



COMMENT

Approving an audit is all board can do

The Halton District School Board was really left with no choice but to vote in favour of an audit following the recent charges made by Burlington Trustee Michael Ellis.

As reported elsewhere in this newspaper, the board decided an independent audit was needed after Mr. Ellis made allegations of misrepresentation of financial matters pertaining to school closures, last-minute information before votes, as well as violations and abuses of board bylaws and policy.

After this, what else could the board — maintaining its innocence — do but call in the auditors? As Chair Ethel Gardiner points out, the allegations plant questions in the minds of the public and put the board and staff at risk in terms of public trust.

At the same time, the audit is expected to cost up to \$50,000, so this leaves the public in a tough spot. The public doesn't want the board to be found guilty of wrongdoing, but at the same time they don't want the \$50,000 to end up wasted.

Mr. Ellis had better have his facts straight and be exercising good judgement in his call for this investigation. Otherwise, he will owe taxpayers \$50,000.



OUR READERS WRITE

Reader hopes community's best interest will be considered regarding quarry proposal

Dear Editor:

A recent letter regarding Dufferin Aggregates quarry proposal has prompted me to write this letter. While it's understandable that many residents of Milton lament the loss of rural lands to new subdivisions, railway yards and other developments it's perhaps the price we pay for being in the GTA. The one certainty is the growth of Toronto will continue and towns like Milton will have pressures that accompany it.

I, for one, would hope that our political and community leaders would look carefully at all the facts of each new development and make their decisions on what's the better choice for the whole community.

Aggregate pits and quarries have been a part of Halton since before most of us can remember.

They exist to fulfill a primary need in the local economy. New houses, industries, and roads can't be built without aggregate. Do we really want to haul aggregate from some place like Collingwood, and pay perhaps twice the cost not to mention doubling the number of trucks on the roads with the accompanying increase in pollution caused by the extra trucks?

Many people fail to realize that the quality of aggregate is also an issue. If we want our buildings, bridges, and roads to be safe and last their full life without falling apart we must use quality aggregate. Quality aggregate is available on a number of places on the Niagara Escarpment.

In a recent letter to the editor, the writer wrote, "no attempt was being made to recycle highway materials." In fact Dufferin Construction, the

Sister Company of Dufferin Aggregates, recycled more than 300,000 tonnes last year in the area. Other road building companies in the GTA recycled similar amounts. The Ministry of Transportation and the City of Toronto have in particular developed programs to encourage the recycling of all road materials. Other municipalities have similar programs. Recycling of road materials makes sense from all perspectives, it saves money and disposal spaces, reduces pollution and replaces quarried and pit material. It's a win-win solution. Unfortunately there's only sufficient quality of recycled material to replace a fraction of the market requirements. In addition recycled material is generally not of high enough quality for re-use in ready mixed concrete. Safety and structural integrity require high

quality stone in high stress, high demand construction projects. Recycled aggregates complement these uses.

My understanding of the Dufferin Aggregate expansion is that it will enable the company to continue to operate for 20 years at the present level of production. I believe the proposal includes providing buffer zones between the quarry and its neighbours as well as protecting the environmentally sensitive areas. Progressive rehabilitation will return the area to a natural state following the closing of the quarry.

In summary, hopefully there's the political will and public support to continue quarrying on the less sensitive rural lands behind the escarpment.

**Ron Fraser
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The Milton Canadian Champion is a Recyclable Product

Rural resident thanks Champion for council coverage

Dear Editor:

Thank you for the coverage of our meeting with town council.

I'm quite uncomfortable with the designation of intermodal expert. I did spend an entire career in the logistics industry with special concentration on intermodal. However

there are numerous others with more expertise than I have. Unfortunately it appears that none of them are involved with this project.

I'm committing my time to the RAIL group because I believe that this site selection serves no one.

It's wrong for a variety of reasons.

Recent new intermodal terminals were all built with more thought and concern for the environment and community.

**Mike McElhone
Campbellville**

Pud

by Steve Nease

