planned all along."

Sideroad.

Mr. Horrocks said they were told to stay north of Five

Council short circuits Hydro

Ontario Hydro got the cold transmission lines through shoulder from Halton Hills Halton Hills and would council Monday night, when council members decided any discussion was an "exercise miles." in futility."

Hydro, told council they were something?

Representatives from outlining the route of the consider minor adjustments, "maybe 200 feet but not two

Acting mayor Ern Hyde Don Horrocks, supervising commented, "Are you asking project engineer for the something or telling us

Mr. Horrocks said the the lines should follow High- council had submitted briefs government had announced the route, and he now wanted to know if council had any specific objections.

Any use?

"Would it make any difference?" asked Councillor Len Coxe. Councillor Roy Booth said

way 401 all the way. Mr. Horrocks said the lines must be 200 feet from a high-

way, so the conductors are not contaminated by road "You're more than a mile

to both the Solandt Commission and to the Minister. "The purpose of your being here escapes me. If you don't look at the briefs, there's no point in rehashing it now."

Mr. Horrocks said he was up from 401," retorted Coxe. the project engineer, and was told to refine the line from Councillor Dick Howitt said

-The Milton Transformer

Station is to be located south

of Highway 401 between the

Fourth Line and the Fifth

-From the Milton Tran-

Substations to be built

After over a year's delay, The landscape architect

while Esquesing council said confers would be more

fought hydro substations at apparent when there are none

Ashgrove and Ballinafad, in the vicinity.

of the tracks.

approval.

into the bylaw.

possible.

sformer Station,

corridors go eastwards.

because of Esquesing's

holding bylaw, Monday night

the stations were given final

area, completely screening

the substations were

presented by John Mur-chison, Hydro landscape

architect, and incorporated

Mr. Murchison said 44 trees and five bushes would be

planted at the Ashgrove

station. "The trees will be 10

to 12 feet high at time of

planting in order to give a rapid screen," said the landscape architect. He said

they try to plant vegetation as

close to existing types as

"In this case you should

plant corn," quipped Coun-cillor Dick Howitt.

Mr. Murchison said they try to lessen the visual impact

"There's one home right

across the road," commented Councillor Len Coxe, who lives there. He pointed out

there would be no coverage in

winter time with the sugar

maples, flowering crab, and

hawthorns planned by the

on surrounding homes.

A plan to landscape the

Puslinch to Milton, taking into account lot lines and avoiding as many properties as possible.

Same as '71 "Have you made any changes or is it identical to the hydro route back in '71?"

asked Coxe. Howltt sald the Solandt report was not specific about Halton Hills, and stated it could be adjusted after discussion. "Have you spoken to local residents?" he asked. Mr. Horrocks said they thought they should speak first to council.

"Did you hope to say you had the approval of this council," asked Hyde. answered Mr.

Harrocks. Coxe questioned the line Line in Central Halton and heading north after it comes between Main Street and the through the escarpment, CPR tracks on the north side claiming the southerly route

was closer. The transmission corridor enters Halton Hills around Lot 6 and 7, crosses Highway

cording to Mr. Murchison.

Recycled paper

only doing their job.

25 north of Five Sideroad,

follows the CNR railway

track, angles east to Lot 4

then south to the Milton

weighed in choosing the

Many restrictions

Hydro representative said

certain constraints had been

given them. "First we were to

follow 401 with a minimum

separation of 200 feet, then

told to stay north of Mohawk

Raceway, and keep off the

face of the escarpment and

north of Five Sideroad, past

Hilton Falls reservoir, and

"Your reason for not going

"This whole thing is an

along 401 is not valid,

exercise in futility,"

remarked Councillor Roy

Booth, as he admitted the

Hydro representatives were

then veer north."

commented Coxe.

Tom Griffiths, another

substation.

route.

Halton Regional Council will consider tendering for recycled paper during its meeting next Wednesday. Milton Councillor Jim Watson presented a notice of motion The Ballinafad station will during the meeting Wedbe similarly planted with 27 trees and 17 bushes, ac-

He noted that the region had supported a petition to ban non-returnable bottles Council unanimously apand pointed out there had proved the bylaw with the been difficulty in finding a landscape plans and a clause landfill site to bury the demanding fencing, included.

