

The Townships

Language battle disrupts urban planning meeting

By Sharon McCully

KNOWLTON — A consultation meeting to discuss a draft of the town's master plan degenerated into a nasty dog-fight over language Friday night.

Because of a communication problem between the town and consultants who wrote the report, the English translation of the document was not available for Friday's public meeting.

Eliot Newman, a spokesman for the Brome Lake municipal association, read a letter requesting the meeting be postponed until the English version of the report became available.

Newman then proceeded to ask anglophones in the room to raise their hands. About half the crowd of 150 was English-speaking — many of them bilingual.

This did not sit well with franco-

phones in the hall, many of whom had re-arranged their schedules to attend the meeting.

FAVORITISM

Angry francophones demanded the meeting go on as scheduled. Accusations of favoritism towards English-language constituents were levelled at council.

After nearly 40 minutes of bitter debate, Gib Rotherham, an anglophone businessman, proposed that the meeting proceed as scheduled and a second meeting be held before any decisions were taken by council.

Gilles Decelles, the town's fluently-bilingual mayor was able to quell emotions and focus the meeting on the important issues which brought nearly 150 townsfolk out on a Friday night.

Ten areas of town planning were examined and suggestions for

changes were recorded for study by town council.

Jim Wills, the president of the Brome-Bolton Fish and Game Club pointed out that the 30-year-old landowner club is the town's best ally in protecting ecologically-sensitive zones and wildlife habitats.

He pointed out that membership in the club is restricted to landowners. Fifty-five hundred and eighty of the clubs "A" members own 15 acres or more, while 514 "B" members own less than 15 acres, but reside in the town," he pointed out.

PROTECT WATERSHEDS

The clubs main objective, the spokesman said, is to protect watersheds, swamps, natural habitats and the extensive deer yards which exist in the Town of Brome Lake.

"If we err, let's make the error

on the side of conservation and not on development," he said. "What takes nature 100 years to grow can be destroyed in an hour by a bulldozer."

On the subject of heritage sites and historic buildings, Claire Kerrigan suggested classifying Route 243 a scenic route to protect it from becoming a highway into the town.

One speaker quipped that the only qualification Route 243 would have is the antique quality of the pavement.

A clearer definition of "low and high density" housing development was also debated by the group.

Low density is defined by the Regional Municipality (MRC) as 5-acre lots, while high density is 700,000 square metres.

"If we permit houses to be built on 1-acre lots, we'll be worse than Bromont," one speaker warned.

Frank Sheils joined others in expressing the concern the "urbanization perimeter" was too close to the lake.

NOT AROUND THE LAKE

Peter Kerrigan pointed out that "urbanization around the lake is something we don't want. That was something introduced by the old council, and that's what got them defeated," he said.

After a lengthy discussion there seemed consensus that the perimeter around the lake be removed from the urban (white) zone.

The issue of who can operate a business and where, sparked controversy on two fronts.

A group pushing for a softening of bylaws to allow residents to provide personal and professional services from their homes locked horns with a group opposing increased traffic from home busi-

nesses.

And a group of 29 Foster merchants, represented at the meeting by their lawyer, wanted to know why they were shut out of the plan's primary business sector and authorized to operate "small neighborhood or recreo-tourist businesses such as general stores, convenience stores, antique shops or restaurants".

"We want the same advantages given to the sectors of Knowlton and Gilman Corner to be given to Foster," the group's spokesman said.

A second public meeting will be held when an English version of the draft proposal becomes available.

The committee will then examine the recommendations submitted at both public, bilingual meetings before tabling a final proposal to council for ratification.

Program will help anglos get jobs in Quebec's civil service

By Dan Hawaleshka

SHERBROOKE — The Quebec government has taken the first practical step toward hiring more anglophones by creating an information program for anglophones on how to find and apply for public sector jobs.

The program was announced Friday by Treasury Board president Daniel Johnson.

"This should result in a significant increase in the number of anglophone applications for public

sector jobs," reads a communiqué from his office.

The program follows a June 7 meeting of a committee charged with making recommendations to the government on how to increase the number of anglophones in the civil service.

"According to the committee," the communiqué says, "potential applicants are not fully aware of the hiring procedures in the public sector."

INFORMATION SESSIONS

Yvonne Attia-Chong of the Montreal-based office of human resources, is responsible for running the program which will provide information sessions on how to find and apply for jobs. She will also identify job opportunities and match them to available anglophone candidates.

