

Local bid turned down—Georgetown TV gets cable



Arthur Jamieson

Georgetown Cable TV Ltd. was given approval by the Canadian Radio-Television Commission to expand its operation into Milton and Acton.

The decision was wired to the five applicants, Monday. The other applicants seeking to establish cable TV in Milton were David Hauraney, William C. Johnson and Harry Ridgley. In Acton John H. Goy sought the approval.

Georgetown Cable TV is the only established cable company and the only applicant intending to cover the whole Georgetown, Milton and Acton area with one service.

A surprise to Georgetown Cable TV president Arthur Jamieson was the inclusion of Rockwood and Ballinafad in the distribution area. He said

this area could not be serviced for some time, but work on servicing the urban areas of Acton and Milton could be started this year. He warned the long delayed CRTCC decision could hold them up because of the underground work necessary in winter weather.

The company, which plans to change its name to Halton Hills Cable TV, will spend one and half million dollars in the next five years on new construction and equipment to cover the enlarged area.

The present tower at Norval will be torn down after a new 250-foot tower is erected at Speyside. The company already owns land for the \$86,700 tower, which it claims will improve the signal to all areas. A studio will also be built in Speyside

where increased local programming, of interest to the three towns, will be staged.

A trunk cable will be run to Speyside and then split off to Milton and Acton.

The basic monthly rate will be increased from the present \$4.50 in Georgetown to \$5 for all area residents, with an optional converter system at an extra \$2.50 a month.

At the CRTCC hearing in March Georgetown Cable TV emphasized the converter would be optional since a survey in Milton showed 47 percent of those canvassed would take cable TV at the basic rate but only 19 percent would hook up to cable if the converter system was mandatory.

A similar survey in Acton showed 60 per cent wanting

the basic service, but only 15 percent willing to pay the extra \$2.50 for the converter system.

The basic service at present offers 12 channels, the channels could eventually increase to 26, with a converter, but for a while would give 17 or 18 channels.

The converter is a black box, placed on the television set, and operated by push-buttons, rather than the channel selector. The company leases the converter to the customer.

Georgetown Cable TV, with 4,000 subscribers in the Georgetown, Norval and Glen Williams areas, at present offers seven and a half hours of local programming a week, and plan to spend an extra \$5,000 the first year, \$10,000 the second and up to \$35,000 in

the fifth year, to increase local programming from the three communities and surrounding area.

Georgetown Cable TV also asked the CRTCC to have CITY, Channel 79, the home of the blue movies, put back on their service, as it was at one time. The decision has been deferred.

Mr. Jamieson said he hopes to have CITY back anyway as soon as they transfer to the new CN tower. With the increased signal the channel would then be classed as a Grade A contour, meaning optimum reception. When optimum reception is possible from a Canadian station cable TV companies must carry it, rather than an American station.

One loss Georgetown customers will regret is the

change which will make WNEC channel 17, available only to converter subscribers.

In seeking the increased monthly rate from \$4.50 to \$5, Mr. Jamieson told the CRTCC hearing in Ottawa, office salaries had increased 79 percent and truck and gasoline expenses 17 percent since they began operation in Georgetown in 1968. He pointed out the 50 cent increase represented an 11 percent jump.

"I am really delighted at the news," said president and general manager Arthur Jamieson, "it will put the company in a worthwhile position to offer more and better services to our customers."

The Acton applicant, John Goy Sr., received the decision

from the director-general of licensing, Guy Lefebvre.

John Goy and his Acton associates and the four other groups attended hearings in Ottawa in March.

Phone calls from this newspaper to Mr. Lefebvre, to ask why the local applicant was not successful, were not returned.

"We are naturally disappointed," Mr. Goy said. "The decision seems to have been made on the theory that bigness is best."

"We had been very confident we could do a good job in Acton."

Local expression

He considered the changes regional government has made in the town and commented ruefully that an Acton-only cable TV station could have been one of the

few areas of individual expression left for this community.

Mr. Goy would have been the major shareholder in the Acton company. Minor shareholders who had been involved in the planning of the Acton station were Steven Goy, Dave Mines, Lorne Dobertine, Dr. Doug Garrett and Dave Pills. A consultant had been engaged and the whole operation planned and financed on paper for the hearings in the spring in Ottawa.

