



Snowmobile outing Saturday

By Peter McCusker
The daredevil mastery which only Evel Knievel can relate while jumping over rows of automobiles, or the feel Mario Andretti must experience driving in great auto races, assimilates the emotions of the first time snowmobiler.

Sunday afternoon and evening, members of the Acton club gathered on the Roy Johnston property, 1st line Esquesing to engulf themselves into the sport that has captured their free spirit. Joking heartily and indulging in conversation which almost never transcends the boundary of their activity, the members stand around the campfire sipping hot coffee after a brisk run.

latest news.

There are over 50 people participating in the Acton snowmobile organization and over 200 snowmobile licenses distributed this year.

Some members said they think more people will join the club once the new bylaws come into effect in Halton Hills. The new bylaws being considered are the use of five foot safety antennas, and reduced speed limit of 15 mph in built up areas along streets that can be used for snowmobiling, and others.



WENDY QUINN munches on a hot dog during the Acton Snowmobile Club's outing at Roy Johnston's on Sunday.

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MEMBERS OF THE Acton Snowmobile Club enjoyed themselves at a family day on the property of Roy Johnston on Sunday. Snowmobiles galore speckled the fields during the day.

Flags to flutter at town buildings

With all flags flying, Halton Hills council decided three flags flying throughout the town were not enough.

They voted Monday night to have the Canadian flag raised and lowered five days a week at all municipal buildings.

The committee recommendation called for flags at the administration building on the Seventh Line and the two fire halls at Acton and Georgetown.

At the fire halls they were originally going to be left up continuously. Councillor Len Cox challenged this, saying it should be raised in the morning and lowered at night. He said the engineering building on Maple Avenue should have a flag, and said there was lots of people

around there to maintain it. Councillor Les Duby pointed out some of the restrictions on flying the flag were due to lack of staff, and gave the Acton office as an example.

Councillor Roy Booth said a ladder was needed at the two fire halls to raise and lower the flag.

Cox pointed out the raising and lowering was done every day at the administration building and felt it could be done other places as well.

Council passed the motion to have flags raised and lowered at all municipal buildings, five days a week. "The flag on the Main Street building won't last long," commented Booth. "The kids will get it like they did before."

"That's what we've got police for," retorted Cox.



THE EVEL KNEIVEL of the Acton snowmobile club was out showing his tricks to fellow snowmobilers on Sunday at the club's family outing on the Roy Johnston property.

Levy wonders

Is public consulted about snowmobile?

Councillor Harry Levy told council Monday night that he hopes works committee is taking the public's feelings into consideration while making up a new snowmobile by-law.

He said he realized there had been input for the committee from Georgetown and Acton snowmobile clubs but wondered if input from the general public was being taken into consideration.

Councillor Joe Hurst explained the committee has had a few letters sent to them and they are being considered.

Levy pointed out he is aware of the letters but hopes the public at large is also being consulted. He noted many members of council receive calls from ratepayers concerning the pros and cons of snowmobiles and the committee should listen to them, too.

MPP calls for hydro public enquiry

Huron-Bruce Liberal M.P.P. Murray Gaunt has now added his voice to the multitude calling for an immediate public inquiry into the proposed Bradley-Georgetown hydro transmission route. Locally, the corridor is slated to join the east-west corridor and travel up the middle of the Fifth Concession to cross the

Niagara Escarpment near Limehouse and then go into Erin township where a proposed jog in the line has also raised considerable objections. Wellington-Dufferin M.P.P. John Root said Ontario Hydro should justify its need for the proposed 250 to 600 foot corridor from Bradley to Georgetown. He is

supported by two citizen groups in North Halton and South Wellington. Mr. Root says the public hasn't had the opportunity to challenge the two year study by Hydro and the citizens are calling for a public hearing such as existed along the controversial Pickering to Nanticoke east-west corridor. But Energy Minister Dennis Timbrell has told property owners along the corridor, which will house three lines of 500 kv towers roughly 1,000 feet apart, that the route has already been decided and that rerouting or re-evaluating the proposal would cost the taxpayers of Ontario as much as \$61 million a year by 1979.

