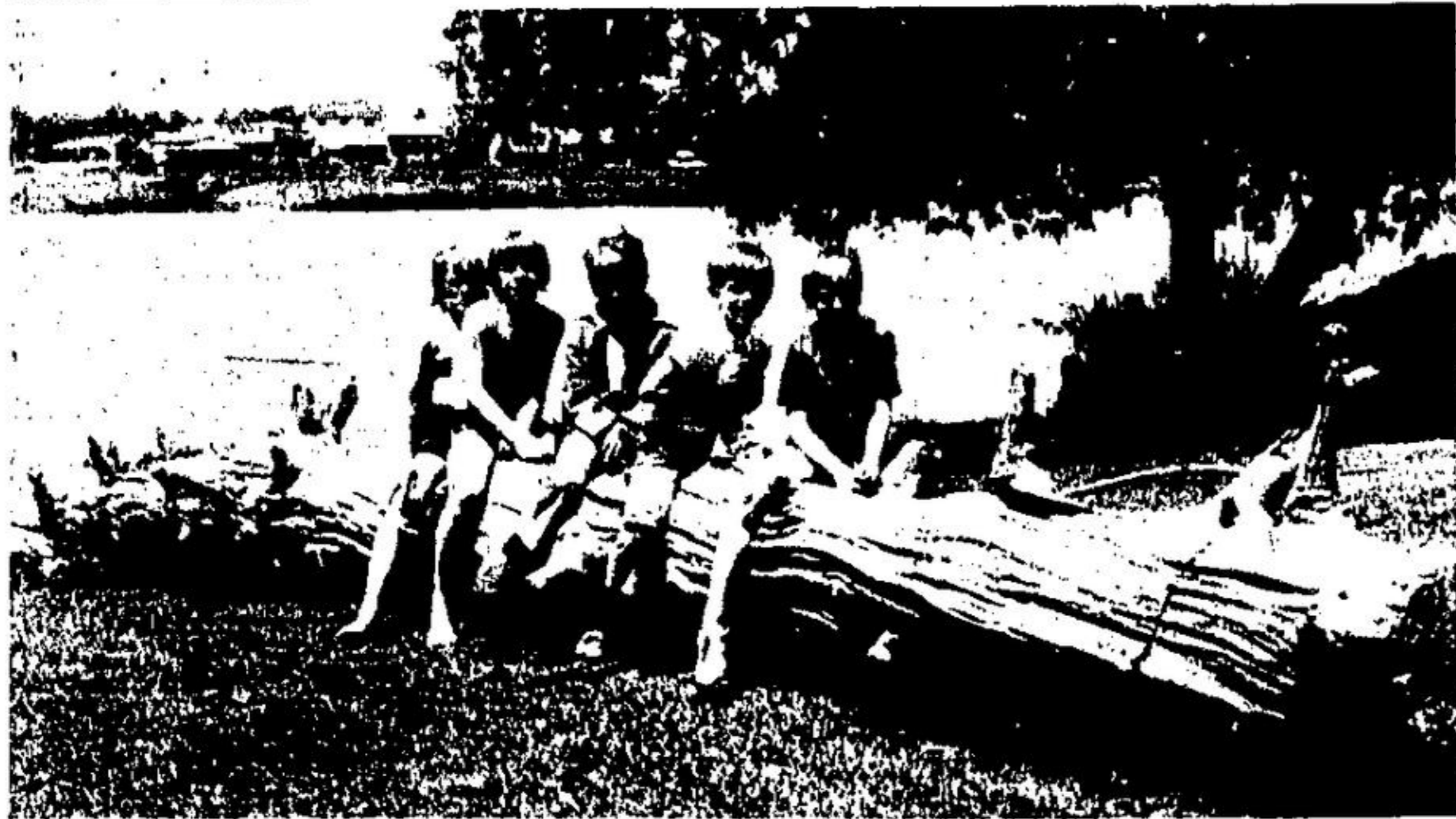


# The Acton Free Press

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AN AGE-OLD TREE WHICH has plagued swimmers for many years was removed from Fairy Lake last week after a young Acton boy dived in and was seriously injured. Old-timers speculate the tree has been in the lake for some 150

## Young swimmer improves after disastrous lake dive

Swimming in a non-supervised area of Fairy Lake last Tuesday July 9 proved disastrous to a young Acton boy, resulting in hospitalization at Sick Children's Hospital, Toronto.