They had planned a local station and equipment, with a tower north of town, local programs produced by local people.

The commission had required the Georgetown applicants to serve not only

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L7J - that's us when "machines take over"

Acton, not yet quite recovered from being renamed Halton Hills, gets another monicker September that's even more impersonal. It's L7J.

When letter carrier service is instituted that day, L7J is the new prefix which will indicate a letter is intended for Acton. The next three figures will pinpoint the street.

However, as postmaster Gordon McKeown explains, the L7J isn't for use by our first mail carriers. It's for the sinister-sounding day "when the machines take over!"

These machines will automatically scan addresses and sort mail, when they're all installed and working in the "new postal centre" at Mississauga. That could be January 1, 1975. "The machines should be able to process mail far faster than people," Mr. McKeown says.

40 apply

The 40 who applied for the seven letter carrier positions in Acton will be taking tests Monday at the Legion hall. Mr. McKeown said the choice should be made very quickly afterward.

The six full-time and one part-time carrier will then be measured for uniforms and get instruction in the duties, unique for Acton.

Formally

House-to-house delivery starts Monday, Sept. 9 and it starts with formality. A special ceremony is being planned which will be outside in front of the post office - if the weather's sunny. This is one time weather can delay the mail a little. If it's rainy, the ceremony will be in the Legion hall.

A letter will be read from Postmaster General Andre Duelliel and mementos

presented. The first letter will be symbolically presented - probably to ex-mayor Les Duby.

Changes

The weekend before house-to-house delivery a whole section of boxes will be taken out of the post office, replaced by smaller ones. Many businesses will be keeping their boxes for conveniences, however.

Already the postal carriers sorting frames are ready. On Monday 20 dispatch boxes arrived, which will be located throughout town to hold part of the mail carrier's load.

Truck

The contract will be let soon for the parcel carrier - a red truck whose driver will have a variety of duties. He'll take mail to the dispatch boxes for the pedestrian carriers, will pick up mail from street boxes, deliver parcels, heavy volumes of mail and special delivery letters. Closing date for applicants is Aug. 14.

Postmaster McKeown says

the introduction of seven mail carriers won't necessitate loss of jobs for anyone already in the office. They are presently one short, and this could eventually be filled by part-time help.

There have been over 700 names in general delivery, requiring one person full-time and sometimes two people.

Mail which the staff used to sort twice will now only be sorted once. The carrier will then sort his load into consecutive order.

Halton Hills

The introduction of regional government brought a new name which brought problems to the post office. Letters addressed to a street name and then only "Halton Hills" go automatically to Georgetown. If the person is actually in Acton, it takes a full day longer to arrive, Mr. McKeown says. However, sometimes Georgetown letters bearing only Halton Hills arrive in Acton instead, creating the same day's delay

in the other direction.

A letter to Halton Hills could go to Acton, Georgetown, Limehouse, Hornby, Norval or Terra Cotta.

No change

The problem of duplicate street names is one that hasn't been tackled just yet. Mill, Main, Queen, Church and John are all typical names repeated in many towns and villages.

Postmaster McKeown says he hasn't heard of anything that would lead him to believe Acton won't remain an independent post office. However, he says, he always has worked closely with Georgetown post office.

Many have their mail boxes already and Mr. McKeown says all he's seen are in the correct positions. There are regulations covering this. For instance, the postal carrier cannot go out of sight of the road - say to a back door.

Boxes or slots are equally acceptable.



FRANK ANTHONY combines a field of wheat at a farm east of Acton. Area farmers are busy with the harvest despite unfavorable weather conditions. This operation is the first of many before wheat is milled into flour. Turn to page three for the story.

Official

Doc wins by 1,844

Halton voters showed substantial interest in the July election, the final official figures show. The exact turnout was 83.6 per cent of the eligible voters, meaning that 56,719 people went to the polls.

Halton's new Liberal M.P., Dr. Frank Philbrook received 25,261 votes; incumbent P.C. Terry O'Connor got 23,417; and NDP Archie Brown got 7,380. There were 144 rejected ballots.

