

Hydro to march through Halton . . .

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The comparisons also extended to the amount of concrete needed to install either type—20 yards as compared to 35 to 60 yards of concrete for the newer single type. Cost for the lattice type is \$30,000 while the newer single pole costs close to \$70,000.

Darcy McKeough, Minister of Energy, anticipates the single poles "will be used to a lesser extent than visualized by Dr. Solandt."

McKeough, in a prepared statement, says it is critically important that at least one 500 kV transmission line be constructed by the time the third unit of the Bruce

Generating station comes on line in 1977.

If the 500 kV line is not available by this time, Ontario Hydro will not be able to deliver all power being generated at the Bruce complex, McKeough said. He also claimed there would be an economic penalty to electric power users of Ontario of between \$13 and \$33 million per year in 1977 which would rise to between \$39 and \$69 million in 1979 if the lines are not completed.

The possibility of two major power corridors through this area must not be excluded. Ontario Hydro has been conducting a study to determine the "most ac-

ceptible location" for two 500 kV routes between Bruce and Georgetown, and will be submitting a report on these routes in the fall.

Jim Snow said it was imperative Hydro have two pairs of lines from Bruce to Limehouse to avoid power cut offs due to natural disasters such as the tornado which destroyed lines at Seaford but he also said the Bruce to Essa proposal which was made by concerned North Halton and Wellington county residents was also being considered. The result would depend on further public hearings, he said.

Snow said he personally would have liked to see the

corridors go somewhere else, be buried underground or what have you, but felt residents must accept the facts that we must have increased capacity in the hydro system and electrical energy is the only energy resource Ontario controls. "That means we must plan for sufficient supplies of it," he told reporters.

"Every consideration was given to accepting the best possible route with the least damage to agricultural land and the environment," Snow concluded. He noted this was difficult in Halton because most of the land is graded one and two with the exception of some on top of the Escarpment.

3 methods of acquiring land

Land required for hydro corridors will be purchased both by the Ministry of Government Services and Ontario Hydro. The Ministry will buy land in the Parkway Belt while Ontario Hydro will purchase land outside of the Parkway Belt.

Three methods of purchase, are being used, the Hon. Jim Snow told the press at a conference this week:

(1) Outright purchase where cash is given for full title to the land which includes all benefits which are available under the Expropriation Act. The land can then be rented back to the farmer for one dollar an acre.

Hydro, 75 per cent of the price that would have been paid if it had been sold, will be paid the farmer plus being paid for an additional acre for each tower situated on the land. For example, if the purchase price was \$2,000 an acre, under this option the owner would receive \$1,500 for each acre, plus payment for towers.

(2) The third method of payment is for those who don't want a cash settlement and would settle for an annual installment payment. This will be based on the current bank rate of interest plus one-half of one per cent. For instance, if an owner had 20 acres at \$2,000 per acre and received \$30,000 for an easement the annual installment would be based on

the current rate of interest amounting to approximately \$3,600. Every five years the land would be revalued to keep payments in line.

The same deal for land applied whether it is purchased or easements granted, to either the Ministry of Government Services or Ontario Hydro.

Jim Snow also pointed out that if the owner in the Parkway Belt wishes to sell his land rather than retain it with the disadvantages, the Ministry will buy it all. He emphasized this would apply only where there was an agreeable sale.

Snow said the Ministry had acquired most of the land for the new Bronte Park in an agreeable manner and he felt

it could be conducted in the Parkway Belt in a similar fashion.

Snow said he was very concerned about people in the area receiving a fair and equitable deal. He noted the landowners had the right to go to expropriation.

He noted all of the rights of the expropriation process would be available to the people but he hoped matters could be settled without losing the time that would be spent on expropriation.

Milton Mayor Anne MacArthur also expressed concern about people getting a fair settlement. She claimed the only fair method would be to bring all of the people into one room with the government buyer

Some revisions help farmers

While the location of 500 kV hydro line through Halton is generally bad news for anyone affected, representatives of the Halton Federation of Agriculture noted they were pleased with some of the revisions made in the final route and conditions approved by the Ontario Provincial Cabinet.

In a telephone interview Federation President Bruce McClure said some farmers would be hurt and some class one farmland would be lost in the development. He noted several farmers weren't sure exactly where the north-south line from Limehouse would run and how much their property would be affected. He noted many farmers would be waiting for more specific indications of where the line would run.

Both he and vice president Harold Middlebrook were pleased that the north-south line had been reduced from a width of over 700 feet to 250 feet. The government report notes that at some time in the future that 250 foot span could be expanded to cover about 600 feet. According to MPP Jim Snow that decision will depend on other decisions about other transmission lines further north.

