

Howlett study shows Hydro towers should march across Halton's middle

An independent study conducted by Bruce Howlett for the Solandt Commission has determined the preferred route for the 500 kV hydro towers from Middleport to Pickering generally runs along the Parkway Belt across the centre of Halton, using Milton as a pivot for two crossings of the Niagara Escarpment.

In a presentation at Queen's Park Thursday morning, Howlett outlined the route for press and municipal representatives. He answered questions about the route which girdles Halton through the Milton area. He said the Parkway route is the shortest, has a comparatively low environmental impact, has fewer substations

than the northerly alternate, is possibly the cheapest in overall cost and conforms to provincial plans for future utility corridors. He also said the route is generally accepted by the public, by several provincial agencies and local governments and a number of citizens' groups. Disadvantages of the Parkway for the 610 foot swath of

towers include higher costs for "improved appearance" towers, relatively higher costs for land, and the possibility of delay if the province does not act expeditiously to permit Hydro to buy land in the Belt. The preferred route is called a "Modified Route Q" and came partly from the suggestion of John Schneider,

an industrialist from the Acton area, who suggested it was superior to any that had been presented at a series of public meetings prior to the one in Acton. It is identical to the route known as "R" which Ontario Hydro rejected, except for the double crossing of the Niagara Escarpment which would occur south of Rattle-

snake Point and also at the 401 highway crossing. The preferred route would cross Halton along 401 highway, jog north of 401 near Milton, angling across the Escarpment on a slope, through a quarry and scattered woodlands which Howlett feels will reduce the visual impact. Although the route for the

towers has been the result of eight months of deliberations and study by the Bruce Howlett team, Dr. Ormond Solandt, head of the commission appointed to determine the best route says the final decision will not be made until another series of public meetings is held to debate the proposals unveiled Thursday.

"I am hopeful for a dialogue for the preferred route," he said, indicating it was open for discussion and new suggestions. "The public should say what seems to them to matter." Hydro said it was willing to accept any route provided adequate consideration is given to environmental, engineering, social and economic factors and the lines would be constructed in time to meet the requirements of the power system. A comparison of the environmental features between the three alternate routes, the Howlett firm deduced from their studies, indicated the southernmost "Q" alternative had less impact on most natural resource features and made more joint use of existing and proposed highways, pipelines and railroads than do other alternatives.

Public sentiment towards each of the alternatives favored following Route "Q" where it follows the Parkway Belt, the recreation and transportation corridors set out by the Provincial Government to provide green belt between communities west of Toronto. At some meetings, Howlett pointed out, this choice was virtually unanimous. He said some of this reaction must be ascribed to the desire of some to keep the line away from their home and community but felt equally strong was the fact the government had designed the Parkway Belt intending both to control and to acquire lands in it for purposes which included public utilities and hydro lines.

Relations favored joint use of hydro lines with pipelines but favored the more northerly "S" or "T" routes. The Ministry of Agriculture and Food felt the lines should be restricted to joint use corridors and preferably be located over low grade agricultural lands. The Ministry recommended "R", which is almost identical to "Q" except for the one Escarpment crossing. The Ministry of Natural Resources also submitted a brief choosing "R" or the modified "Q" to avoid a number of significant and sensitive environmental features particularly in the Escarpment and Oak Ridges areas. This Ministry also felt the route would demonstrate an ability to implement the Toronto-centred Region concept.

Consider underground The lengthy Howlett report and conclusions suggested that compact towers and underground lines should be considered in the future although the secretary of the Solandt Commission, Neil Cole, said there could be no underground installations for 500 kV lines before 1980. "There appears to be little doubt that if undergrounding were possible a good deal of opposition to hydro lines would disappear," the report notes. The report recommends that if the Modified "Q" is adopted, the crossing of the Escarpment south of Rattlesnake Point and three 500 kV circuits are required (one in 1976, another in 1982, and a third in 1990), the first two circuits should be carried on one tower alone. However, because of the visual sensitivity of the area and taking into account rapid advances in technology, it is recommended the portion crossing the Escarpment between Kildee and Highway 25, only a low angle circuit tower be erected for the 1976 line. When the 1982 line is required, the overhead line should be removed and both lines be placed underground using Hydro's DAMUT system or conventional underground cable. This would eliminate permanent overhead lines on the Escarpment crossing.

