

# Six proposed landfill sites in Esquesing

Waste disposal will become a county responsibility and representatives of the consulting firm of James F. McLaren Limited outlined their proposals last week to Esquesing council. Their final report commissioned by county council is not yet written.

Doug Sexsmith, site director and Bob Graham, project engineer, unfurled a county map and explained colored dots indicating their findings and proposals.

Councillors soon noted that

of 14 proposed county landfill sites, six are in Esquesing township. Questioned about this the consultants reviewed their criteria.

Two landfill sites were located north of Acton, two south-west of Georgetown and two others in quarries in the township. Four sites were marked in Nassagaweya, three in Oakville and one in Burlington.

Processing There were also four sites marked for processing facilities.

One is off highway 25 in Halton Hills, one in Milton, one in Oakville and one in Burlington. Exact location was not determined.

These are 20 year projections, the consultants explained.

They have already made presentations at the request of Nassagaweya, Burlington and Oakville councils.

All sites need investigation first, Mr. Sexsmith repeated. "It amazes me six of these landfill spots are in Esquesing," said Reeve Tom Hill. Councillor George Maltby observed one location was close to Acton's water supply.

blem of runoff in clay soil in the south of Halton.

Never ideal "I've never seen an ideal site," Mr. Sexsmith admitted. He agreed landfill sites—or dumps—have a hard time getting public acceptance. "Everybody's in favor until the sites are fixed. Then they know a better place five miles away."

He defended landfill sites as the most economical solution to the problem.

Challenge Their presentation was challenged at its conclusion by Bill Johnson, chairman of GUARD (Group United Against Rural Dumping). "This is anything but a progress report," he declared. He quoted from reports and publications during his opposition to landfill sites and advocacy of recycling plants, which produce steam heat for use.

Mr. Sexsmith estimated recycling costs at \$17 a ton while landfill is \$5 to \$6 a ton, with less capital cost. Halton produces about 500 to 600 tons of refuse a day, he pointed out.

Mr. Johnson promised to be back for hearings.

Reeve Hill concluded the discussion by commenting he was happy county council had hired consultants to prepare a report. "We couldn't manage it ourselves," he said.

## Wants convention guidelines set up

Oakville Reeve Terry Mannell questioned the value of councillors attending conventions during the roads committee meeting of Halton County Council. Mannell said the conventions were a plot of the hotel industry to retain its prosperity.

Mannell said he had waited to see reports brought back from conventions, but had seen none. He wondered at what point does the benefit from conventions accrue to the public.

Other members had different views on the subject. Esquesing Reeve Tom Hill suggested he got much more from attending a conference than reading a report.

## Fourth fatality

A collision between a dump truck and a car on Highway 25 Wednesday morning, Oct. 17 took the life of John Watson, R.R. 5, Milton, a resident of the Speyside area.

The deceased was driving the car which collided with the rear end of a dump truck near Durante's Esso service station, half a mile north of 401 Highway at about 6:20 a.m. The car jammed under the rear end of the truck which was owned by T. O. Smith. The truck was driven by Ron Howell of Guelph.

More effective Other councillors indicated movies and presentations were more effective in getting a message across. County engineer Jack Corbett said conventions provided a medium whereby elected officials and staff representatives could exchange opinions and discuss common problems.

Mannell has asked the administration committee of county council to consider a policy for convention expenses.

Milton OPP investigated. The fatality was the fourth of that week.

To handle yourself, use your head, to handle others, use your heart.

