Langton heard the squealing of tires outside her home and told her husband the car just wouldn't make it through the bridge at that speed.

It didn't. A moment later they heard the crash and ran out into the darkness to find a new automobile straddling the abutment of the bridge, teetering precariously, threatening any minute to drop 10 feet into the water of the creek below. Four dazed but unhurt teenagers scrambled out of the car, but the whole undercarriage of the vehicle was beyond repair.

This spring, a red reflector that marked the side of the bridge for north-bound motorists was knocked down in a similar accident. It has never been replaced. The wall of this bridge sits just two feet away from the edge of the pavement.

Walls Saves Flowers

At the north end of the village, Harry Richardson has built a foot-thick wall of concrete and stones to keep motorists out of his flower garden. South-bound drivers still keep missing the curve sign and slamming into his wall, both ends of which have been broken down.



—Staff Photo

THE VILLAGE STORE CORNER has two large overhead lights to warn motorists of the dangerous hill and curve, but further along the Guelph Line, an unmarked bridge on a narrow curve stands unguarded by any protection. Even further north, another bad curve has been the scene of several accidents. Residents of the tiny village fear the large gravel trucks and heavy Burlington-to-401 traffic that passes through the valley, and want the roadway better marked and lighted.

At Richardson's, the highway pavement is only 21 feet wide. There is an antiquated curve sign marking it for south-bound traffic, but the sign is unlit.

Dave Murray, who lives across the road from Richardson's, said he heard a crash late one night and knew before he looked that another motorist had hit the wall at Richardson's. He had been expecting it for some time.

Pathetic Too

There are no signs or lights at the tiny bridge near Langton's. The Langtons had a 100 watt bulb installed on a post outside their home, which is helping a little, but it's not slowing down all the traffic.

Right in front of their home, heavy trucks have knocked a deep pothole in the pavement. If you drive past and want to miss the hole, you've got just 12 feet of good pavement left.

Ward one councillor Bill Green, who took the residents' plea for lights and signs to council two

weeks ago, says he hopes council will do something about the plight of the community. "We people in the north of Burlington have been paying for lights in the south end of town for some time, and getting no benefit from it," he told The Champion.

"Take Me to Court"

Refuse New Wrecking Licence

An application for a wrecking licence for George Service and J. Harris at Lot 2, Conc. 19 was turned down Monday by members of Esqueving Township council.

The owners, who explained

they had been operating without a licence for a year, expressed their disappointment in council's refusal. "Take me to court," said Mr. Harris, warning council he would continue to operate without a licence.

Road Widening Pay Deed Cost

Milton Council Monday concurred in a resolution of the Milton Planning Board and agreed to pay the cost of deeds where land is given the town for road widening as a condition of land separations.

Councillor G. Purdy outlined the Board's feeling that land should be reserved on certain streets to permit eventual widening. He explained the land could be required at the time of land separations, but it was felt the town should stand the cost of the necessary deed estimated at \$15.

Councillor J. Bell wondered how it was the town could take a person's property without paying for it.

Councillor Purdy suggested it was better to indicate where the eventual road allowance would be, rather than take it later. He noted the land would only be required on certain streets that would be main arteries.

In agreeing to assume the cost of the deed, council limited the town's liability to \$15 and asked the Planning Board to study the streets on which the reservation would be applicable.

ORDER INQUEST

Halton Crown Attorney P. K. McWilliams has ordered an inquest into the death of Mrs. Sarah Eileen Gay of R.R. 1 Acton, who died two weeks ago as the result of a car accident near Acton, Saturday, July 28. It will be held at the Milton Court House on September 26.

Town Council Briefs

Milton Council in their regular meeting Monday:

- Approved operation of a display on Main St. by the Coachman Car Club for the sale of car seat belts.
- Referred complaints of culverts plugged and improperly set for draining Bell St. to the streets committee.
- Asked the parks committee to report next week on the approved trees for planting under the town's plan of sharing the cost with interested homeowners.
- Filed a letter from M.P. Harry Harley pointing out the requirements for a municipality to have letter carrier service. Regulations require 2,500 points of call before the service is available. An estimated population of 8,000 is normal.

—Mill and Bronte Streets was the scene of a two-car collision August 14 when a northbound auto struck a vehicle emerging from Mill. Damage totalled \$350.

Sunshine School Opens Sept. 4 Officials Expect 18 Students

Sunshine School at Hornby will be opened on September 4 and officials of the North Halton Association for Retarded Children are busy these days enrolling students. To date, about 18 are expected.

Last year the school had 15 students, but two of these are not eligible this year. At least five new students are expected, and maybe more. Mary Anne Ford of Milton one of the senior students,

has been engaged as teacher's helper this year, as extra help was needed for principal Mrs. R. P. Jeffares and teacher Mrs. Tom Mitchell.

The three-room school was constructed this year, on the Seventh Line a mile north of Hornby. Students will come from all over North Halton.

