

# Proposed Hydro corridor draws hundreds...

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should normally be no effect on TV reception from overhead hydro lines, radios would be similarly unaffected and the noise factor from lines never exceeds 52 decibels under the worst conditions.

The Hydro engineer also said although they can't guarantee the complete safety of livestock under the wires, cattle do graze under them with no apparent ill effects.

But all the evidence presented by Ontario Hydro specialists was not so easily assimilated by either spectators or the chairman of the Environmental Hearing Board. In the masses of data and cross-examination which took place over the first four days of the hearings, the vagueness of the definition of a heat unit as defined by Hydro's agricultural specialist D. R. Cressman caused even the chairman of the board, D. S. Caverly to shake his head.

Mr. Cressman could not be pinned down to any specific terms on the value of land north of Orangeville for agriculture. He evaded answers by the simple expedient of qualifying each statement.

Asked by the chairman if heat units in the land north of Orangeville would support corn, Mr. Cressman said it would depend on the variety of corn.

If you were a farmer, would you want your land north or south of Orangeville? asked R. S. Smith, lawyer for the ICG. That would depend, was the answer on crops to be grown, value of the land and other factors.

Mr. Cressman admitted the hydro team of which he was part did not fly over any alternate routes for a hydro corridor.

Earlier Dr. Bob Walker, senior environmental specialist for Hydro, said Hydro had always favored Route 'A' over the other three routes. He agreed 'D' was the shortest route but wouldn't agree there should be an independent study to determine where the corridor route should go. Dr. Walker also agreed however, with Mr. Smith that infra red aerial photos would be superior to the black and white aerial photos Ontario Hydro used to evaluate the land along the route of the proposed corridor.

However, reacting to charges that he was not familiar with the technique of reading even black and white aerial photos, he said he

depended on his staff to do aerial interpretations. Many of them, he said, had the experience and expertise.

Dr. Walker also agreed that route 'A' favored by hydro would cost \$1.8 million more than route 'D', was 2.9 miles longer and would require 102 acres more land for the right of way. But he defended Hydro's choice of the route saying it took the line in the area of least environmental impact.

How could Hydro tell by using only aerial photos and driving along rural roads? Why weren't fields inspected?

Dr. Walker said the team would not be permitted on individual properties without the consent of owners. We can't examine every bit of ground, he told the board.

However, the Interested Citizen lawyer suggested data available to Hydro for the route was out of date, inaccurate and pointed to the crossing of the Grand River as one example where a biologically sensitive area of reforestation was being invaded without sufficient study.

Mr. Smith suggested Hydro's study of the area was similar to their study of the Beverly swamp along the east-west 50 kV corridor, where it was thought depth of the swamp was 10 feet deep and it turned out to be 50 feet.

Was the wildlife of the area studied to find the population and how much it would be disrupted? Hydro officials said they used habitat characteristics to determine the suitability of an area to support wildlife and the information was taken from Government sources.

Friday morning of the meetings, however, Dr. Fred Gilbert, an associate professor of zoology at the University of Guelph, told the Environmental Hearing Board Hydro had overlooked a number of biologically sensitive areas which support deer, snowshoe rabbits, cottontails and grouse. He picked the Ospringe tract as one example where information was overlooked. Dr. Gilbert said the data they showed on soil was not accurate, there were inaccuracies regarding locations of streams and had failed to supplement existing data.

Dr. Gilbert said Hydro's assumptions on corridor selection may have been based on the same assumptions which were inadequate in existing data. He recommended an independent study of the corridor from Bruce to

Limehouse because he does not believe Hydro has any studies that look scientifically at ecological damage. He said Hydro's visual impact data is based on 1972 information and there has been considerable change since, which has never been supplemented.

Soil survey information was useful only on an overview, he maintained, and must be supplemented with field surveys to be accurate, a point he noted Hydro had not done.

Dr. Gilbert also contended Hydro should have the information before they can decide on the route of the corridor and the time spent on the meetings could better have been spent in gathering appropriate data which had been missed. He pointed out Hydro had not properly identified cold water and warm water streams and this was an important point ecologically because headwaters for warm water could be just as important as the headwaters for cold water.

He also contended a study done in Ridgeway, out of which Hydro took care in quoting, was carried out in an area of Ontario where there was a clay loam plain which could hardly be compared to the land in Erin township. He also noted Erin Township served as the headwaters of three river systems—the Credit, Eramosa and Speed—and the impact on them could be much greater than Hydro ecologists anticipated.