Group response to the Howlett proposals also favored System "Q" where it follows the Parkway Belt. In general there appeared to be a consensus that the Highway 401 area would provide the best crossing of the Escarpment and that crossings in areas to the north and south were not as desirable. Twenty-seven municipalities in the study area also responded to a request for submissions. Municipalities affected by the two other alternative systems preferred a route following the "Q" or its modification utilizing the Parkway Belt while municipalities affected by System "Q" generally preferred System "R". Municipalities north of Highway 401 in Halton preferred crossing the Escarpment in the area of 401, which was also noted as acceptable by several other municipalities outside the immediate area. However, Halton municipalities south of 401 opposed this crossing, or any other south of the highway.

Comments from several Provincial Ministries varied. For instance the Ministry of Transportation, while agreeing with the joint use corridor concept in principle, stated some implementation problems and restated reasons for rejection of the Parkway route considered in 1970. The Ministry of Consumer and Commercial

Two double circuit 230 kV circuits are also required for this crossing at an indefinite date and the report recommends they also should be installed underground alongside the 500 kV circuits. More lines are required for the 401 crossing; two double circuit 500 kV lines would be needed in 1977, another in 1980. Two double 230 kV lines are also needed at an indefinite date. A crossing at this point also will depend on whether Hydro can find a route around Guelph. (A study is being done now.) The Howlett report recommends that very low, single circuit towers be used to cross the Escarpment at an angle with trees left between lines for concealment. Ontario Hydro is currently studying tower color and it is suggested this crossing

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Hydro routes bother J. Snow

Residents of Halton should make their feelings known on the proposed major hydro line route when the Solandt Commission hearings begin in October, Halton East MPP Jim Snow said at a press conference at his home Friday.

Snow, commenting on the Thursday recommendations by environmental consultant Bruce Howlett, points out the newest preferred route crosses Central Halton and predicted it won't make anyone in Halton very happy.

The line would enter north Burlington's western boundary and run just south of Derry Rd. to a substation site south-east of Milton, then branch off to the east and west along Highway 401.

One westerly route would cross the corner of Esqueving Township and travel westerly through Nassagaweya north of Five Sideroad and Highway 401 toward the Bruce Generating Station. The main line would head east toward Pickering. A spur line would head up through Esqueving to Ballinafad if the North Burlington route is not possible.

Consultants have not given proper consideration to the prime farm land in this area, Snow claimed. Such a line would have a damaging effect on the Halton area, he said, and he promised to do "everything I can" to assist constituents in fighting the route.

The original route proposed by Ontario Hydro would have cut across the north-west corner of Nassagaweya Township but it was firmly opposed by township residents and others in the Acton area. Snow said the newest recommended route is "no better" than the original route.

Higher costs here For one thing, he said, Ontario Hydro will find land costs in the Milton and Highway 401 areas are pretty steep, compared with the sparse farm land that was earlier considered.

Snow said the hydro lines were necessary and he agreed with the need for a substation in the southern part of Halton. He also noted the timing is getting "crucial" as Hydro needs the transmission lines as soon as possible or some areas will be experiencing a power shortage.

Dr. Solandt's commission will consider the Howlett recommendations and eventually make a recommendation to the Ontario cabinet.

The Acton Free Press

NINETY-NINTH YEAR NO. 12

ACTON, ONTARIO, WEDNESDAY, SEPT. 19, 1973

Twenty-Four Pages—Fifteen Cents

Start early on outdoor rinks?

Warm weather last winter made the installation of outdoor rinks a problem for the twin hatted Acton Board of Parks Management and Recreation Committee so it was decided Thursday to start early on rinks this year, provided weather is suitable.

Chairlady Diane Spielvogel told members of the board the town superintendent assured her that if boards are up for the rinks before the frost arrives, town workmen would assist in preparing ice.

The committee budgeted for three rinks last year but were able to complete only one, because of mild weather. It was felt an effort should be made this year to have at least two available for the public to use.

It was suggested there be one at Sir Donald Mann park and another at Prospect park. Member Lou Bonnette suggested that perhaps the committee should prepare a surface on Fairy Lake rather than in the park because it

seemed ice on the lake was used in preference to the outdoor rink. He also felt they should investigate whether it would be feasible to have rinks at the two public schools in Acton and ask permission to use the schools for change rooms, if they could work out a deal with the board of education.