Recovering at home. Clayton, 14, is the son of Mr. and Mrs. Bertan Bigelow of Mill St. The family moved to Acton from Bramalea only a short while ago.

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Acton from Bramalea only a short while ago. Cathy Ashley, aquatic supervisor at Prospect Park

said, "We try to discourage kids from swimming there, we want them to swim in the supervised beach area." One of the town staff says the log has been in the lake for many years and has been a topic of speculation for some time with discussions on having it removed, always shelved.

## Residents ask Main N. rezoning

John Last, Main Street North, Acton, speaking for 37 other residents of the area, asked Halton Hills council to rezone the area from industrial to residential.

He said the houses were there before the zoning was changed to industrial. "My house is 121 years old, 21 years older than the town of Acton," he commented.

Tree removed. Last week's accident was the final straw and on Wednesday, July 10, the Halton Hills hydro truck and winch dragged the ancient tree from its watery bed. It now lies on the shoreline of the lake passing as sitting accommodation for picnicking children.

## Fire in car

Yesterday (Tuesday) morning at 11:30 a '67 Camaro caught fire while travelling into Acton on Queen Street.

## One day in Acton

## Manpower beginning 5 days a week today

Expanded Manpower services in Georgetown began today and will continue on a five day a week basis for an indefinite period of time. Previously it was open only one day a week.

Furniture for the office has been ordered and until it arrives they will make do with what is already there. They plan to start with one counsellor and a clerk-assistant counsellor until they get a clear picture of the volume of business the office does. Another counsellor could be added if needed.

Mercedes Lyons will be the head counsellor. Mrs. Lyons joined the National Employment Service, forerunner of Canada Manpower, as an employment officer at Shawinigan Quebec in 1960. She moved to Manpower in Toronto in 1965 and then joined the Brampton office in 1970. Mrs. Lyons has always been a counsellor and is fluently bilingual.

## All works staff start day in Georgetown

Has Acton works garage been closed? And how about Halton Hills workmen leaving Acton early, so they can punch out in Georgetown? Complaints phoned to committee chairman Len Coxe resulted in him asking these questions of works superintendent Frank Morette and assistant town engineer Bob Austin at the works committee meeting.

Georgetown, those from out-of-town must return there. Mr. Coxe wondered at bringing all the Acton men down to Georgetown, sending them back to Acton, and then having them quit early to punch out in Georgetown. He'd been told of them leaving at 3 p.m. to quit at 4 p.m.

Wondered Mr. Coxe sharply: Can't three superintendents run three yards? We've got seven top staff men as well as two engineers! (There are 57 men on the works force altogether).

Start together. Many man hours were lost since the whole works crew did not report to the same place, he said. Now in the interests of efficiency all the Halton Hills works crews meet in Georgetown and set out from there for the day's work, which often varies due to need.

Equipment needed in Acton the next day is left in Acton overnight. Mr. Coxe questioned spending \$22,000 on a radio system

for the trucks, if there was still a lack of communication. Change necessary. Mr. Austin and Mr. Morette defended their experiment and said it had to be tried for several months before results would show. They insisted a change had been necessary for the crews to work efficiently.

TRANSMISSION LINE route released last week for the new hydro line from Nanticoke to Pickering is shown in red on this map. Shaded areas on the map are green belt areas. The route conforms largely to that recommended by Dr. Solandt except for modifications in the Milton area. The dotted line indicates the Solandt recommendation while the solid line following the

## Hydro towers to stride through Halton Hills

The Ontario Government has approved the route of a 500 kV hydro transmission corridor from Middleport to Pickering almost essentially as recommended by Dr. Ormond Solandt following his public inquiry. Also approved is the controversial north-south corridor which will cut almost through the centre of Halton Hills. Another

corridor is also being considered in this area. However, the Government has reduced the size of the corridor proposed for Halton Hills to 250 feet from the former 720 feet, accepting Dr. Solandt's recommendation that every effort should be made to reduce the width because of the nature of the area.