## Call tenders for Paper Mill Bridge

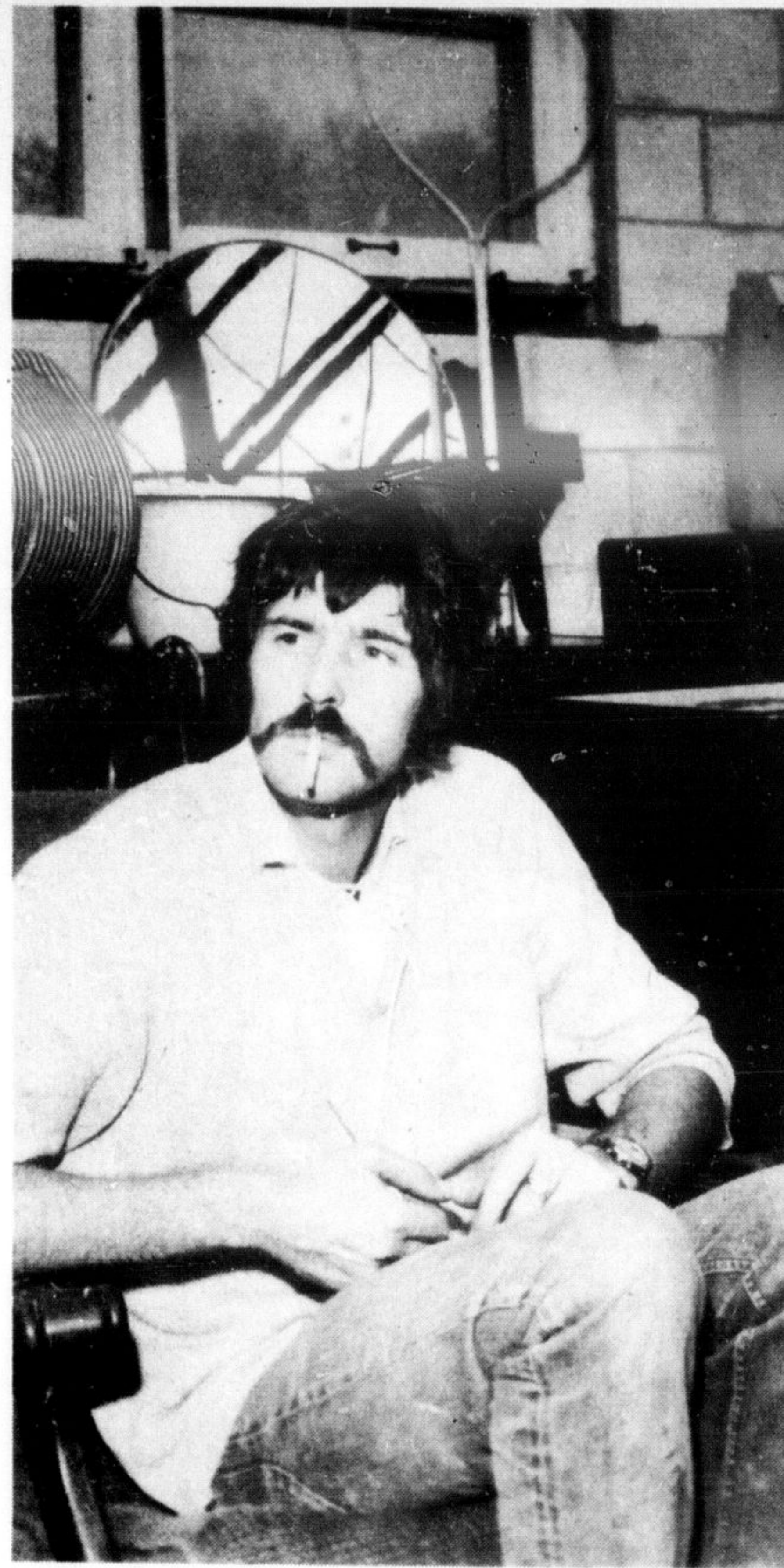
Tenders for the construction of the new Paper Mill Bridge on the easterly limits of Georgetown will be called due Nov. 19 at 1 p.m.

In a report to the county roads committee, county engineer Jack Corbett said the job is estimated to cost \$514,000.

Of that \$433,000 is for the bridge and the approaches, \$65,000 is for the engineering and contingencies and \$16,000 is for property acquisition. Funds are in the budget this year to cover the cost of design work, property purchase and construction of the bridge piers and abutments. The remainder of the bridge and the abutments will be built in the early part of 1974, the engineer said.



RECEIVING PAYMENT for a basket of fresh potatoes from Campbellville resident Murray Dronick, Guide Debbie Phillips handled the produce counter



TAKIN' FIVE for a smoke at the Campbellville Lions Club auction Saturday Oct. 13, Mississauga resident John Brammer makes use of an old donated easy chair. A number of auction patrons tried out the merchandise before committing themselves to purchase.

(Photo by D. Pink)

## Ottawa Report

By Terry O'Connor

As I was wont to say during the election campaign last year, a Member of Parliament must represent not only his home riding constituents but also all the people of Canada. That is, his function involves tackling national, as well as local problems, and proposing solutions in the national, as well as the local interest.

This broader function has taken me to Vancouver twice in the last two weeks. These trips included speaking and study tours and sessions—generally attempts to understand Western problems, and to discuss solutions. Perhaps the most frequently expressed complaint in the West is that of Eastern "domination" of the West and its destiny. It is, however, a vague thing, usually poorly articulated, and differs from person to person. Some feel the East—meaning Bay Street power brokers, Ottawa mandarins and other bogey men—have no understanding of Western aspirations and could care less. This is evidenced in continual exploitation of Western resources, such as oil, gas, wheat and water, for the benefit of Eastern manufacturers, they say.

