

Council short circuits Hydro

Representatives from Ontario Hydro got the cold shoulder from Halton Hills council Monday night, when council members decided any discussion was an "exercise in futility."

Don Horrocks, supervising project engineer for the Hydro, told council they were

outlining the route of the transmission lines through Halton Hills and would consider minor adjustments, "maybe 200 feet but not two miles."

Acting mayor Ern Hyde commented, "Are you asking something or telling us something?"

Mr. Horrocks said the 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 Cox.

Councillor Roy Booth said

the lines should follow Highway 401 all the way.

Mr. Horrocks said the lines must be 200 feet from a highway, so the conductors are not contaminated by road salt.

"You're more than a mile up from 401," retorted Cox.

Councillor Dick Howitt said

council had submitted briefs 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 rehearsing it now."

Mr. Horrocks said he was the project engineer, and was told to refine the line from

Paslinch 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 Cox.

Howitt said 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.

"No," answered Mr. Horrocks.

Cox questioned the line heading north after it comes through the escarpment, claiming the southerly route was closer.

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

25 north of Five Sideroad, follows the CNR railway track, angles east to Lot 4 then south to the Milton substation.

The Hydro representative said all alternatives were weighed in choosing the route.

Many restrictions

Tom Griffiths, another Hydro representative said certain constraints had been given them. "First we were to follow 401 with a minimum separation of 200 feet, then to stay north of Mohawk Raceway, and keep off the face of the escarpment and north of Five Sideroad, past Hilton Falls reservoir, and then veer north."

"Your reason for not going along 401 is not valid," commented Cox.

"This whole thing is an exercise in futility," remarked Councillor Roy Booth, as he admitted the Hydro representatives were only doing their job.

"The lines will still go this way whether we object or not."

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

"You're darned right you were," retorted Cox.

Acting Mayor Ern Hyde said they could go on for hours talking about hydro lines. He apologized to the Hydro men and said he hoped they would not take anything personally.

Motion approved

A motion by Booth and Hyde stating, "The representatives of Ontario Hydro be advised that council thinks the preferable route for the hydro corridor should be adjacent and parallel to 401 and the proposed route does not conform to our thinking and desires," was endorsed unanimously by council.

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Switch bothers ratepayers

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 Pickering— including a last-minute switch announced in July which upset some Milton property owners.

People in the third, fourth and fifth concessions between Highway 401 and Five Sideroad, just northeast of the built-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 Mary Timbers wrote. "We had no warning that such a change might occur—we

have no opportunity to offer any input to this 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 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 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 Escarpment, staying to the north side of the Fifth Sideroad in Nassagawya

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 North Halton 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 North Halton and Central Halton 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.

—The Milton Transformer Station is to be located south of Highway 401 between the Fourth Line and the Fifth Line in Central Halton and between Main Street and the CNR tracks on the north side of the tracks.

—From the Milton Transformer Station, two corridors go eastwards.

After over a year's delay, while Esqueping council fought hydro substations at Ashgrove and Ballinafad, because of Esqueping's holding bylaw, Monday night the stations were given final approval.

A plan to landscape the area, completely screening the substations were presented by John Murchison, Hydro landscape architect, and incorporated into the bylaw.

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 possible.

"In this case you should plant corn," quipped Councillor Dick Howitt.

Mr. Murchison said they try to lessen the visual impact on surrounding homes.

"There's one home right across the road," commented Councillor Len Cox, 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 hydro.

Substations to be built

Recycled paper

Halton Regional Council will consider tendering for recycled paper during its meeting next Wednesday. Milton Councillor Jim Watson presented a notice of motion during the meeting Wednesday.

He noted that the region had supported a petition to ban non-returnable bottles and pointed out there had been difficulty in finding a landfill site to bury the garage.

McKeough confirms route



OUR READERS WRITE:

Appreciation for road work

Dear Editor:

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 in praise of the Works Department and of Mr. Len Cox, 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 Cox, 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

The first settlers of Glen Williams were Charles Williams and his family. They settled there in 1824.



Harry Roffel
4 Prince St.
Glen Williams
Georgetown 877-4618

Music at Acton fall fair

In the interests of music at Acton fall fair.

Let's put Acton Citizens' band back in the 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 Choralliers 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 dissatisfied. 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 everywhere else.

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.

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55 mph 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 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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