"The lines will still go this way whether we object or not. It's only after the corridor gets into Halton Hills that It mushrooms out from 401. I suggest we end the

"You're darned right you were," retorted Coxe. Acting Mayor Ern Hyde discussion," added Booth. sald they could go on for Howltt summed up the hours talking about hydro feelings of council when he lines. He apologized to the The Hydro representative said, "the government and Hydro men and said he hoped sald all alternatives were the livdro make a big to-do they would not take anything about consulting personally. municipalities, and say they Motion approved A motion by Booth and

really want input, but all they're doing is going through Hyde stating, formalities; it's a lot of blah, representatives of Ontario blah, blah. When it comes right down to it we haven't thinks the preferable route one bit of say." Where planned Backing up Howitt's

statement, Coxe said council's position has been the same "since day 1". He said 401 should be the man-made council. corridor for the transmission lines. "All you've done is put

the lines where they were

401 and the proposed route does not conform to our thinking and desires," was endorsed unanimously by

The Hydro representatives

rolled up their maps and left

Hydro be advised that council

for the hydro corridor should

be adjacent and parallel to

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Switch bothers ratepayers

McKeough confirms route

The Ontario Legislature this week confirmed the final route selected for Ontario Hydro's 500 kV hydro line which passes through central Halton on its way from Nanticoke to Pickeringincluding a last-minute switch announced in July which upset some Milton property owners.

People in the third, fourth and flith concessions between Highway 401 and Five Sideroad, just northeast of the bullt-up area of Milton, had protested the government's July 11 announcement of a route switch game them no chance for input, but their protest was unsuccessful. Last week Darcy McKeough, Minister of Energy released the detailed outline of the hydro distribution system and the 500 kV line still cuts through that land.

No warning Scotch Block Ratepayers Association had protested the diagonal line running from Third Line at the CNR to the lot line between the Fourth and Fifth Lines, north of Highway 401. Earlier indications showed the line would cross those concessions north of Five Sideroad.

"We feel our rights to prior consultation have been sidestepped," treasurer

have no opportunity to offer Township but to the south of input

modification." McKeough's official description of the hydro line route was published as follows: (Where it reads North Halton, the name Halton Hills was intended).

-Middleport Transformer Station, north through the Beverly Swamp on an existing Ontario Hydro rightof-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 Mountsberg 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 Mary Timbers wrote. "We Escarpment, staying to the had no warning that such a north side of the Flfth change might occur-we Sideroad in Nassagawya

to this the Hilton Falls Dam. Limehouse area comes south. -The route veers slightly approximately down the 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 North

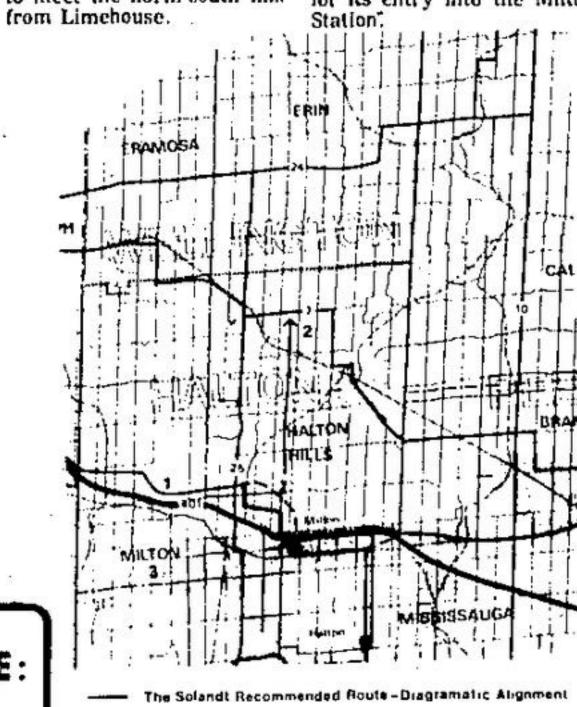
> -At the CNR tracks, the route turns south and follows the CNR right-of-way on the west side for a couple of thousand feet, then turns south-easterly on a diagonal to meet the north-south link

Halton to the CNR railroad

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 North Halton and Central Halton to meet the east-west corridor. -The combined corridors

-The route through the

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.