Attia-Chong will also meet with members of the anglophone community on an individual basis.

Responsibility for "spreading the message" goes to Treasury Board representative Catherine Anne Devlin, office of human resources member Jaime Llambias-Wolfe and Johnson staff member Robert Samson.

Devlin, Llambias-Wolfe and Samson are available "to meet with groups representing anglophone schools, colleges, universities, and other human resources groups having direct contact with

the anglophone community, in order to increase the application rate of anglophones."

BLAIR REPORT

In March Johnson received the Blair report, which makes several recommendations on increasing the number of anglos in the public sector.

The report notes the Quebec government has more than 52,000 permanent positions in its public sector, making it the largest single

employer in the province.

However, few anglos work there. "Statistics repeatedly demonstrate that the anglophone community is drastically underrepresented in Quebec's civil service," it says, adding anglophones make up about 10 per cent of Quebec's population, but less than one per cent of the civil service.

Youths leaving the province is described by the report as "one of the most important issues facing the community."

Sentier Massawippi: Critics just waiting for mistakes

By Dan Hawaleshka

LENNOXVILLE — Members of a group who want a public path built on the abandoned CPR railway line between Sherbrooke and Beebe should avoid making mistakes if they want their project to succeed, says a Vermonter who headed a similar project in Stowe.

"Sometimes your critics are watching you and they're waiting for you to falter," said Anne Lusk, coordinator for the Stowe Recreation Path project. "They're waiting for you to fail."

Lusk headed one of four workshops at a Saturday conference on the creation of what have become known as linear parks. The conference, held at Bishop's University, was sponsored by Sentier Massawippi, *Tourisme Estrie*, the regio-

nal recreational council and *SDRS Tourisme*.

Speaking in front of some 60 conference participants, Lusk warned Sentier Massawippi to "always stress the merits" of the path, adding, "It's very easy because there's nothing but positives about the project."

INCREASED SAFETY

She said linear parks increase safety in towns since they take pedestrians and cyclists off town roads.

Sentier members are calling for the creation of linear park along the former Beebe Subdivision. The 54-kilometre railway between Sherbrooke and Beebe was abandoned by Canadian Pacific Railway, which is trying to sell the property.

On Friday Lennoxville announ-

ced it had bought a 14.5 kilometre strip of land between Lennoxville and the Massawippi River dam in North Hatley.

During the conference an audience member asked Lusk if town insurance costs increase as a result of owning a recreational path.

Her answer was simple: "The town has the insurance," she said. "They have it for roads and sidewalks," adding it doesn't cost more.

In a telephone interview Sunday Sentier member Tom Vandermeulen said it was important to stress this point.

NO-ADDITIONAL COST

"Basically there's no additional costs to municipalities which own recreational paths," Vandermeulen said, adding towns already

have insurance for parks, town property, schools and playgrounds.

But don't insurance premiums increase as the number of assets increase?, he was asked.

"It does not appreciably increase the liability insurance," he answered.

In her energetic, occasionally bilingual and often humorous slide presentation Lusk explained how she and a group of Stowe residents went about getting a nine-kilometre path built.

"When we started the project none of us knew what we were doing," she said.

But with time that change and by the end of the project her group had raised about \$680,000 from private and public sources. Unlike the local project, the path in Stowe was

built in a wooded area and not along a railway line as is proposed here.

As the Stowe project neared completion in 1989 area children

were so eager to ride their bikes on it that they couldn't wait for the tar to cool.

"The tar was so hot that the tires of one child's bike burst," she said.

Lennoxville buys 14.5 kilometers of CPR land

LENNOXVILLE (DH) — A 14.5 kilometre stretch of abandoned railway — bought by Lennoxville from Canadian Pacific Railway Friday — can used as a recreational park for cyclists and pedestrians, says a town councillor.

"We'd allow it to be used for a trail," said Lennoxville Councillor Michael Sudlow Saturday.

But Sudlow, who attended a weekend conference on recreational parks, said that isn't the reason the town bought the \$149,000 piece of land.

"The main reason is to get a future drinking-water supply," Sudlow said, adding Lennoxville cur-

rently has four wells and no hope of finding other local sources.

If a deal for a park is agreed on the town would retain ownership of the land, he said.