Times are good

However, except for the severe inflation problem afflicting all of Canada, the Western economy is booming, unemployment is low and wheat, beef and forest product prices are at all time highs.

I don't wish to convey the impression that Westerners are chronic complainers. They are far from it. They are a hospitable, expansive people proud of their magnificent natural setting and optimistic about the development of their provinces. But they want control, and to feel they are controlling their own future.

Perhaps the feeling of alienation is related to the political situation. Government representation of the West in Ottawa has been reduced to a corporal's guard—a total of only seven Liberals west of Ontario.

Trying to instill a sense of Eastern awareness and concern is difficult, but not impossible.

point," she said, "Come back again."

I think I will.



ASIDE FROM bartering baked goods at the Campbellville Lions Club auction sale Saturday, Oct. 13, Campbellville Girl Guides Rose Howard and Sheena Clegg were forced to protect their wares from the wind. Guides were well represented at the sale, working for the Lions' interests.

(Photo by D. Pink)

## SIXTY-THIRD IN A SERIES

### A Mark of Progress in Milton



The new Consumers Glass distribution centre is taking shape as the webs of steel are enclosed at the Milton site. The plant will cover six acres of ground and the building is valued at \$1,140,000. It is located on an 88 acre site off Chisholm Dr. at the junction of highways 25 and 401. The project is by far the largest industrial plant currently under construction and is a further mark of industrial progress in Milton.

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# Ontario's Urban Transportation Program: A choice for everyone.

Something very frightening can happen to cities when they grow up.

They can get out of hand and almost overpower the very people that give them life.

The worst offenders are often transportation systems.

Cars and trucks can become menaces, highways and roads—fuming bottlenecks. Subways can jam and buses simply refuse to handle an ever-increasing load.

Local communities have been doing their best to keep ahead of the problems. But new help is available—for now and for the future.

### People come first.

People really do come first. That's why the Government of Ontario is encouraging an urban transportation system that will serve Ontario people the way they should be served—efficiently, comfortably, inexpensively, and with the least possible disruption of natural surroundings.

The Ministry of Transportation and Communications has instituted GO A NEW WAY, an urban transportation program to develop modern transit systems in our towns and cities and to support them financially.

### New transit vehicles.

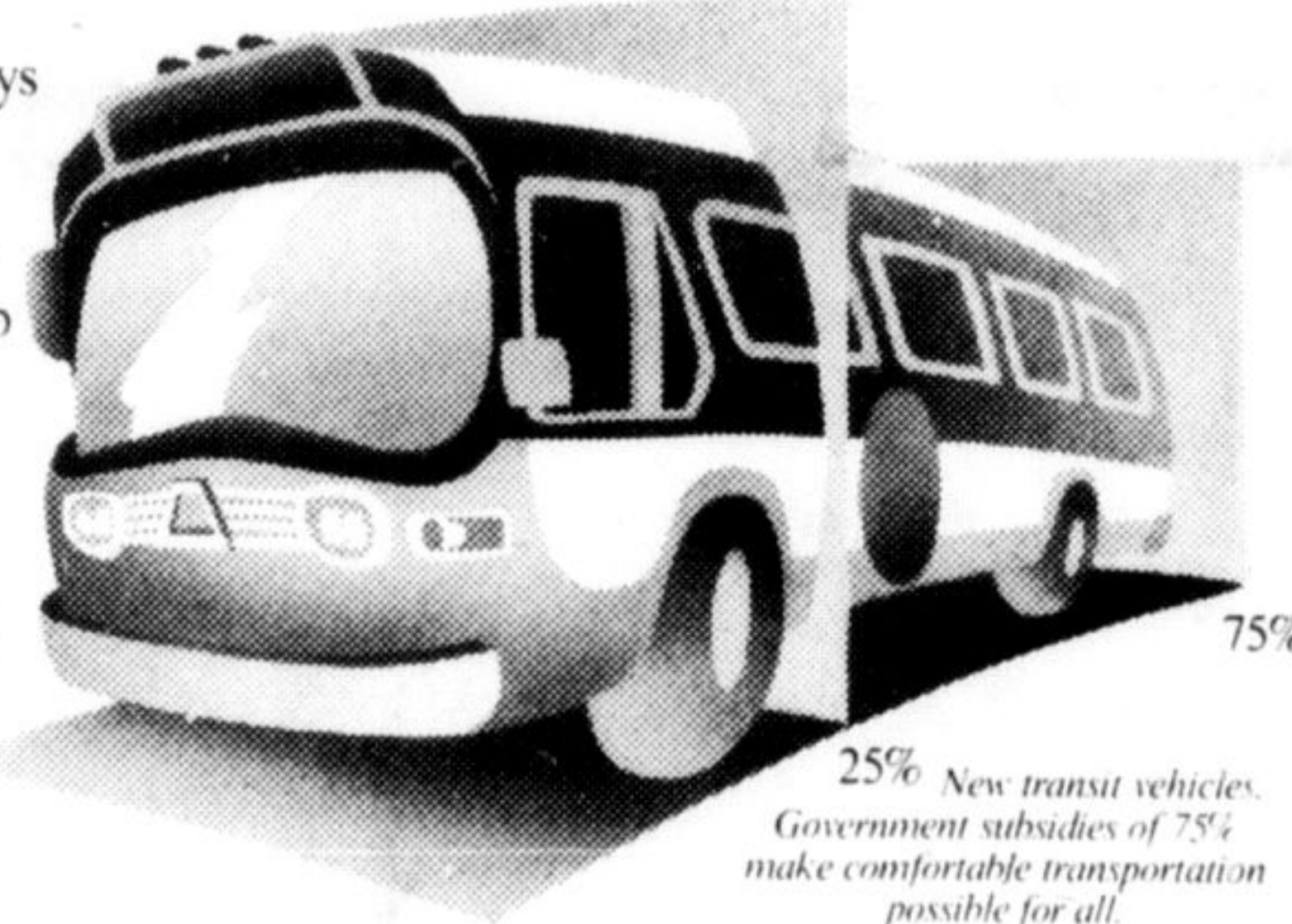
Comfortable vehicles and convenient facilities make public transit attractive. So the government is paying 75% of the cost of municipal buses, streetcars, trolley buses and related facilities.