Many not happy McClure said many would not be satisfied with the route and some would be hurt by it. The Federation's job, he said was to save as much of the better land as possible. He and Middlebrook both felt the Federation had offered alternatives and done everything it could. Neither anticipated taking any further action as a group.

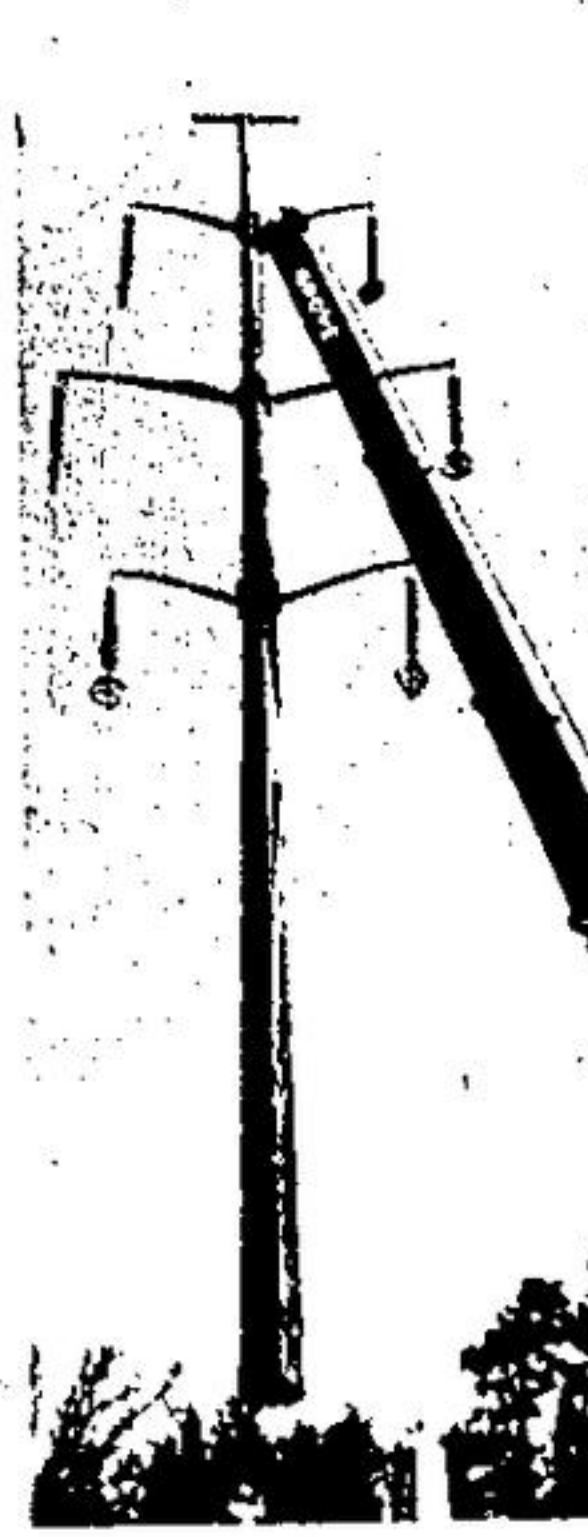
McClure said he'd warn farmers to sign nothing until they were certain of the terms of the contract. He said it might be best for each and every farmer to force settlement to arbitration so that individual negotiations didn't see one farmer getting a substantially better deal than the others in the area.

Provided options Middlebrook was relieved to see the province had stuck to the parkway belt to a large

degree and provided an option for farmers to either sell out in entirety or continue on with the lands not directly affected by the route.

He felt the concern for preservation of farmland had been dealt with more extensively than it had in the early hydro proposals.

Middlebrook recalled hydro would have only purchased land under the lines in earlier proposals. Now all farms deemed to be an uneconomic unit may be sold at the farmer's option.



New towers out

Government ignores Farmers -Schneider

The government's decision to allow Ontario Hydro a hydro transmission corridor route through North Halton and Wellington counties confirms the lack of interest the Ontario Government has in preserving prime agricultural land, said John Schneider, of R.R. 2, Acton, a Brampton manufacturer. Schneider has been active in a campaign to have the route changed to less arable land.

The government's decision to follow the routes Hydro picked especially without studying a Bruce to Essa alternative is a clear indication they don't care about the farmers' point of view, Schneider maintained. "Power and its benefits are taking precedence over eating."

In effect, Hydro is telling the government where the people of Ontario are going to live—bringing Hydro to Hamilton-Toronto axis instead of to other areas of Ontario, Schneider expanded. This means the fine agricultural land below the escarpment will fall under cement or asphalt instead of growing food. Then people will wonder why the price of food goes up with the best land for growing it, covered with asphalt carpets or high rise apartments.

