

691 accidents, 14 killed, 337 injured on North Halton roads during 1968

Motorists using the roads in North Halton continue to pile up a terrible traffic toll, year-end figures on motor vehicle accidents released this week by the Milton O.P.P. Detachment seem to be saying.

During 1968 the force investigated 691 accidents which brought death to 14 people, injuries to another 337, and caused a total property damage loss of \$438,929.

The Milton O.P.P. force patrols all roads in the North Halton area north of the Base Line at Milton—excepting roads within the town boundaries of Acton and Georgetown. There are 246 miles of Esquesing and Nassagaweya Township roads, 80 miles of Halton County roads, and 40 miles of provincial highways in their jurisdiction... for a grand total of 3 66 miles patrolled.

Their area includes 183 square miles and a population of about 111,646. There are 27 men in the Milton O.P.P. detachment—a sergeant, three corporals and 23 constables.

With increasing travel by motor vehicle, O.P.P. officers note an increasing accident rate. In the five-year period 1962 to 1966 the O.P.P. had roughly the same area to cover and the average calamity rate for the five years was 496 accidents, seven deaths, 192 persons injured and \$268,931 in property damage. The 1968 figures show an INCREASE of 195 accidents, seven deaths, 145 injured people and \$169,998 damage over the previous five-year average.

The story of accidents is grimly portrayed on huge maps of North Halton gracing the stenographers' office in the Milto detachment office. Each time an accident report comes through, one of the stenographers pins in the map to mark the location and type of accident—red pins for fatalities, blue for accidents where people have been injured, yellow for accidents with no deaths or injuries but over \$100 damage, and white for non-reportable (under \$100 damage) accidents. The blue pins predominate, although there are plenty of reds by the time the end of a year rolls around.

Look at any of the accident location maps and you'll immediately spot the locations where cars and trucks are piling up the majority of the accident statistics.

One point on the map has pins clamoring for space. They are wedged into the map at odd angles, denoting one stretch of the highway where the O.P.P. have declared a "trouble spot" and placed extra cruiser patrols.

This short stretch of highway where so many of the accidents are happening is on Highway 401 (Macdonald-Cartier Freeway) between the Campbellville Road overpass and the Kelso Conservation Area.

The terrain is rugged there, and the highway engineers have developed the road to follow the terrain. Curves and hills abound in this three-mile stretch of highway—a perfect spot for the well-known "accident looking for a place to happen".

One constable explained that many motorists get into trouble on this strip of road because they are "spoiled" by the rest of the highway where long, straight stretches of road "Lull" a driver into a false sense of security. Suddenly he hits the hills and curves and he either panics or fails to slow his speed and increase his awareness to cope with the different situation before him.

Another officer explained many cars get into accidents at this stretch because one or two wheels drop over the "lip" of the paved highway onto the gravel shoulder. When this happens, many motorists continue their speed and try to ram the car back onto the highway. They crank the wheel hard to the left and nothing happens—then suddenly, they jump over the "lip" back onto the pavement and go too far to the left, causing the car to either hit another vehicle or go completely out of control.

The proper method to get back onto the highway, of course, is to slow your speed and continue driving with two wheels on the shoulder to a

New chairman

Clerk J. C. McIntyre, Nassagaweya, was named chairman of the Halton County Industrial Development Committee at the group's first meeting Jan. 20.

Deputy Reeve R. Harris, Milton, was elected vice chairman.

point where it is easier to re-enter the highway. The driver should also keep an eye on the traffic to make sure his re-entry into the driving lane does not cause problems to other motorists.

Mohawk Raceway traffic also accounts for many of the accidents on this section of the highway. Drivers approaching

the Campbellville cutoff on 401 often find themselves in the wrong lane for the turn, and accidents happen when they try to squeeze into the right lane. The conglomeration of normal 401 traffic and the hundreds of cars attempting to enter the traffic lanes when the raceway closes each night also account for many of the accidents there.

Several other places on Highway 401 are the most popular spots for fender-benders, too. One is at the Seventh Line (Trafalgar Road) Oakville intersection, one at the CNR overpass just east of Milton, and one at the Town Line intersection west of Milton. Highway 7 also accounts for a fair share of the accidents the

O.P.P. are called to investigate. Police say the Silvercreek, Norval McCullough's Corners and Crewson's Corners areas are the worst.

