

Threatens

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 licence fees already go to this end.
 "Unfortunately, there appears to be a wide disparity between the parties in coming to an agreement on the apportionment of the cost, and virtually no discussion has taken place on this point."

Tax check
 Mayor MacArthur has ordered a treasurer's report on municipal taxes paid by other quarrying operations like Dufferin, so she will know exactly how much Springbank is likely to contribute over the predicted 12 to 15-year life span of the quarry.

Although the OMB likes the northern route, a wrench has already been thrown into the works by an unidentified First Line resident.
 The Springbank company has access to the Second Line but not the first, and in testimony last March concerning the proposed northern route the Springbank president, Victor Trustrum, said his firm would be willing to purchase the right of way to the First Line to shorten the gravel truck route.

An engineer called by Milton had said the First Line -10 Sideroad reconstruction would cost \$450,000, but you could tack on another \$93,000 if there was no access to the First Line, and the trucks had to travel down the Second Line, and then west on No. 5 Sideroad and north on the First line.

Won't sell
 Mayor MacArthur disclosed Monday that the property owner who lives in an old stone house between the proposed quarry and the First Line has already refused to sell a right of way to Springbank.

The mayor said the First Line property owner "has the right to the protection of his way of life, in the same way the residents of 10 Sideroad do."

Regarding the possible movement of aggregate by rail, the OMB noted that it was "disappointed in the evidence tendered by the applicant in this regard and a more thorough detailed study could have been presented."
 Mayor MacArthur said "it's fine to say you're disappointed," but felt the OMB had been "weak-kneed" in this area.

Correspondence from CP Rail admitted as testimony said it would cost Springbank \$84,000 to install a railway siding at the quarry site, and \$2.65 per net ton to ship the aggregate to Toronto-area markets.

However, Springbank rejected the rail shipment scheme because it said its area of operation was centred in Mississauga and the western portion of Metro "which is not particularly suited to rail shipment."

Says Mayor MacArthur in response to that: "That's their problem, not our problem."

OMB 'simplistic'
 She accuses the OMB of being "very simplistic" in its approach to the rail transportation question.

She said again in the phone interview, "the only arrangement is the railway and the onus is upon them."
 One possible solution which would be reached via political means involves a direct access route to Highway 401 from the quarry site, and Jim Watson, who sits on both Milton and Halton Region councils, has been a leading exponent of this.

To date, the Ministry of Transportation and Communications has poo-pooed the idea, but it shouldn't be forgotten that Halton East MPP Jim Snow is the new minister running that department.

Councillor Watson, who has broad support for the plan, says a direct access road should be built from the quarry to the eastbound Highway 401 lanes. Appropriate signs would warn advancing motorists of the gravel truck entrance.

Designated route
 The Campbellville-area resident says empty gravel trucks on their way back would be required to follow a designated route west on Highway 401, past the Campbellville Rd. overpass and eight miles further along to the Highway No. 6 interchange, where they would turn around and re-enter the quarry from the eastbound lanes of the 401.

Councillor Watson says the entrance and exit ramps to the quarry would simply be removed when its use ends in 10 or 15 years.

Meanwhile, the Committee of the Whole of Milton Council Monday night set up a group which is to meet shortly with representatives of Halton Region and the Springbank company.

The Milton committee, expected to meet for the first time Thursday afternoon, is to include Councillors Watson, Russ Powadiuk and Brad Clements, as well as Clerk Jack McGeachie, Deputy-Clerk Campbell Thompson, Works Superintendent Bruce McKerr, and Terry Baines, the Georgetown lawyer who represented Milton at the OMB hearing.

Keeping in contact
 Baines has been working behind the scenes since the OMB decision, and has been in contact with regional solicitor R. Martin and Springbank's George Lane.

Baines said Monday the OMB decision was "essentially predictable—it was a compromise and I expected it."

Asked about the OMB words "significant" and "substantial" regarding the truck traffic which would be prohibited through the village of Campbellville, Mr. Baines said he believed the OMB conditions to protect the community were "reasonably stringent."

Mr. Baines declined to say what he had advised Milton to do next, but a councillor told The Champion that Baines told council to forget a cabinet appeal at the moment, and to try and work out an agreement with the other parties as the OMB had suggested.



WAITING AND WATCHING is all Milton firefighters could do as flames Tuesday engulfed this barn on the Ninth Line near Hornby. There were no injuries, but a large amount of hay was lost. Cattle housed in the barn were evacuated just in time.

Fast action saves 22 cows in barn fire

by Lee Fairbanks

Fast action by Les Booker saved the lives of 22 cows yesterday (Tuesday) in a barn fire on the Ninth Line near Hornby, south of Highway 401.

Les and his wife Cory live in a farmhouse about 50 yards away from the barn. They noticed the flames, which began in the upper half in the hay

storage, and called Milton Fire Department. Then Les and a neighbour freed the cows, minutes before the ceiling began to collapse.

Just waiting
 "We thought the cows were all dead," said Mr. Booker, "they weren't making any noise. We thought they had suffocated because the barn was full of smoke, but they were just waiting there when we opened the door. The top was about to fall in."

The fire started about 9 a.m. and by the time fire-

fighters arrived, was well out of control.

The barn is owned by Ontario Hydro, bought as part of the 20-year plan for the Milton district and was rented by Bob Smith, who owned the cows and the hay. The cows were mostly young or in between milking, said Mr. Booker.

The cause of the blaze has not yet been determined but speculation amongst on-lookers was that an electrical malfunction may have started it.

Saturday's weather was half winter, half spring, with snow in the morning, rain in the afternoon, then more snow at night.

In the past few years, lung cancer has changed from an uncommon disease into one which today kills more than 5,000 people a year in Canada. As the Canadian Cancer Society advises — if you don't smoke, don't start; if you do smoke, kick the habit.

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