He noted the board had been calling for increased public participation in the schools and he felt this was one way they could do it.

Chairlady Spielvogel felt Mr. Bonnette's suggestion had merit but reminded him activities where schools are used also require the services of a caretaker and this would rule them out.

"Before you turn the idea down, I'll look into it," Mr. Bonnette said.

In a discussion of the merits of the rinks, it was noted they were ideal for the "little tykes" who get pushed off other skating areas and cannot yet compete with larger children.



The Midway was jammed Friday and Saturday.

Sun shines on Fair

Attendance and gate receipts were both up "considerably", happy officials report after a record-breaking two-day fall fair, staged with perfect weather, when an estimated 12,000 entered the grounds.

The rain, predicted all week, failed to arrive and warm, sunny skies encouraged exhibitors and strolling patrons. Crowds seemed to throng every corner of the park all day Saturday. Attendance at the Friday night show is also estimated to be a record 2100.

Saturday's gate receipts couldn't be depended on as an accurate gauge of attendance. Many entered free with the parade or on passes, and a problem with security guards resulted in quite a few entering the grounds without the opportunity to buy a ticket.

Compliments now However the problems of the staging of the district's big show are behind the fair's board, under president H.H. Hinton, and compliments keep rolling in.

The Saturday parade was excellent with five bands. The hall displayed very worthy exhibits with new competitors welcomed; arena space was all sold while almost all the space available in the whole park was rented

or used for displays or parking. The street layout brought praise as it organized the grounds in a better way.

There were three or four more food outlets than ever before, yet several of them had to send people rushing out for more supplies.

Saturday parade Five booming bands made the Saturday parade exciting. Acton Citizens' Band led off, with leader George Elliott

declining a seat in a convertible as Citizen of the Year to direct the players from within their ranks.

Burlington Teen Tour band and Guelph Opti-Knights both bring a lot of showmanship with their playing, and the Georgetown girls' pipe band and Sand Hill pipe band both kept marchers in step and the spectators happy.

Best float in the parade was entered by the Lionettes, winning \$25 as overall champ and \$25 as best novelty float. The gals were decked out as hillbillies.

Winners In service and organization category the winners were the figure skating club first, Acton Lions with swimming pool project featured second and the Acton Firefighters third.

For novelty category the Lionettes were first, Rockwood Trail Riders second, and the Cuthbert family with truck wagon and ponies third.

For business and industry L. and I. Motors was first, Country Mart second and North Halton Furniture third. Award for the best dressed horse and rider went to Bruce McDuffie of R.R. 2, Rockwood.

Politicians were Present members of parliament and regional council hopefuls joined in the parade. Justice Minister George Kerr, M.P. Terry O'Connor, M.P.P. John Root, M.P.P. Bill Kempling, Minister of government services Jim Snow; mayoralty candidates Tom Hill, Bill Hunter, Phil Siddall and Bill Smith.

brises and his car had estimated \$500 damage. Munday was driving a car owned by Robert Lindsay, Willow St., with its damage set at \$550 by police. He was treated at the spot by Dr. Pun and taken to Guelph General hospital by ambulance. He has bruises and a sore neck.

Two tow trucks removed the cars from the corner after traffic was diverted for about half an hour. Acton police was assisted by North Halton O.P.P. in investigating. Charges were laid by Acton O.P.P.

Life members Sandy McLean and R.L. Davidson got a ride to the fair in the parade as well as Mayor and Mrs. Les Doby, president Bert Hinton, ladies president Mrs. E. Archibald, CNE president, the lady directors in a wishing well float, and the Shorthorn Lassie.

Swinging along were Brownies, Guides and Cubs, ball and soccer teams, Calvinettes, Georgetown air cadets, old cars, new cars, clowns and Miss Acton Fair with her court.

Bikes, trikes Decorated bikes and trikes joined the parade at Knox church. Organizers were very pleased to have 25 entries. Winners: Buggies: Lillian Waldie,

Ladies in charge of the hall exhibits were glad to welcome new, younger exhibitors to the competitions. Different crafts and collections were also on display this year, such as Jennifer Rowe's dolls, Mrs. Van Dyken's crafts and articles from Pakistan.

Kitchen Kapers was the theme for group displays; there were five entries with Dublin W.I. judged first and Bannockburn second. Dublin Juniors won the 4-H exhibits with Bannockburn second.

