

Ask Premier to intercede for better Hydro route

The group known as The Interested Citizens of North Halton and Wellington have sent a plea to Premier William Davis and his Cabinet suggesting the Government take a close look at the Bruce to Essa alternative they presented for Ontario Hydro's power corridor.

The group outlined seven advantages to the Bruce to Essa route which present Hydro plans do not include. They note it would eliminate one crossing of the Escarpment, affect less farmland, eliminate crossing areas of hazardous icing, be more environmentally acceptable, require less new corridor, establish a green belt and move the proposed Milton station above the Escarpment.

Dr. Ormond Solandt's commission rejected the Bruce to Essa route in a report issued this month but the cabinet must still approve the report's recommendations. The local group believes the Bruce to Essa route has not been given a fair shake by Hydro.

Following is the text of the letter:

March 26, 1974.

The Honourable William G. Davis, Q.C.,
Premier of Ontario
Parliament Buildings
Room 163,
Toronto, Ontario

Subject: Report Requesting the Ontario Government to Save Canada's Most Valuable Resource — the Food Producing Land Below the Escarpment
Inquiry into transmission of power between Middleport and Pickering as it pertains to the Milton to Middleport Section, and as affected by the Bruce to Georgetown Study Area.

In Dr. Solandt's report an alternate route was summarily presented entitled "Bruce to Essa." We would like to add additional information on the advantages of such an alternate, quoting from the report "... this proposal received considerable popular support at the hearings ..." The groups involved were the following:

- Interested Citizens of North Halton and Wellington (2600 signatures)
- Wellington County Federation of Agriculture
- Erin Township Council
- Arkell Area Citizens Group
- Caledon Citizens Group
- Erasmus Township (if provided more information)
- Escarpment Citizens Group
- Halton County Federation of Agriculture
- Speyside Ratepayers
- Coalition of Concerned Citizens (5500 signatures)

The Hydro has been quoted as saying that the safest place in Southern Ontario to have a farm is under Hydro lines. It is

our contention that, if the Solandt Report is accepted in its present form, we must reluctantly agree.

Although we have concerns regarding the Solandt recommendations as it affects the Bruce Line, we do not believe these concerns to be the paramount issue.

MAIN POINT

Our main point is that an irreversible plan is being proposed which will commit the Toronto centred region to massive future development. It is quite clear from the Solandt report, from Ontario Hydro testimony, "that at present and in the foreseeable future the generating stations West of the Escarpment would produce a great deal more power than would be used by the load in that area, while the power demand East of the Escarpment would greatly exceed the power production in that area." A review of the BHI report indicates that the grid system to support the Toronto centred area is capable of handling 80,000 megawatts of peak capacity, with 30,000 megawatts in normal operation, this capacity is almost equal to the Ontario Hydro estimated requirement for all of Ontario by the year 1990.

It is quite clear from these figures that the Ontario Hydro expects the Toronto centred region to grow substantially in the future. The laymen, on the other hand, only conclude that, if you vote for the plan in its present form, you will give the stamp of approval to the ultimate destruction of Canada's most valuable life supporting resource — our farmland below the Escarpment, not only for the reasons often stated but that Hydro lines will damage the farmland in their passing, but that people, buildings, roads, factories, will all follow and will permanently remove our most productive farmland from food production.

In the information presented to the Solandt Commission, the Ontario Hydro used extrapolated growth figures based on current growth rates to estimate their future requirements for the Toronto centred region. If any change in the growth pattern in this area were necessary, the Hydro proposals and the Solandt report would not be as valid. If it is your Government's plan to restrict growth in the Toronto centred region and save valuable farmland, the present Hydro corridors should be reviewed, particularly with respect to the Bruce-Milton Line. Further, if it is the goal of the Government that a more widespread distribution of population and industry with the development of new centres away from the Toronto centred region be considered, then again the plan should be carefully reviewed. As an example, if the planned Hydro grid were an Ontario grid as opposed to a grid for the Toronto centred region, one area has been missed. This area is the south shore of Georgian Bay. Does this mean that this area will forever be a restricted growth area? We have not heard of any Government plan that placed such restraint on this area.