Dr. Gilbert lives on the Fifth Concession of Erin township.

Long a staunch advocate of using existing corridors already occupied by Hydro towers, John Schneider of R.R. 2, Acton, suggested the corridor from Bradley Junction to Georgetown was unnecessary. He said Ontario Hydro could take a shorter route from Bradley to Flesheron to Essa and then south to the east-west corridor without disturbing the area under question. He demonstrated the route with a string on a large map, proving it was 10 miles shorter.

He indicated that since priorities no longer demonstrated need for a line to Kitchener quicker than in the "next 20 years", it made sense for Hydro to look at the cheapest alternative and the one with the least environmental impact. In his view, this meant broadening the range of study outside the Georgetown-Bradley area.

Mr. Schneider said he has been aware for some time that power flowed north from

Southern Ontario to Northern Ontario. Why, he asked, take the power (1,000 megawatts) to Milton and across to Northern Ontario when a much shorter route was available from Bruce to Essa?

He said Hydro had not taken sufficient study of the effects of icing and high winds in the Orangeville area, either, despite warnings from Mr. McKay of Environment Canada who said winter storms off Lake Ontario hit the Niagara Escarpment, rise and freeze. Combined with high winds, icing conditions on towers in the area could have serious effects.

If Hydro used the northern route he proposed, he noted it would go through poorer farm land, lower heat unit areas and also cost less.

Hydro lawyer J. B. Southey disputed Mr. Schneider's view and said the Ontario Government had taken it under consideration and decided against it. He said Schneider was just reopening a case which had been discredited by Ontario Hydro engineers.

Mr. Southey said two separate corridors were needed so that if lines in one corridor go out of service then it is possible to deliver power to the other corridor. Mr. Schneider's theories, he said, were rejected for security reasons.

Southey also contended that examination had convinced the one man Solandt Commission, headed by Dr. Solandt, that the Bruce to Essa alternative was undesirable because it would lower the system's stability. The Essa to Kleinburg right-of-way was reserved for future use, he said.

He contended the 401 and

Limehouse crossings had been accepted by the Government as recommended in Dr. Solandt's report and it was critically important the corridor be constructed by 1977. He said figures showed an economic penalty of from \$13 to \$33 million in 1977 and \$39 to \$61 million in 1979 if the corridor was not pushed through to use power from the Bruce generating station.

Alluding to meetings with the Energy Minister Timbrell at which theories were advanced, Mr. Southey said Mr. Schneider's case had been repeatedly put to the Government and repeatedly rejected.

However, Mr. Schneider said Dr. Solandt's information from Hydro had not been complete when the decision was made on a Limehouse crossing of the Escarpment. He indicated that if all the information had been forthcoming another decision might have been made. He also said Mr. Timbrell in advocating a partial hearing had misunderstood the call for an independent study of the entire corridor.

Ontario Hydro's record for fair, accurate studies, was also challenged by Elbert van Donkersgoed of the Christian Farmers Federation of Ontario. He said Hydro studies were still done with the philosophy "Power at least cost" and "growth is good no matter what it costs". He said his organization rejects that philosophy.

Mr. Donkersgoed predicted Hydro's predictions of large power needs would have to be scaled down for many environmental reasons.

He said Hydro's plans for one huge Bruce complex was "putting all their eggs in one

basket" and the thought occurred that one well placed bomb could bring all of Ontario to a standstill.

Mr. Donkersgoed said Hydro's choice of a study area was arbitrary and must be broader if they were serious about finding the best route for their corridor. "I feel Hydro has done less or much less than an adequate study," he said.

Donkersgoed also took issue with Dr. Solandt's report which indicated that Ontario Hydro had demonstrated any farming operations could be carried on under hydro towers, except when there was large equipment on large fields. He contended smaller equipment and fields create bigger problems.

Mr. Donkersgoed's main objection was to the weighting of good farm land against the importance of the appearance of the landscape. He felt agriculture was much more important than a good view of the landscape.

Executive director of the Christian Farmers Federation, Donkersgoed said Hydro had also been remiss in not studying snow cover and rainfall and suggested placing the line farther north would have prevented destruction of much less farm land.

