

Region Ex-Manor Administrator gets a gift

A "suitable memento (not to exceed \$75)" will be given to former Halton Centennial Manor Administrator Jack Charlton.

Regional Chairman Jack Raftis asked permission for his office to buy the gift so it can be "presented to Jack Charlton in recognition of his service as Administrator of Halton Centennial Manor for the past 3½ years, and Assistant Administrator for 11 years."

Asking for the money for council, Mr. Raftis said "it would be appropriate to recognize Mr. Charlton's years of service... and therefore a presentation to him has been arranged to follow the regional council meeting June 17."

Mr. Raftis said that following the presentation, "light refreshments will be served."

Halton borrowing up to \$14 million

Halton Treasurer Gerry Lawson has been given permission to negotiate for a new debenture issue which will not exceed \$14,200,000.

Mr. Lawson told the Administration and Finance Committee he would like to be given leeway to find the best look around instead of just taking what the current interest rate is when Halton wants money.

He said he would probably go to the United States for the money as there are many more investors and the money is sound, not tied to a weekly change in interest rates.

Asked by Councillor Joan Little why he preferred the U.S. dollar, Mr. Lawson said there was little to choose between interest rates, but he thought he could get a lower rate in the United States.

But Halton Hills Mayor Peter Pomeroy said he did not like the fact the region always seems to be borrowing money.

He said the single biggest complaint he gets is from ratepayers who are upset at the debt Halton continues to carry.

Borrowing some \$14 million would really mean paying back "\$20-\$25 million, I don't know."

Reading Service

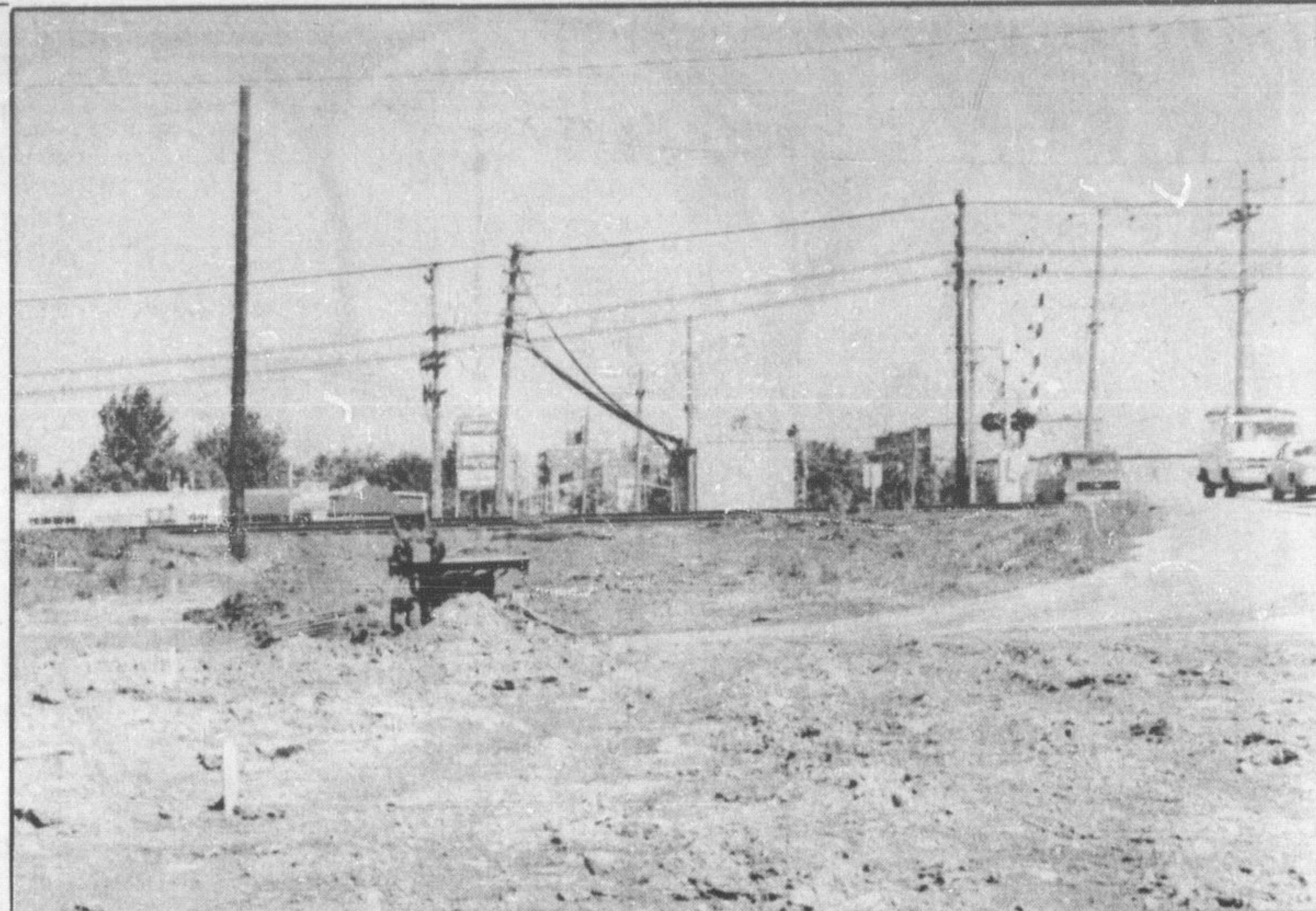
The Radio Reading Service will get a grant of \$10,010 if the recommendation of the Administration and Finance Committee is accepted today by regional council.

Although Radio Reading Service was given a \$10,000 grant during cultural grants discussions by the Health and Social Services Committee in April, one of the conditions this year was that all submissions be accompanied by an audited financial statement.