ADDITIONAL ADVANTAGES OF BRUCE TO ESSA

1. ELIMINATE ONE ESCARPMENT CROSSING
One new crossing of the Escarpment would be required, that being at Highway 401, and would eliminate the crossing at

Limehouse. (All other crossings are now part of existing or planned Hydro corridors. For example, the Hydro is planning a corridor from Bruce to Owen Sound, and from Essa to Collingwood. Between these two centres there exists a 110 kV corridor which could be expanded to handle the 500 kV system.)

2. LESS FARMLAND AFFECTED
The second advantage would be to eliminate a long line from Bruce to the Milton area which crosses predominantly 1 and 2 soil classification farmland.

3. ELIMINATE CROSSING AREA OF HAZARDOUS ICING
A third feature would be to remove this line from a very serious hazard, that being the icing conditions in the high hilly areas of the southern part of Wellington County. This hazard was confirmed at the Solandt hearing by testimony from Environment Canada.

4. MOST ENVIRONMENTALLY ACCEPTABLE
It would also permit the most environmentally acceptable route for the Bruce to Milton area as determined by Hydro and as stated by their senior ecologist, Dr. Walker, at the recent Erin Hydro meeting of March 12th, and this was further supported by the BHI Report and Bruce Howlett testimony at the Solandt hearings.

5. LESS NEW CORRIDOR
A further benefit would be that less new corridor would be required since a significant part of this route from Bruce to Essa to Woodbridge would be using available space in existing corridors. This would confirm that Ontario Hydro is not land banking for future requirements.

6. ESTABLISH GREEN BELT
A green belt could be established between Kitchener and Guelph to separate growing metropolitan areas. This we understand is consistent with present plans for the Toronto Centred region.

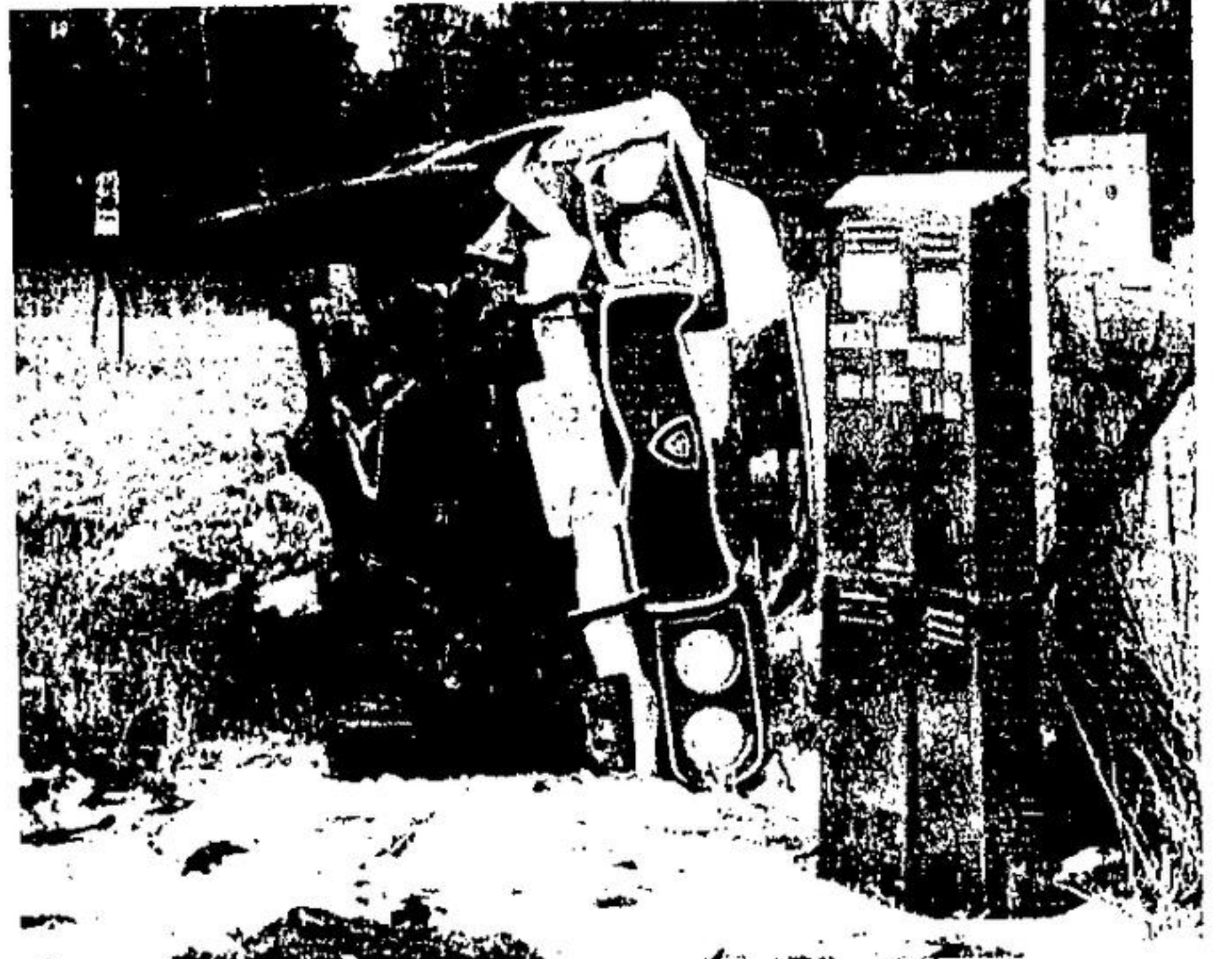
7. MOVE MILTON STATION
The Milton station could be moved above the escarpment with considerable saving of agricultural land and impact to this severely affected area.