The deal was signed in Montreal Friday by acting mayor Joseph McKecher and town manager Jacques Gagnon. Mayor Duncan Bruce was away on a trip to Newfoundland.

The property begins in Lennoxville and ends at the Massawippi River Dam in North Hatley. It is part of 54 kilometres of abandoned CPR railway between Lennoxville and Sherbrooke.

The land is coveted by Sentier Massawippi, a group lobbying to have it turned into a park for pedestrians and cyclists. A 12-km portion along Lake Massawippi is also highly prized by lakeside residents, who want the land for private use.

Sudlow called the purchase "good business management to secure a future water supply," adding the land is ideal for bringing in water from Lake Massawippi because the town is downhill from the lake and will require few if any pumping stations.

Lennoxville will pay for the land out of its \$200,000 yearly budget

surplus.

"No special loans" had to be taken out, said Sudlow, adding the town has five years to pay.

Asked why residents had not been consulted before the sale, Sudlow answered, "We felt the town would support this."

Mayor Bruce, who had returned from his trip in time for the Saturday conference, said a recreational park "seems like a good idea," but hastened to add, "but that hasn't been discussed yet."

Pressed for an assessment on how councillors feel about such a project, Bruce said councillors think "it's good."



'It's very easy because there's nothing but positives about the project,' says Anne Lusk about building linear parks. RECORD-DAN HAWALESKA

Bread fest a success despite soggy weather

COOKSHIRE (DH) — Despite the rain-drenched baseball park a small crowd of devoted fans turned out Sunday for the 18th annual bread festival in Cookshire.

Jeanne Pageau, one of the festival founders, said the yearly event started off as a contest for who could make the best bread. It just grew from there.

Pageau was eager to pay tribute to another festival founder who died last year — Mabel Grapes.

Last year husband Wilfred Grapes and daughter Judy donated a trophy in their mother's honor.

Last year the award for best white, water bread was won by Marie-Paule Lepitre. This year's win-

ner was Irene Breton, who called baking bread a "tradition".

Speaking glowingly of Grapes, Pageau said she was always there for the festival.

Grapes "always participated," Pageau said.

Festival president Gilles Denis said area residents really know how to make bread around here.

"And another thing," Denis said, "people here know their bread."

Allan Chaussé was one of two festival judges who sampled some 90 loaves of the area's best.

But the job has its minor hazards he jokingly pointed out.

Obviously, at one one point you have to taste the bread so that adds up to a lot of mouthfuls.



Cécile St. Laurent has been making bread at the festival for 13 years at least. St. Laurent said he loves what she's doing because of all the people she gets to meet.



Jeanne Pageau, one of the festival's founders, is shown here awarding Irene Breton for first place for best white, water bread. The trophy is named in honor of Mabel Grapes, another festival founder.

High-speed chases damage two cop cars

SHERBROOKE (DH) — It was a tough weekend for Rock Forest police who had two of their cars towed away following two spectacular car chases.

Early Saturday police were called after burglars set off an alarm while trying to rob the safe at the Molson warehouse on Fontaine Street.

At about the same time a witness phoned to say she spotted a white van fleeing the scene, said Rock Forest police Sgt. Jacques Côté.

At about 3:20 a.m. two responding police cars spotted the van at the corner of Bourque Boulevard and Fontaine.

"That's were it started," Côté said.

The van fled at high speed, at one point crashing into a brick wall. Taking Route 220, the van headed toward St-Elie d'Orford, where it turned onto Labonté Road — a dead end.

But the thieves didn't let that stop them. Instead they drove off the road and headed into a field. A forest finally blocked the way, ending the chase 30 minutes after it began.

Three suspects fled the van. Police caught one. The other two escaped into the darkness but their names are known, Côté said.

Police would not identify the suspect before he appears in front of a judge. He is charged with breaking and entering, dangerous driving, refusing to obey an officer and mischief.

"There may be other charges," Côté said, adding a Crown prosecutor will decide.

And the police cruisers? "There's one that had to be brought back with a tow truck," Côté said.

Another police cruiser had to be towed after another car chase early Sunday.

Police spotted a black Honda CRX drive through three stop signs just after midnight. The car fled when police tried to pull it over.

The brief chase ended when the police cruiser crashed into a house at the corner of Pépinière and Magloire streets.

No one was hurt during either chase.

The Kidney Foundation of Canada

Please sign an organ donor card... today.