### Go Urban.

A new, exciting intermediate-capacity transit system is being developed for large urban municipalities. The system will be fully automated, quiet and emission-free. It is much less costly than subways or expressways, may use existing

rights-of-way, and its elevated guideways cause little interference with regular pedestrian or vehicle traffic.

Cities will be subsidized to the extent of 75% in applying the GO URBAN system to their needs.



25% New transit vehicles. Government subsidies of 75% make comfortable transportation possible for all.

### Staggered hours.

Another way to reduce peak-load congestion is to stagger working hours and alter daily and weekly traffic patterns. If passenger demands can be spread over longer periods, people can be moved more quickly. Feasibility studies will be subsidized up to 75%.

The government is implementing a staggered working hour program for its own employees and hopes others will benefit from its findings.

### Computer controlled traffic

In Metro Toronto, a computer controlled traffic system has proved that a substantial increase in road capacity can be achieved with computers. The saving in road construction costs is many times

the cost of the necessary computer equipment.

So 50% of the equipment necessary for implementing or expanding computer systems in urban areas and for installing traffic control devices is being underwritten by the government.

GO DIAL A BUS. A positive step toward turning cities back to people.

### Efficient road policies.

Communities can increase road capacity with greater use of one-way streets, restricted delivery hours and modern parking policies. Municipal studies on these subjects are supported financially.

### Co-ordination is vital.

Normal transit routes often carry our people across municipal boundaries. Co-operation and co-ordination in inter-community transit planning, therefore, are becoming more and more essential.

Your government has intensified the efforts and resources devoted to the co-ordination of transportation planning.

### GO Dial a Bus.

Dial A Bus is a form of public transportation that has been pioneered in Ontario. It does not operate on fixed routes with predetermined stops. Instead, it operates from a

Efficient road policies must allow efficient use of available facilities.



fixed point, such as a mainline transit station, into a limited area, usually residential. Passengers are not required to board and leave the Dial A Bus at bus stops; the bus comes right to their homes when requested to do so.

Dial A Bus is now operating in Pickering, Stratford, Kingston, Ottawa and Bramalea and will be operating soon in north Metro Toronto.

GO A NEW WAY puts people first, all the way. And people have to be involved to make it work.

Resources, research and finances are available to help urban municipalities in Ontario build transportation systems that will surpass anything else in existence today. And prove that cities really are for people.

Urban transportation will be one of the most significant challenges facing us all for years to come.

That's why the Government of Ontario developed GO A NEW WAY,

a modern transportation program for the needs of Ontario communities.

The benefits of this program are available to any municipality in Ontario wishing to participate.

# GO A NEW WAY

Ontario's new Urban Transportation Program. Ministry of Transportation and Communications.

Hon. William G. Davis, Premier. Hon. Gordon Carlton, Minister. A.T.C. McNab, Deputy Minister.