Light to be fixed

The stop lights at the corner of Mill and Main Streets, Acton which are out of kilter, will soon be fixed.

Councillor Ern Hyde had been concerned that the advance green was too short.

Town Engineer Peter Morris reported Monday night he had gone there and found the advance green not only too short but the amber too long.

"I'm going to take two seconds off each of the ambers and add four seconds to the advance green," Morris said.

Hyde said that the second car always seemed to get stuck. "Advance greens are normally 10 seconds long," he reported.

"Well this one is only six," Morris noted.

He said that since it is only a minor adjustment the town can do it themselves.

Youths charged

Monday, August 12 at 1:05 a.m., an Acton constable checked two persons on Victoria Ave. and found them in possession of house-breaking instruments.

As a result, two Acton youths have been charged with possession of house-breaking instruments, conspiracy to commit an indictable offense and an earlier break and enter at the community centre when about \$60 and cigarettes were taken.

An Acton juvenile was charged later August 12 under the Juvenile Delinquents Act following report of the theft of about \$16 in cash from a Maria St. apartment.

Pet population creates stray dog problem

The pet population of Halton Hills is growing drastically, according to dog control officer George Herrington, and it's creating stray problems.

Herrington told the finance committee of Halton Hills council he had picked up 239 dogs since the first of the year in Halton Hills, 74 of them had been placed in homes and 58 were reclaimed.

Most of the strays resulted

from people dumping their pets out on the road somewhere at the mercy of the elements, the dog control officer claimed. They keep them for awhile and then get rid of them on some lonely road.

Councillors were shocked at the information and the callousness of human nature but Herrington told them the figures were an improvement over 1973 and 1974 which showed 805 dogs had been picked up in Esquew and Acton alone. He felt the dog control service had improved the situation and Councillors agreed, noting complaints were fewer.

Herrington said the service would get even better when his vehicles were equipped with radios. He employed two men full time, plus himself, and said this covered the town 24 hours a day. "I don't care what time it is if there's a stray animal," he said.

Herrington appeared before the committee to explain the treatment of injured stray domestic animals in Halton Hills which encompassed dogs and cats. He said he gave the pets care and if necessary took them to Acton veterinarian Dr. Frank Oakes for treatment as well as trying to find the owner.

Questioned, the dog control officer said Dr. Oakes' fees were reasonable and it was worthwhile to go extra miles

across town, if necessary, for the service.

Councillors were concerned about correct procedures. Councillor Levy said the public should be made aware an injured stray animal should go through the dog control officer.

Asked if veterinarians got paid if the pet owner can't be found or if he gets stuck with the bill on occasion, Herrington said his decision on treatment was based on the dog's value and if he had been able to consult with the veterinarian. He was cautious in the case of a broken hip, for instance, when the cost would be \$65.

"Why subsidize people who don't buy tags, anyway?" asked Levy. "It's not fair to those who pay. Dog owners can be traced when there is a tag."

Herrington told the committee that Georgetown had been "pretty well sold" with dog licences and they intended moving into Acton and the Glen next. He asked council to consider swearing them in as Halton Hills by-law enforcement officers to which the committee agreed, but they balked at introducing a new system of writing tickets to dog owners who let pets run at large. Fines would be paid at the municipal office under the system.

"Some dog officer who doesn't like Joe Sookes could give him a ticket. It leaves the door open to too many legal tangles," said Councillor Levy.

Clerk Doug Pritchard agreed. "You need more evidence than 'I saw it' - you have to catch them," he said.

"I could use a tranquilizer gun but there are too many dog lovers," Herrington explained.

The dog control officer assured chairman C. W. (Pat) McKeown that dogs in rural areas bothering livestock can be shot.

"The dog control officer assured chairman C. W. (Pat) McKeown that dogs in rural areas bothering livestock can be shot, although the former township was now part of the town. I advise farmers to shoot dogs molesting their livestock," Herrington said.

To close Third Line

Halton Hills council intends to go ahead with the closing of part of the Third Line, and its relocation around the perimeter of Indusmin Quarries despite objections raised by residents in the area.