It was later noted the financial statement had not been audited and therefore the Halton grant was held up.

Chief Administrator Dennis Perlin said he has since done a study of the fiscal information and finds "no grounds for considering disallowing the grant due to lack of compliance with the audit guidelines in the grant information."

Radio Reading Service broadcasts to blind people in Halton with broadcasters reading books and other information.



Up and over. While construction is being done at the CPR underpass at Ontario and Main Sts., a detour will run along the western side of the current Ontario St. right of way. It runs from Main St., over the tracks, and rejoins Ontario St. just south of Milton Chrysler.

Detour at Ontario-Main now being put into place

Work has already begun on what Milton Planner Bob Zsadanyi calls "just about the biggest road project we've ever done."

The \$1.5 million Ontario St. underpass is just the start of a major project to widen Ontario St. eventually to four lanes.

'On to court' Mayor predicts

Milton Council is proceeding as if it will still have to face Halton Region in the Ontario Supreme Court.

Last Wednesday an in-camera session was held at Halton Region at which the strategy of the region was laid out for interested councillors.

Among those interested councillors were Gord Krantz and Bill Johnson who attended the meeting after it was found they would make the difference between having a quorum and having to disband the special session.

Mr. Krantz told The Champion he could not discuss what went on behind the closed doors, but said it appears "we're going on to supreme court."

Milton will appear before the Ontario Municipal Board June 24 to ask the OMB to put aside an order to rezone 246 acres of land at Tremaine and Britannia Rds., also known as Site F, as a garbage dump.

It is expected Halton Region will also be at the OMB, possibly to oppose the deferral as Halton wants the land rezoned.

In fact, it was Halton which laid contempt of court charges against the current Milton council and three former councillors for not acting on the OMB order of last March to start the rezoning process.

Milton claims it did start but was stopped three months later by the enactment of Environmental Assessment Act legislation which the town feels precludes it from changing any land designation until the conclusion of an Environmental Assessment Hearing Board.

Although Mr. Krantz said "a lot will depend on what happens June 24," he said he still expects the councillors will be in the Ontario Supreme Court July 3, to face the contempt of court motion by Halton.

The first part of the underpass project is now being completed. Stakes have been set out to mark the path of a detour which will re-route traffic a few yards to the west of the current grade separation.

For about the next 18 months, traffic will be eased from Ontario St. to the detour and then back onto Ontario St. just south of Milton Chrysler Dodge.

The temporary road and grade separation will have a complete wig-wag and safety barrier in operation.

While traffic is using the detour, a tunnel will be dug beneath the

current roadway and, when completed, that underpass will be four lanes wide.

Mr. Zsadanyi said the plan is to eventually widen Ontario St. with full turning lanes at Main St.

The exact date when the detour will be put into use has not been set as that depends on how long it takes to build the temporary roadway.

The widening of Ontario St. is all part of an even larger master road plan which will see the Jim Snow Parkway arching up and connecting with Main St. east of Ontario St.

Town will curb private sweeping

Milton Council has decided to cut back on the practice of sending in public works equipment on private property.

Public Works Director John Matthews told council he thought it was time to stop going in on private property for such things as pavement sweeping and that

private landowners should hire private contractors to do the job.

"It has been the past practice that the town equipment has been utilized for work on private property when requested by the property owner.

"The majority of

requests for the use of town equipment have been for sweeping and sanding and salting of lots."

"Other jobs that have been performed by town equipment and/or crews have been items such as tree trimming or culvert cleaning.

"Invoices have been issued for the work performed."

"There may be cases during emergencies where equipment may have to enter onto private property or be exchanged with region or other local municipalities on a short-term basis.

"I believe this policy should be continued as long as it is not detrimental to our own work schedules and equipment," he said.

He made a recommendation to the effect.

Councillors agreed that while it was possible to do such work when the town was small, there are so many parking lots now that the equipment could be in use all day dealing with private landowners.

"I think we've got to take a stand and get out of it," said Councillor Brad Clements.

Fuel Miser goes south

Two cars designed and built by Sheridan College Mechanical Engineering Technology students placed seventh and eighth in a field of 14 college and university entries in the May 28 Shell Fuelathon.

The Miser captained by Milton's Dan Arnold got 430.90 miles per gallon, and the More For Less 282.51 miles per gallon in the maximum mileage competition.

The winner was an

entry of the Shell Oakville Research Centre, the Fuel Miser, which got 1100.18 miles to the gallon. The University of Saskatchewan had the best mileage in the specials class, with 1033 miles per gallon.

Last year the Sheridan entry won top place in the special class for college and university entrants, with 340 miles per gallon.

The More For Less and team will be competing June 6 in a fuelathon in

Kalamazoo, Michigan, organized by the Society of Automotive Engineers.

"The students were a bit disappointed with the showing, but this year we concentrated mainly on the aerodynamics of the vehicles," explained instructor Walt Glaser.

"Next year we'll be using the same car bodies, and we'll have the whole year to refine the performance."

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CALENDAR OF EVENTS

Thursday, June 18th
7:00 p.m. "Duke Varden Revis" Street Dance

Friday, June 19th
6:00 p.m. Georgetown Majorettes and Drum Corps
6:30 p.m. Marion's Country Band
7:30 p.m. "The Valley Squares" Dancers
8:30 p.m. "Duke Varden Revis" Street Dance

Saturday, June 20th
10:00 a.m. Old Canada Fair (until 4 p.m.)
12:00 noon Georgetown Majorettes and Drum Corps
1:00 p.m. "The Valley Squares" Dancers
1:30 p.m. Marion's Country Band
2:30 p.m. "Duke Varden Revis" Street Dance
3:30 p.m. The Major Commercial Building Society
4:00 p.m. "Duke Varden Revis" Street Dance

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