Second Power Break Upsets Sun. Dinner

Residents in upper Burlington had delayed Sunday dinners, defrosted freezers and refrigerators, and a few went without water for two hours Sunday afternoon after a power break cut off hydro in the area west of Milton.

It was the second consecutive Sunday afternoon power break for many residents; each break of a two hour duration between 3 p.m. and 5 p.m. Those with electric water pumps couldn't pump the commodity, and those who could, couldn't even boil it for a cup of tea. Residents objected to two such breaks on succeeding Sundays, without even a warning.

Ward One councillor William Green said he was investigating the matter.

—Bruce Mountain, Milton, won the Halton Sportsmen's Association monthly \$50 bond draw, it was announced this week.

County Council Briefs

At the August meeting of Halton County council Tuesday:

★ The roads committee received a resolution from Georgetown deploring the lack of stop signs on rural county roads, and the committee is considering making all the county roads through highways.

★ Because this is the best time of year to sell debentures, councillors agreed to draw up debentures covering \$500,000 of the county building cost and \$500,000 of the Oakville hospital grant, to be sold as soon as a favorable tender is received.

★ A quarterly report from the Children's Aid Society, presented by director Paul Jolliffe, showed 158 requests for service to date in 1962, compared to 111 in the same period of 1961. Children in the care of the C.A.S. between the first of April and the end of June ranged from 104 to 99.

★ A monthly statistical report on occupancy from Halton Centennial Manor noted there were 167 residents at the end of July. The Manor has accommodation for 218.

★ Tenders were awarded for a new bridge at Kibride, with three separate contracts totalling \$5,519.

GO BY TRAIN

TO THE
CANADIAN NATIONAL
EXHIBITION

TORONTO, AUGUST 17TH TO SEPTEMBER 3RD

RETURN COACH FARE \$1.95

Good going Thursday, Aug. 16th to Monday, Sept. 3rd inclusive
Return Limit—Sept. 3rd • Return first class fares also available
full information from any agent

TRAVEL
Canadian Pacific

TRAINS / TRUCKS / CHIPS / PLACES / HOTELS / TELECOMMUNICATIONS
WORLD'S MOST COMPLETE TRANSPORTATION SYSTEM

Keep Your Eye

ON THE
MILTON AREA
FIRE HALL
IT'S GETTING A BEAUTY
TREATMENT



CRYSTALLITE EXTERIOR PLASTER
WAS CHOSEN FOR ITS
LOW COST — BEAUTY — PERMANENCE

FOR INFORMATION CALL

Bob Watkins PLASTERING

189 BRONTE



TR 8-6581



We are a friend
of the family . . .
do dine with us!

The man who comes to dinner . . . with his family is given royal treatment here. Relax with the family over our fine meals.

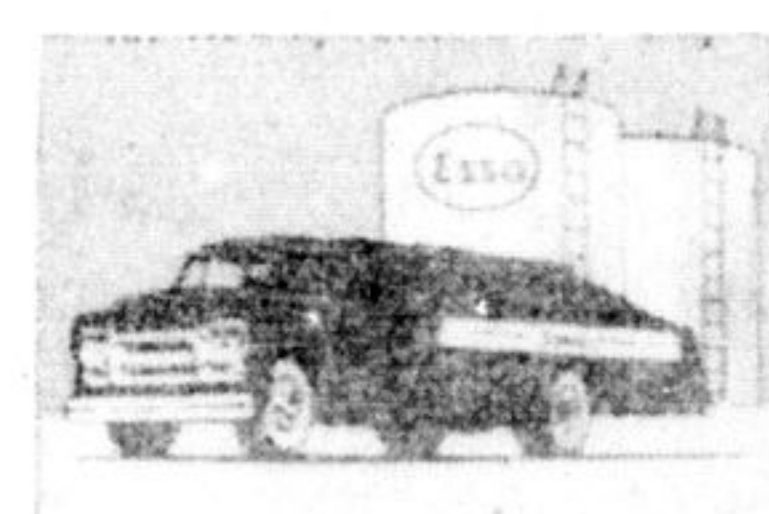
We feature children-size portions of our savory food. You'll find a menu with a wide range of choice at our beautiful dining room. Available any time.

Surf Restaurant

For Reservations Call
878-2401



TWO
METERED
TRUCKS
FOR



FAST FRIENDLY SERVICE

WE OFFER A

BUDGET PLAN

OUR BUDGET PLAN ALLOWS VERY LOW MONTHLY PAYMENTS. IF YOU ACT NOW YOUR HEATING COSTS CAN BE FINANCED OVER A 10 MONTH PERIOD.

GASOLINE

STOVE OIL

FURNACE FUEL

MOTOR OILS

DIESEL FUEL

YOUR



TR 8-2381

ANGUS MOWBRAY

436
MAIN

ALWAYS LOOK TO IMPERIAL FOR THE BEST

Insurance

ASK

Bob McCuaig

TR 8-9281