Public participation—"a complete farce" as far as he is concerned. He noted the many proposals farmers had put forward to avoid farm land and suggested they might as well have saved their breath.

Schneider noted he was only speaking for himself with the remarks and a formal statement from the Concerned Citizens of North Halton and Wellington would be forthcoming next week.

Bulletin!

Leslie and Mamie Kella, 114 Mill St. W., won \$100, in the fifth draw for \$150,000 in the Olympic lottery Tuesday.

Charles Hubbell Jr., of Acton was the lucky winner of \$100,000 in the Olympic Lottery last night

More power

Providing that financial arrangements with the province are made, Halton Region will accept responsibility for approving subdivision plans as of Oct. 1. Halton Planners were advised at a regional meeting last week of steps taken in that direction. As it stands now subdivision control and approvals rests with the plans administration branch of the ministry of housing.

The Halton Planners agreed to accept that responsibility once a proposal for an acceptable financial settlement is received in writing from the province.

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FOLK SINGERS The Muirs performed to a small crowd at the library Friday afternoon. They arrived late and some people had left before the program began. A jazz band had performed at the library July 9.

Detail hydro route

The 500 kV hydro line recently announced will have a dramatic effect on the landscape in the Milton area. The full impact of the development was announced late last week at Queen's Park.

The exact plotting of the line will be done by Ontario Hydro surveyors. The following is a detailed description of where the lines will go. The provincial cabinet has varied from the Solandt recommendations in a number of places.

West of the Parkway Belt: West
Middleport Transformer Station, north through the Beverly Swamp on an existing Ontario Hydro right-of-way, and crossing Highway 401 just northwest of the intersection with Highway 6.

The route parallels Highway 401 on the north side almost to the Halton-Wellington boundary, just east of the Mountsburg Reservoir.

The route then diverges from Highway 401 to pass north of the Mohawk Raceway, but somewhat south of the Solandt route, passing over a greater amount of scrub land rather than wooded areas to the west of the raceway, and also embracing some of the northerly portion of the lands owned by the Ontario Jockey Club, adjacent to the raceway's parking lot.

East of the raceway, the route turns south and then east to go through the narrow gap between Highway 401 and the rise of the Niagara Escarpment, staying to the north side of the Fifth Sideroad in Nassagaweya Township but to the south of the Hilton Falls Dam.

The route veers slightly northward to the back of the Barnes property and over his quarrying operation, and then in an easterly direction staying north of the Fifth Sideroad in the Town of Milton Hills to the CNR railroad tracks.

At the CNR tracks, the route turns south and follows the CNR right-of-way on the west side for a couple of thousand feet, then turns south-easterly on a diagonal to meet the north-south link from Limehouse.

The route through the Limehouse area comes south, approximately down the centre of the Fifth Concession of North Halton to just south of the Fifth Sideroad, where the route veers slightly to the east of the boundary between the Towns of Milton 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.

Inside and East of the Parkway Belt: West
The Milton Transformer Station is to be located south

of Highway 401 between the Fourth Line and the Fifth Line in Milton and between Main Street and the CPR tracks on the north side of the tracks.

From the Milton Transformer Station, two corridors go eastwards, one to Woodbridge and the other to the Halton Transformer Station. The routes are near to the CPR tracks and can either be to the north, or can straddle the tracks.

The Oakville-Mississauga Mini Belt: The north-south link into the Milton Transformer Station is to be located in the proposed Parkway Belt in the Ninth Concession of Milton.

The Halton Transformer Station is to be located just south of the Baseline Road in the proposed Parkway Belt, with the transmission lines going straight into the station.

From Milton Transformer Station, east to Woodbridge Transformer Station and beyond to Cherrywood Transformer Station, the route is as recommended by Dr. Solandt.

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School part of complex

If Milton Council accepted control of the Richmond Schoolhouse it would be the first step to the dismemberment of the county museum, according to Judy Goebelle, a spokeswoman for the Friends of the Museum.

The school was leased to the Museum Association by the Township of Nassagaweya so it could become part of the museum complex and be restored as an old school house for the benefit of visitors.

which lawyer would be handling the transaction on the town's behalf. Ironically the region does not and never did own the building. The town owns it and it leases it to the region. The earlier resolution of regional council is invalid.

Mrs. Goebelle said outside the meeting that if the school was removed from the complex it would be the first step to having the whole museum complex moved. A joint committee of regional council and Halton Regional Conservation Authority Members is currently considering the fate of the museum complex. The possibility of an HRCA takeover has been discussed.

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