

Cost up 3, 5 per cent

New bus routes start in February

A new contract with Milton Bus Lines, for expanded local hourly bus service, won approval from Milton Council at a committee of the whole meeting Monday.

The new contract is retroactive to Jan. 1 and covers two years, and Milton Bus Lines will be granted an increased subsidy in both years of the contract.

In the first year, the subsidy increases 3.33 per cent bringing the cost per hour of the town subsidy to \$15.25. It was \$14.77 last year. In the second year a further five per cent increase is granted, bringing the rate to \$16 per hour.

An extra bus the firm uses for peak load times (usually for students) will cost \$12 per hour in 1977 and the same price in 1978.

Up \$1,300
Treasurer Don Lougheed

told council the total bus subsidy was \$47,108 in 1976 and this would rise \$1,310 to \$48,418 in 1977. The province pays 50 per cent of any net operating deficit and in 1976 the province's contribution was \$19,875.

Rates this year remain the same—35 cents for adults, 25 cents for special adults (senior citizens) and students, 15 cents for children 2 to 10 years. Those under two ride free. An "Exact fare" system is being inaugurated and tickets will be sold at the town hall.

Beginning about mid-February, the treasurer said, Milton Bus Lines will implement the new routing system and add one mile to the present 13-mile hourly route around town. The change will be well advertised, he said. Route expansion was

necessary to serve the growing town he said. The new routes will give better service to Dorset Park area, also the area south of the high school. When the new routes go into service, the bus will stop three times each hour at Milton Post Office. One of the present stops is at Canada Trust.

A new bus shelter has been added on Broadway St. near Harmony Court senior citizens building and more may be added in peak use areas, the treasurer pointed out.

In future the bus will also serve Memorial Arena, which is not on the present routes.

Mr. Lougheed and the council's transit committee, which worked out the new agreement with Ministry officials and Dave and Irene Lewis of Milton Bus Lines, recommends a system of bus stops be used in future, replacing the present flag stop system. To keep on time, the bus may only be able to make stops at designated stopping points, they said.

Second soon
"We expect a second full time bus will be needed in two

years," the treasurer reported. "The bus operators are doing their best now to accommodate all the people."

Meeting chairman Councillor Brad Clements said adding a second bus would double the cost and necessitate a complete rearrangement of the routes. "We are taxed to the limit of the one-bus system now," he said.

Only complaint voiced at

Monday's meeting came from Mr. Appleton, who lives on Anne Blvd. and said the Martin St. School students would have difficulty getting a ride home to the south area of town under the new system. At present they catch the bus at 4 p.m. at the post office. He felt the bus service would be "useless" to the Fallingbrooke area.

The transit committee was asked to discuss this problem and seek a solution.



CHARTER MEMBERS: Eight of the original 25 charter members of the Milton Optimist Club were on hand for 10th anniversary party celebrations Sat. night. They are (seated) Ken Orr,

charter president Herb Higgs, Jack Charlton and (standing) Bill McIntyre, Bob Dyck, Pete Crewson, Lou Berube and Tom Brown.



OPTIMIST PRESIDENTS 1967-77: Gathered around the Milton Optimist Club's 10th anniversary cake are (seated) 1977 president Bob Ivers, charter president Herb Higgs, 1976 president Don Knight and (standing) past presidents

Ken Orr (1971), John Perrott (1972), Don Morley (1975), Jack Charlton (1969) and Bill McGinnis (1974). Missing were James Eige (1970) and Marvin Sine (1973).

Still on the books

Refer to new town

Proposals for two second-tier urban communities—or "satellite cities"—in the

Milton area are still very much alive in the minds of provincial planners, Burlington Council learned last week.

Five years ago when the Toronto-Centred Region Plan and the Parkway Belt planning documents were introduced, provincial planners proposed two new city developments, one in what was then North Oakville and one in North Burlington. The North Oakville site has since been shifted into Milton with regional boundary changes, and the province has bought up 2,000 acres of land in the area, ostensibly for the project.

Last week Burlington planners found the North Burlington city, described as roughly between Burloak Dr. and Walker's Line south of Britannia Rd., is still being taken seriously by planners at Queen's Park.

"In the future" In comments on Burlington's official plan amendment for the north Burlington area, provincial planners suggest rural land be retained for agricultural purposes and open space and to "retain the option of developing a second

tier urban community in this area at some time in the future."

The satellite city is described as a self-sufficient community of 25,000 to 50,000 people. City planners say it is some of the best agricultural land in Burlington.

Mayor Mary Munro said the ministry was being contradictory in its comments on the official plan amendment. At one point in the letter the ministry says it wants to take the best farmland and turn it into a city; elsewhere in the letter it claims the town has not put enough emphasis on preserving the rural areas for agricultural purposes.

Burlington planners oppose urban development in the area but the ministry claims the urban cities are government policy.

Trustee apologizes for error in article

Halton Board of Education trustee William Lawson of Milton has apologized for an error in last week's Champion (Pg.1) regarding J.M. Denyes school students attending Palermo School.

The article quoted Mr. Lawson as saying that children from Denyes whose parents opted to have them attend Palermo School would have to return to Denyes for grade 6, then go to Martin St. School for grades 7 and 8. This would have meant a student in grade 4 at Denyes would go to Palermo for grade 5, back to Denyes for grade 6, then to Martin St. for 7 and 8 and on to the high school—meaning a total of four schools in four years and up to five schools in six years.