The decision was made Wednesday night, after a huddle between town solicitors and P. A. Ballachey, solicitor for residents of the area, the previous night.

The section of the road in question is north of 22 Sideroad, and is owned on both sides by Indusmin Ltd.

Council instructed the works committee to negotiate an agreement with Indusmin regarding their building and paving the new road at their expense, before giving the third reading to the bylaw to close the section of the Third Line.

The motion pointed out a public meeting to consider objections had been held, and council felt the area could be rehabilitated much more successfully if it is one continuous area rather than separated pieces. It stated quarrying on both sides of the road, necessary if the road is not closed, would be difficult to maintain and would cause deterioration of vegetation.

Mr. Ballachey, solicitor representing the residents, told council the previous night, closure of the road would mean the residents have to travel further to go to Acton. He asked how the matter had progressed as far as the third reading of the

bylaw when objections had been raised by 12 residents over the past four years.

He said the first proposal by Indusmin did not ask for the Third Line closing but suggested they tunnel under the existing road. Ballachey said this plan was feasible and had been done in other quarries. He disputed council's claim that it would be dangerous, or that it would kill plant life.

Mr. Ballachey said Indusmin had more land south of 22 Sideroad and warned council it would not be an isolated case. He claimed the lands owned by the residents were owned before Indusmin started to quarry. He said no municipality has the right to affect the property rights of the owners especially when there is only one ingress and egress.

"You men are elected to represent the small land owners as well as the big ones," stated Mr. Ballachey. He said residents already had to tolerate blasting and dust from gravel trucks.

Relocation of the road would benefit only Indusmin Ltd., he said, stressing residents want it left as is.

Repeating an earlier charge, the lawyer said the bylaw was discriminatory.

A. G. Borud, Indusmin Division Manager, contended it was cheaper for the company to tunnel under the road, but asked if

No bus services here GO traffic increases

No bus tickets are being sold in Acton this week, as a strike of Gray Coach Lines and Toronto Transit Commission workers has crippled province and city transportation.

The many who use the frequent buses which pass through Acton have had to find alternate ways of travel. Some use the bus service to get to work, others for shopping or doctors or dentist appointments in Guelph, Georgetown or Toronto.

Agents at Watson's restaurant point out at least the commuting students haven't started back to use the buses yet. However they're concerned about the usual crowds which go to the C.N.E. from Acton each day. Special Exhibition buses in past years operate right into the grounds.

There has been an 81 per cent increase in traffic from Georgetown to Toronto on the GO

train. Over 200 extra commuters climbed about the train at their various stops.

About 60 people, or 32 per cent, more riders, took the trains from the Georgetown station. Most of the commuters walk to their offices in downtown Toronto, said Joe Desjardins of Go Transit there.

Under normal conditions only about 250 people ride on the 15 trains which originate in Georgetown. There are three trips in the morning leaving at 6:55, 7:25 and 7:50 with four, six and five trains respectively on the runs. There are three trips back after working hours.

There aren't normal conditions, so as many as 30 people have been standing in the cars this week.

Employees at the GO station at Georgetown say there are no plans for more trains during the strike.



Rams face showdown

Acton Rams meet the Orillia Lions in Orillia tonight (Wednesday) in a game which will decide which team will meet the Owen Sound Satellites in the Central Ontario Junior "C" lacrosse semi-finals.

Rams have a 5-0 record in their round robin series with Orillia, Long Branch and Huntsville. After whipping Huntsville twice on the weekend 17-15 and 23-3.

EMPTY SLOTS wait the arrival of seven new mail carriers in the post office September 9. Postmaster McKeown is getting everything ready for the service, which includes a new postal code.

\$1000 damage

Just one collision was investigated by Acton O.P.P. in town the past week.

August 12 at 8:50 a.m. at Young and Eastern Ave. two cars which each crumpled the front left fender received estimated \$500 damage each. Driver Donald Mark of Norval had minor injuries. Driver David Downs of 78 Longfield Rd. was unhurt.

Grease fire

The Acton Firefighters were called out last Sunday night to the Calver home at 132 Bower Ave.

Grease in the oven caught fire, but didn't spread. There was no real damage, said Mick Holmes.