Doreen Kilmer, R.R. 1, Limehouse, won the most points in the junior exhibits and Mrs. W. Featherston the most points in flowers. Other specials had not yet been finalized this week.

Classes up There were not as many flowers as some years due to the heat and dryness but

Council has received letters from residents in the area of the dragway who say they will witness for the prosecution in court.

Complaints about by-law violations have been registered many times before by residents, but council has never resorted to court action.

The by-law calls for a fine of \$500 for the first violation. Fourth line resident Dave Craig submitted a written request that council take the alleged violation into consideration when issuing a permit to the operators next year.

Council passed a resolution Monday night authorizing clerk-treasurer Delmar French to have the township solicitor lay charges against the dragway operators for allegedly allowing racing to continue until 12.40 a.m., Sunday, September 9. The by-law calls for racing Friday and Saturday nights to terminate at 11.30 p.m.

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Two girls raise funds help M.D. campaign

Acton Firefighters' campaign to raise funds to fight muscular dystrophy has surpassed last year's total and is not finished yet. They still have canvassers to pick up and donations to be handed in before totals can be added up.

They have had unexpected but welcome help from many quarters this year, including a donation from two girls in Lakewood subdivision who gathered up pretty stones, painted them and sold them to raise funds for the campaign.

Firefighters were tickled to get the two dollars from the sale from Kathleen Nolan and Donna McDougall, who dreamed up the idea and arranged the sale on their own initiative.

The firefighters point out that 63 cents of each dollar donated to defeat muscular dystrophy goes into research, 18 cents for patient services, eight cents for fund raising, six cents for administration and five cents for information services.

Park trees victims

Dutch Elm disease the scourge that has destroyed tens of thousands of shady Ontario elms has not spared trees in Acton park this summer.

Parks manager Harold Townsley told the Board of Parks Management a tree expert from Acton inspected

trees in the park and 10 of them must come down, victims of disease. He estimated it would take \$550 to take them down and clean up.

"We lost 12 trees last year," councillor Orv Chapman reminded the board. "We soon won't have any."

Axes, kits stolen

Buses at Tyler Transport company have been broken into, police report, with 12 to 14 axes and some first aid kit supplies found missing.

Police ask that any parent locating these axes get in touch with them.

Member Lou Bonnette said the board must assure trees which are in areas where children play must have priority because of the danger of falling limbs. It was noted there was one old spruce where children frequently climb and play which also must come down.

It was decided the property committee would tour all Acton parks and decide what had to be done.

Dr., applied the brakes causing the vehicle to pull right, striking a wooden barricade and the two men, according to police.

Toronto men Joseph Falcone, 43 of Toronto was the more seriously injured, according to Dr. D. Garrett who treated them. Mr. Falcone has a very badly damaged right knee, a large laceration at the corner of his right eye and other cuts and bruises.

Louis Garcia, 34, of Toronto has a fractured bone in the right thigh, cuts and bruises. They were taken by ambulance to Guelph General Hospital. Dr. Garrett estimated they will be unable to return to work for four months.

Mrs. Cheyne, a school crossing guard, has damage to the car estimated at about \$20.

Freak accident Two high school students were injured in a freak accident at the high school parking lot Thursday at 11:35 a.m. Albert Rogers, Mowbray Place, 16, and Robert Gibb, R.R. 2, Acton 17, were running in the parking lot as a car driven by William

Preston, Norval, proceeded through the lot. The boys ran into the right front corner of the car and suffered cuts and bruises. Damage to the car was estimated at \$180, to the windshield and right front.

Drivers hurt Saturday at 7:20 p.m. two cars were in collision at the corner of Church and John with both drivers injured.

Robert Corkum, R.R. 2, Acton, was driving south on John St. and Gary Munday, 40 Meadvale, west on Church at the time, both alone in the vehicles.

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Six injured in three accidents

Six people were injured in accidents in Acton the past week—most unusual for this town.

There were only three collisions investigated by Acton O.P.P. and two people were injured in each one. The two most seriously hurt will be off work for four months.

Last Friday morning at 8:10 a.m. two workmen with Montego Construction were struck by a car driven by Mrs. Lizetta Cheyne, 98 Main St. N.

Mrs. Cheyne was driving south on Main St. N. at the construction site at Elizabeth

balance to Guelph General Hospital. Dr. Garrett estimated they will be unable to return to work for four months.

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