However, M.P.P. John Root is convinced the corridor is not really needed. He feels the power from Bruce could be dispatched to Owen Sound and then south along an existing Essa corridor into the Toronto Grid. John Schneider, of R.R. 2,

Acton, spokesman for the Concerned Citizens of North Halton, maintains Ontario Hydro could save the \$80 million or so the Bradley to Georgetown route would cost by rerouting from Bruce to Essa.

Hydro says they can't wait. They want to have the line from Bradley to Georgetown finished by the end of 1976 to service the Toronto-Hamilton power axis which is steadily increasing its power demand. Hydro officials were in Stewarttown last February 17 and 18 to keep residents along the corridor posted on their rights and the proposals. Last week citizens who oppose a jog in the Erin township route, which they feel was set up to avoid the farms of "influential" people, set up a similar opposition booth to counter one from Ontario Hydro in the Hillsburgh community centre.

Murray Gaunt, the Liberal M.P.P. for Bruce and Huron counties, complains that Hydro's plans to cross prime agricultural and scenic areas of South-Western Ontario completely negate Hydro's stated priority of locating all generating stations close to major load areas. He says Hydro's been merely going through the motions of public and democratic participation - and then proceeded to do, with Cabinet approval, exactly what it had intended to do from the outset. Gaunt also says the Bradley-Transmission route is inappropriate and illogical because the primary market for Bruce power should be the Kitchener-Waterloo area, with any back-up line for Toronto being routed through Owen Sound, Collingwood, linking up with the already established Essa-Kleinburg corridor, and serving the marks enroute. "Although the Nanticoke-Pickering transmission

corridor was extensively studied, this was not the case with the Bradley-Georgetown route. In July 1974, former Minister of Energy Darcy McKeough said approval of the Southern 500 IV transmission corridor between Bruce and Georgetown via Kitchener was being withheld pending review of the long range plan for Ontario Hydro. Nothing more was heard until January 1975 when the new Chairman of Ontario Hydro, Robert Taylor, announced blueprints outlining the expansion of North America's second largest electric utility would not be changed. Obviously, Hydro officials intended from the beginning that the Escarpment should be crossed at Limehouse, beside Georgetown and Acton and serious consideration has never been given to the Bruce-Essa route, with Essa-Kleinburg as a "security" line, involving only one crossing of the Escarpment, at the 401. The Essa-Kleinburg line has a capacity of 6,000 megawatts with the present single string towers, and double string towers through this corridor would give a capacity of 18,000 megawatts," Gaunt continued.

"The Government's planned Hydro corridors have a potential of 70,000 to 100,000 megawatts, while today's over-all needs for the entire Province are between 12,000 and 13,000 megawatts. Approximately 4,000 megawatts are now being consumed in the Golden Horseshoe area, so the proposed new Hydro lines represent a twentyfold increase in power to this region. "If the Government insist on allowing Hydro to proceed with the current proposals, both will be guilty of an incredible waste of taxpayers' money, of arrogantly and unnecessarily taking over

many acres of prime agricultural land, and of facilitating the provision of an excessive amount of hydro-electric power to the Toronto region, encouraging increased industrialization and intensifying the already serious problems of over-centralization in this area. "We need an immediate public inquiry into the Bradley-Georgetown line for two reasons. First, there has been a no opportunity to challenge in the public forum the in-house study of Hydro, who should be required to state publicly what they are doing, and why. No new transmission corridors should be cut until a full study has been made, and alternative existing corridors should be completely utilized.

"Second, Hydro officials have completely failed to justify the Bradley-Georgetown line, according to their own stated criteria. For example, in the East Garafraxa-Erin area, they have chosen the route which, of two possible alternatives, covers more miles of right-of-way, uses more than twice as many acres of class one and two agricultural land, affects twice as many water courses, 100 more acres of wooded land, and diagonally severs 16 more properties. "The former Minister of Energy has indicated that while the short-term security of the system is more than adequate, long-term needs may call for a brand new corridor. Yet Hydro is giving top priority to pushing this line through now, probably because they know that in the near future they will find this line impossible to obtain because of environmental considerations and public outcry for the preservation of good agricultural land, disrupting the ecology and upsetting property owners all the way along the line.

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