However it has since been learned some of the information was incorrect. Denyes pupils opting for attendance at Palermo may remain at that school for grade 6, then head for Martin St. for 7 and 8. This would in effect reduce the number of schools by one, that a present grade 4 or 5 Denyes student would attend.

Wrong information "I sincerely apologize for the error and any confusion this may have created in the minds of Denyes parents considering this option," the trustee told The Champion. "While I endeavored to get accurate information, this was not the case, therefore I must assume the responsibility for the error—for which I am truly sorry."

Trustee Lawson feels that unless there are sufficient Denyes pupils opting for Palermo School to warrant Palermo's staff being increased to three, he cannot support keeping the Palermo School open.

Palermo parents have suggested that pupils from Milton's Denyes School be bussed to Palermo, to prevent overcrowding at Denyes and to keep the Palermo enrolment at a sufficient level to

warrant the school remaining open.

The Halton Board plans to close Palermo School and the final recommendation will be discussed at a board meeting this Thursday evening.

Palermo parents held an open house Friday for parents of Denyes pupils wishing to tour the Palermo facility.

Parents organizing the open house reported only four Milton families showed up to view the school. They attributed the poor attendance in part to the error in last week's newspaper article.

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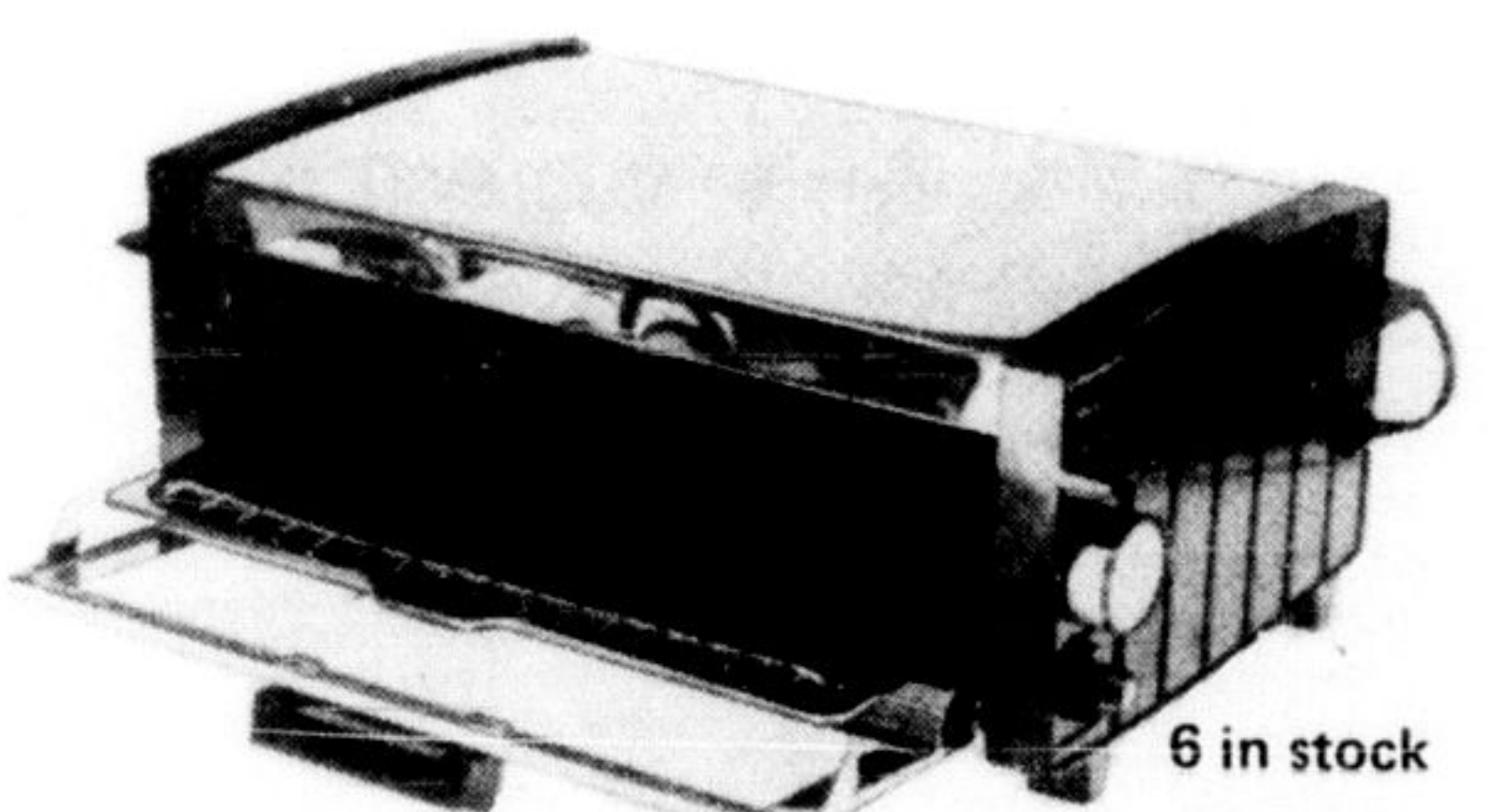


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