Depending on the course of future events, additional land up to a total width of 600 feet may be required to widen out the corridor. The route which comes through the Niagara Escarpment west of Limehouse and east of Acton goes south approximately down the centre of the Fifth Concession of Halton Hills

(formerly Esqueping) and Erin township to just south of Five Sideroad, where it veers slightly to the east of the boundary between the towns of Halton Hills and Milton to meet the east-west corridor. The combined corridors from the 401 and Limehouse crossings then go south to Steeles Avenue at which point a further slight easterly inclination of the route is made for its entry into the Milton station.

would also have taken out a set of farm buildings which every effort was being made to avoid.

## Disappointed in route says Mayor Hill

Hearings over the route of Ontario's 500 kV transmission corridors were staged to take the pressure off the Government and put it on the public, says Halton Hills mayor Tom Hill.

"I'm disappointed the Government spent all that taxpayers' money on hearings and consultants and then came up with the same recommendation as made two years ago," he told this newspaper.

"Hydro should have negotiated with people along the route first," Hill suggested.

The north-south corridor which connects to the east-west corridor was originally planned to be 720 feet in width with five lines of towers marching from the Bruce nuclear power station on Lake Huron to Milton, using the Limehouse gap to cross the Escarpment. However, Snow said that Hydro has agreed to take the two 230 kV lines out of the corridor so it would enable them to make it smaller in width. This would leave three lines of 500 kV to run along the 250 foot width now agreed on, which could be extended to 600 feet, depending on public hearings.

Snow said the north-south route through Halton Hills traversed 100 acre farms in most instances as it went up the centre of the Fifth Concession. The corridor follows the east side of the centre line in the northern half of Halton Hills crossing over to the west side further down in order to miss houses and farm buildings.

Poles in the corridor will be roughly 1,000 feet apart which would make only one pole at approximately the middle of each farm. Snow said the Government will leave the decision as to the use of the new improved single pole towers up to Ontario Hydro.

"We considered the new poles but it costs twice as much to install them and we agreed they do not improve the appearance of rural land area," Snow said. He noted the old lattice type poles weighed 30 tons and could be erected with light equipment while the newer single pole towers weighed 60 tons and would require an extra heavy crane to install.

Continued on page 3

## Remand

In court in Georgetown last week a Georgetown man was remanded and ordered to stand trial July 23 on an abduction charge.

The same day, July 9, an Acton man had a similar charge dropped. They were charged in February following the return of two girls to their Georgetown families.

## Go easy on street lights

Councillor Joe Hurst wouldn't go along with an Acton Hydro Electric Commission proposal to replace 40 old type street lamps at a cost of \$5,486.

He told committee of the whole no replacement of lights was done last year, while the previous year only \$2,400 was spent. "If the budget allows we might go for one street with five or seven lights this year," he commented.

Councillor Pat McKenzie said the standards have to be repainted and Hurst said the arms have to be regalvanized.

"Let's not stick our neck out until we have the budget set," said Councillor Len Coxe.

The matter was referred back to the works committee.

## John Price dies in highway crash

Funeral service was held Tuesday afternoon for John Norman Price, 26, who was tragically killed in a sudden collision on Highway 7, three miles west of Halton Road 3, on Saturday. John Price was riding his brother's motorcycle when the collision occurred.



John Price

known family, and news of his death was a shock to many friends as well as his loving family.

He had attended the Robert Little school and Acton high school and was married in Guelph Salvation Army Citadel April 3, 1970.

Sports. He was fond of sports, playing football in high school and bowling. He won a second prize last winter in the Y's Men's snowmobile races on the lake.

He worked at Daston Saw, and before that at Beardmore for four years.

Flowers banked the rooms of the Rumley-Shoemaker funeral home as mourning family and many friends heard Rev. Harry Dawson conduct the service Tuesday afternoon. Interment followed in Fairview Cemetery.