The Speyside curves on Highway 25, the Stewarttown hill on the Seventh Line, and the Campbellville Road in the Campbellville area are also popular spots for accidents.

Busy year for Milton Police

Record 3,450 occurrences

Our town, during 1968, comprised 1,200 acres, 29 miles of public thoroughfares and roughly 6,800 people.

After six appointments and five separations our police force ended the year with nine employees, including Chief R. B. Dymstra. Since both Chief Dymstra and Mrs. Dymstra's duties keep them pretty well office-bound, the patrolling force is reduced to seven.

Allow for one less... due to illness, extension courses, vacation, and the like... and you have six men looking after those two square miles. And it's increased since the New Year to a total of nearly 3,000 acres.

There were almost three occurrences... happenings requiring police attention... for each of the acres under the force's jurisdiction last year. The 3,450 occurrences were not all.

The force also found 349 insecure properties; gave 940 warnings, issued 723 summons, served 68 warrants and checked 625 properties for vacationing owners.

A total of 1,702 people were questioned, 1,448 persons were checked during shift duty, 5,065 vehicles were methodically spot checked, and a further 1,687 vehicles were investigated after arousing the suspicion of the officer (due to time of night, location, or the like).

The force worked a recorded 16,109 hours. Foot patrol accounted for 2,333 hours, car patrol for 5,844 hours, and 547 hours were spent supervising the

radar equipment. Courtroom appearances required 528 hours, and 307 hours were spent in accident investigation.

There were 1,552 hours of criminal investigation, 99 hours spent on liquor investigation and 318 hours spent on spot checks. Administration required 1,800 hours, and 2,781 hours of office duty completed the figure.

In all, Milton Police Force made 17,843 contacts with the general public in 1968.

There has been no capital murder in Milton since 1965, the same year of the last attempted murder; and no rape or sexual offences reported within at least the last five years.

Criminal offences known or reported to police during 1968, however, totalled 679... a jump from 472 in 1967.

This included incidents involving other sexual offences, wounding with intent and inflicting bodily harm, assaults, robbery, breaking and entering, theft of motor vehicle, theft over \$50, theft under \$50, possession of stolen goods, frauds, prostitution, games and betting, offensive weapons, offences other than these under the Criminal Code, violations of Federal statutes, provincial statutes or municipal by-laws excluding any traffic occurrences.

Of the 679 incidents reported or known in 1968, 52 proved to be unfounded... and an actual number of 628 were dealt with, compared to 451 in 1967.

Clearing of the offences... 235 by charges and 181 in other methods... result-

Accident, property damage figures increased in 1968

The 244 traffic accidents in Milton during 1968 caused \$73,497 damage—quite an increase over the \$46,216 worth caused by 207 crashes the previous year.

One of last year's was a fatal, causing the death of one person; while the 18 personal injury accidents injured 29 people, year-end accident statistics from Milton Police report.

During 1967 there had been 13 injury crashes causing bodily harm to 27 people.

Non-injury accidents of more than \$100 accounted for 123 of 1968's motor vehicle incidents (96 in 1967); and there were 102 accidents causing less than \$100 damage in 1968 (98 in 1967).

A total of 1,440 charges were laid during 1968 as a result of traffic violations; 1,269 in 1967. No offences involving criminal negligence causing death or bodily harm while operating a motor vehicle were reported.

Offences involving failure to stop or remain at the scene of an accident, dangerous or careless driving, and driving while disqualified or license was suspended or cancelled totalled 85 in 1968, compared to 96 in 1967.

Of the 1968 offences, 64 were cleared by charge and 10 were cleared otherwise.

Charges were laid against 63 males and one female.

The previous year, 71 had been cleared by charge with 11 cleared otherwise, resulting in the charging of 68 males and two females.

In other provincial violations, excluding parking and those already specified, 743 offences were reported, compared to 674 in 1967; and 17 municipal by-law offences (except parking) surpassed 1967's total of five.

There were 593 parking violations, compared to 491 in 1967.

Saturday was the most popular day for motor vehicle crashes, with 48 occurring on that day, and 45 happening Friday.