WRITE:

Appreciation for road work

During last winter I took up a Petition to have our 17th Sideroad straightened. In one particular spot, our road was narrow, curved and steep. On several occasions, school buses were unable to negotiate the hill and had to be pulled out, blocking traffic in the morning. It seemed that it was doubly treacherous because it was impossible to see oncoming traffic around the curve at the top of the small hill.

I am writing this letter to the newspaper Mr. Len Coxe, our Regional Councillor here.

In the past two weeks, the 17th Sideroad has been widened, straightened and graded beautifully. For anyone who took part in the physical work involved, we of the 17th Sideroad, 20th Sideroad, the Town Line and the 1st Line, thank you.

And to our Regional Councillor, Len Coxe, I personally thank you for I know you "went to bat" for us with the Council and did your best to have something done. We all appreciate your efforts. It's a beautiful job that's been done for us.

Sincerely, (Mrs.) Katherine Fee

in praise of the Works Department and of

In the interests of music at Acton fall Last year's contest in the arena was

Let's put Acton Citizens' band back in the listen in comfort. fair grounds instead of the beer tent. I would hope Acton Agricultural Society would hire them and pay them. I would also like to see Acton Chornliers

on the fair grounds.

I object to the shabby way the competitors in the Fiddlers' Contest were treated and that the advertising was wrong. You cannot play string instruments outside in cool weather.

The players were dissatisified. They also had to pay to get into the grounds. When a competition is sponsored, the least you can do is send the players complimentary tickets. That is how it is done everyplace

The players would also like to see the Old Tyme Fiddlers contest on Saturday, not Sunday, as has been suggested for next year. That is when other places have theirs.

Music at Acton fall fair

twice as good with seats for everyone to At the Shelburne Old Tyme Fiddlers contest one of the judges from the Toronto Conservatory of Music said "This is our Canadian heritage." He said this to an audience of 6,000 people. This contest has grown each year and Vince Mountford, the M.C., has been with them 20-odd years. The people love every minute of it and come from all over Canada and the States just to hear old-tyme music played.

Please keep Sunday as Sunday. We as adults should have good sense. Perhaps money could be saved in this way as none of us can afford to spend our money foolishly. To me, music plays a very important

part in the Acton fair. Let's not get our wires crossed. This music is our Canadian

So I hope to hear lots of good music next fall fair day! Dorothy O'Rourke



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Urges lower limits

Halton Regional Council wants speed limits on controlled access highways reduced to 55 miles per hour. Speed limits on access highways in the region range from

60 to 70 mile per hour. Burlington Mayor George Harrington spoke to the motion indicating the lower speed limit would reduce the slaughter on the highways and conserve oil.

Harrington noted the 55 mile per hour was in effect in some states in the United States. He noted he saw no accidents during a recent 1,400 mile trip to Tampa. Harrington said he could count on seeing an accident every time he went to

Toronto. Halton Hills councillor Ric Morrow opposed the motion noting lower speed limits

were unreasonable. . The report will be circulated to M.P.P.'s.

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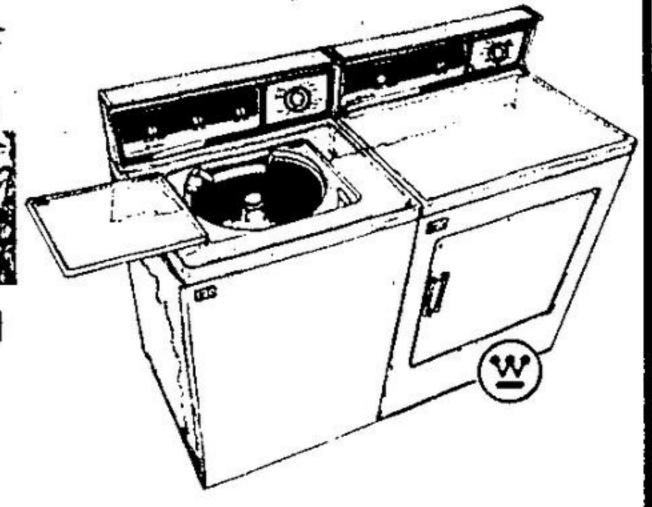
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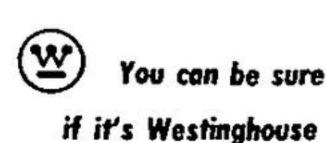
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