In conclusion, we highly respect the work of Dr. Solandt; however, we believe the above arguments go beyond the scope of his report. We sincerely hope that you and your cabinet will take this great opportunity to demonstrate your progressive leadership by making a decision in favor of Hydro corridors which will ensure:

1. planned decentralization of growth of the Ontario population;
2. do everything possible to save prime farmland;
3. accept the concept of multi-use corridors.

We respectfully request that an opportunity be granted to meet with you and discuss this alternate in greater detail.

Yours very truly,
INTERESTED CITIZENS OF NORTH HALTON AND WELLINGTON.
John C. Schneider



DRIVER RECEIVED only minor injuries after his car left the road while travelling west on No. 7 highway by Silvercreek and took an erratic course before ending up like this. Harold Spicer of Mississauga was treated at Glenlea medical centre in Acton. Damage to the car was estimated at \$3300.

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Five million hydro by-pass for raceway

Nassagaweya Ratepayers decided at a general meeting last week to accept the

Solandt proposal for a hydro route along Highway 401 but object to the discrepancy the line makes by avoiding the Mohawk Raceway.

leader David Lewis Mr. Sill was told he isn't the only person suspicious of this issue.

Three, it will take out some homes located north of Highway 401, south of Five Side-road and north of the Mohawk Raceway.

The first phase of construction will be completed by the fall of 1976, the second in 1982, and the balance at some undetermined time.



Alan B. Clairman
New lawyer

New lawyer joins firm

A new associate name has been added to the law firm of Kaplan, Morris, Meagher, and Smith on Main Street, Acton. Alan B. Clairman, B.A., LL. B., a former resident of Toronto, will be working in affiliation with C.F. Leatherland.

Presently residing in one of the new condominiums in Kington Hill Estates, Mr. Clairman, 30, first came to Acton in October. He explains his work will be mostly comprised of matters of real estate, company work, and minor litigations, with Mr. Leatherland handling estates. Criminal and major litigations will be handled in Toronto by the firm experts in those fields.

Enjoying the pace of small town living, Mr. Clairman's office reflects his keen interest in early Canadiana furniture. He conducts his business in an atmosphere of solidity with beautiful old pieces gracing his office which he restored himself.

"Most of my spare time is spent around the countryside visiting antique shops and delving in my effort to update my collection," he said. A former stamp collector, he says he became interested in his hobby-pastime through a friend and today, his home in Acton houses many fine pieces which he has cleaned down to their natural state.

According to committee chairman Gerry Sill it will cost five million dollars to take the line a mile out of its route to avoid the raceway. "I

When speaking to NDP

Mr. Sill urged the association members to support residents who will inevitably be expropriated. Although the line will not cross Ward

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