Sundays were graced with 30 accidents, and there were 31 on Mondays, 38 on Tuesdays, 28 on Wednesdays, 24 on Thursdays.

It's interesting (surprising?) to note only 63 female drivers were involved in crashes; while 305 men drove into smash-ups.

Miltonians having at-home crashes totalled 194, with 174 persons from outside the town becoming involved.

The late afternoon—from 3 p.m. to 6 p.m.—accounted for 52 accidents.

The 12 midnight to 8 a.m. shift investigated 22 accidents, with 95 occurring between 8 a.m. and 4 p.m. and 127 capping the list between 4 p.m. and 12 midnight.

Two drivers involved in accidents were over 76 years of age, 33 were between age 26 and 30, 42 were between 36 and 40, 144 were between 41 and 75, 61 were between 21 and 25 and 86 accident drivers were between 17 and 20 years of age.

Driving experience was directly related to accident rates—with 137 accident-involved drivers having less than five years' experience, 61 drivers claiming six to 10 years practise, 40 had held licenses for 11 to 15 years, 34 had 16 to 20 years' experience and only eight drivers who had logged between 41 and 45 years were involved in smash-ups.

683 occurrences recorded by police

The year 1968 was a busy one for the criminal division of Milton O.P.P. Besides investigating 691 accidents and performing regular office duties and highway patrols, the 27-man force recorded a total of 683 occurrences in the criminal log book.

These included one rape, one other sexual offence, one wounding, 51 assaults, one robbery, 45 breaking and entering, 18 theft of motor vehicles, 45 thefts of over \$50, 98 thefts of under \$50, four having stolen goods, 17 frauds, one offensive weapon, 156 other Criminal Code offences, two Federal statutes and 242 under Provincial statutes.

—It's playoff time for minor hockey squads. Some Tri-County league teams have begun meeting rivals, others have a bye for the second round and are spending this week in practices and exhibition games.

Champion

Feature Page

The 14 fatalities...

Fourteen lives were snuffed out in traffic accidents in North Halton last year... four of them on Halton's "killer strip" the 401 Highway or Macdonald-Cartier Freeway.

Milton O.P.P. were called out to investigate the 11 fatal crashes which claimed the 14 lives (three men died in one accident, two men in another, accounting for 14 lives in 11 accidents). The force also investigated two fatalities on private property, one where a man was killed by a truck and one where a farm tractor accident claimed a life. These two are not figured in with the highway traffic accidents.

Three of those who died were pedestrians. Douglas Anderson of Galt was run over by a small truck on Highway 401 near Milton Jan. 11 as he stood on the road assisting a motorist with a stalled car. Brian Carriere of R. R. 2 Acton was hit by a car while walking on Highway 25 south of Acton March 23. And James W. Price of Acton was crossing Highway 7 on foot Oct. 13 when a car struck him down.

Just the one triple fatality was recorded last year. Joseph

Maloney of Orton, Milford Morden of Fergus and John Hunter of Elora died on Highway 7 near Ballinafad May 18 when a car and truck collided almost head-on and the vehicles broke into flames.

The year's only double fatality happened Jan. 13 on Highway 401 near Hornby, when a car containing Rodolpho Facchini and Abele Panni of Toronto stuck an abutment.

There was one child in the fatal accident statistics for 1968. Donna Luxton of Kitchener, a nine month old girl who was a passenger in a car driven by her father, died in a one-car accident on March 16 on Highway 401 near Campbellville. A passenger in another car, Robert Alex Scott of Toronto died Dec. 14 in a one-car accident on Esquesing's Ninth Line north of 27 Sideroad.

In one accident, the driver of a car lay unconscious for nearly two months before he died. John D. MacLeod of Toronto was involved in an accident on Highway 401 near the Nassagaweya-Esquesing Town Line July 20, was hospitalized with serious head injuries, and died on Sept. 4.

Other fatalities saw John R. Pearson of Milton killed in a one-car accident on Highway 25 near Speyside June 30, Lewis Jackson of Guelph killed in a car-truck collision on Highway 7 near the Ballinafad Road July 31, and James A. Guyett of Brantford killed in a one-car accident on Seventh Line at Stewarttown August 19.

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