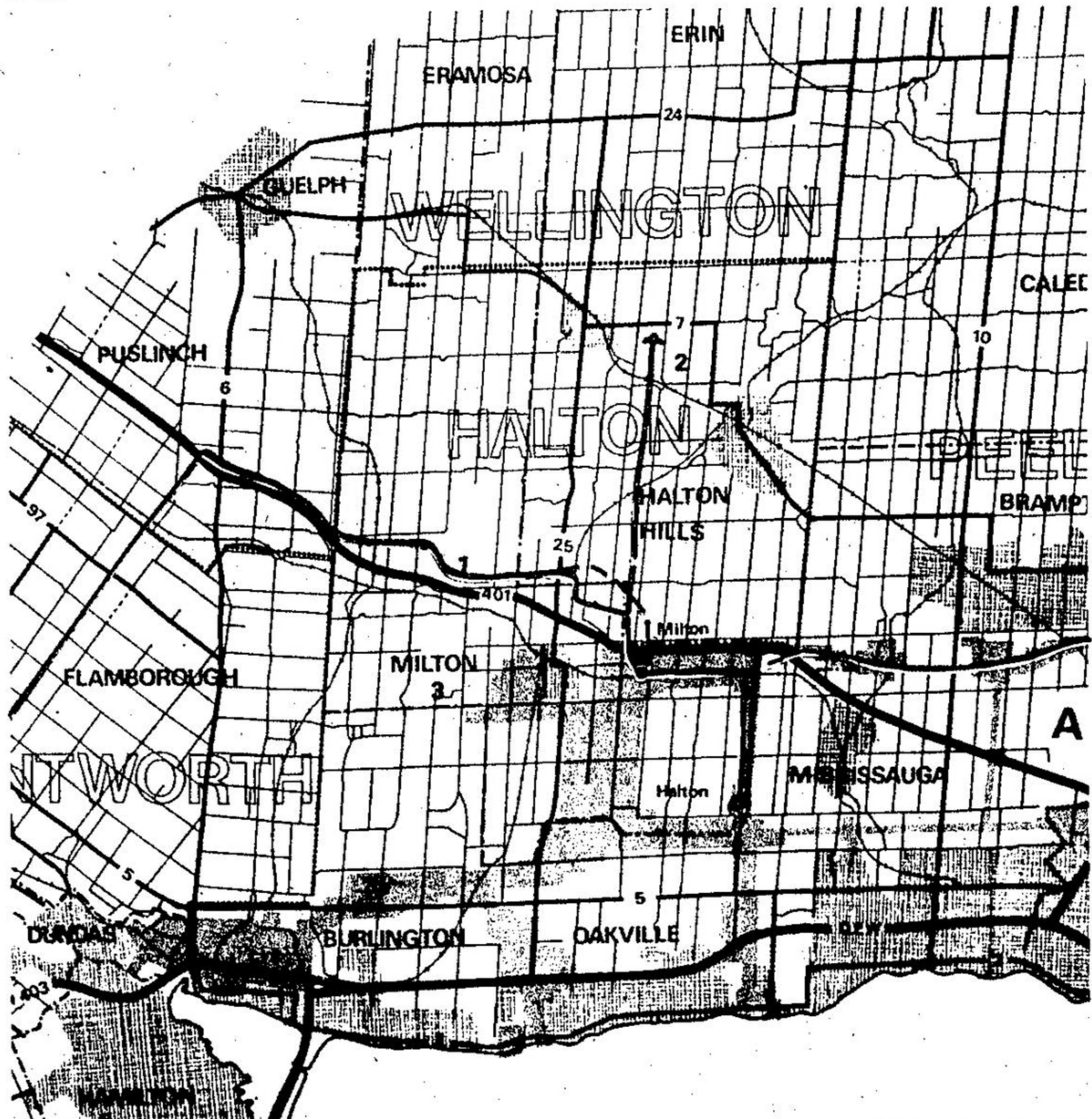
Funeralbearers were Pete van Dam, Charlie Draycott, Gary James, Doug Lockerbie, Ron McEachern and Ron Campbell. Robert Holmes was flower bearer.

the former Mary Taylor and two children, Shelley, 3½, and Stacy, 1½.

Birthday. He would have been 27 years old today (Wednesday).

He is also survived by his parents, Norman and Jessie Price, and three younger brothers, Robert, Gary and Colin.

He had lived in Acton all his life as a member of a well-



TRANSMISSION LINE route released last week for the new hydro line from Nanticoke to Pickering is shown in red on this map. Shaded areas on the map are green belt areas. The route conforms largely to that recommended by Dr. Solandt except for modifications in the Milton area. The dotted line indicates the Solandt recommendation while the solid line following the

railway and angling over just west of highway 25 and south is that approved by the province. The province also moved the proposed Milton and Halton stations slightly south. The digits 1, 2 and 3 indicate Niagara Escarpment crossings. The letter A to the right indicates the airport.