During the cross-examination by R. S. Smith, members of the Environmental Hearing Board were invited to farms of the study area to inspect the land and compare it with Hydro maps. "I looked at the maps and totally disagree with them," Donkersgoed said.

Board chairman, D. S. Caverly said this was normal procedure. He and the other board members had looked at land in the area two days before the meetings and would also make a more detailed inspection.

The meetings resumed this week (Tuesday) and will continue through Friday. If they are not completed this week they will resume again on August 4.



NOT QUITE the way it was originally written, but definitely more interesting was the Spectrum Players' version of the Princess and the Pea. The Prince was played by Bob Adams, the Queen by Kim Gale, the King by Joe Pendleton, and the Princess by Angella Browers.

## Treasurer discusses Belt plan

Ontario treasurer W. Darcy McKeough will visit a mobile information office in Oakville this Thursday, July 24, to discuss plans for the Parkway Belt West with the interested residents of the area. The Parkway Belt mobile information office is stationed this week in the new Bronte Provincial park, Oakville, with access via Barloak Dr.

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## Let's talk about horses

by Jennifer Barr

Ed Bardon, road superintendent for Erin Township, has asked me to spread the word to horsemen riding in the area north of Acton and ask for co-operation. The Fifth Sideroad (the Rockwood sideroad) is being resurfaced between Highway 25 and First line. The primer coat is on, but the final paving isn't available for a couple of weeks.

Apparently, horses' shod hooves are making a mess of the primer coat and Ed asks that riders avoid that stretch of road until it is completed.

This seems like a good time to print my yearly plea to riders not to gallop on the roads.

Two or three weeks ago we heard racing hooves on a ninety-degree humid evening. Looking out, we saw a large bay horse galloping full tilt down our sideroad. An hour and a half later, he was raced back again. I shudder to think how much careening around went on in that ninety minutes.

Unpaved sideroads get as hard as cement at this time of year. When a horse is cantering or galloping, one front leg hits the ground first while all three others are in the air. The strain on this leg is tremendous and too much hard concussion on front legs will cause innumerable bone and tendon problems. If they don't show up now, they will later.

A good fast trot covers just as much ground, conditions a horse just as well, and does far less damage. Save your gallops for the fields, trails, or a track.

Courtesy  
A controlled trot while riding on public roads is just plain common courtesy, too. A racing horse is in the same vein as roaring snowmobiles, squealing motorbikes, or hot rodders.

It is up to the rider to have his horse under complete control. It's the law, too—a horse is vehicular traffic. At a gallop, very few horses are under absolute control. A rider causing an accident is liable for the same fines as a car driver.

Cantering on roads is not my own personal concern right now because I'm too terrified to take my horse on the road. We seem to have nothing but enormous tandem trucks barreling up and down our roads at frequent intervals. Meeting one of these johnnies full of gravel at seventy miles an hour turns my hair white.

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## Church Services

**MAPLE AVENUE BAPTIST CHURCH**  
177 Maple Ave., Georgetown (A Fellowship Baptist Church)  
Sunday, July 27, 1975  
9.45 a.m.—Sunday School for all ages  
11.00 a.m.—Morning Worship  
6.30 p.m.—Evening Fellowship  
Thought—Peace rules the day when Christ rules the mind.  
A Friendly Welcome Awaits You

**THE CHURCH OF ST. ALBAN THE MARTYR**  
1872—Anglican—1974  
Corner Willow St. and St. Alban's Dr.  
Rev. Leonard Ewing Rector  
Director of Music Mrs. Frank Oakes  
Sunday, July 27, 1975  
10.00 a.m.—Matins  
Preacher will be Mr. Murray Band from Oakville.

**BETH-EL CHRISTIAN REFORMED CHURCH**  
(Churchill Rd. and Hwy. 7)  
Minister: Rev. J. Corvers  
Sunday, July 27, 1975  
Sunday Worship Services at 10.00 a.m. and 2.30 p.m.  
Preschool Sunday School during the morning service.  
Sunday School during the afternoon service.  
You are welcome

**BAHA'I FAITH**  
You are warmly invited to attend a fireside discussion Friday evenings at 8.30 p.m. Phone 877-3497.  
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**EVANGEL PENTECOSTAL TABERNACLE**  
P.A.O.C. 33 Churchill Rd. N. Rev. S. M. Thoman, Pastor 853-2715  
Sunday, July 27, 1975  
10.00 a.m.—Sunday School  
11.00 a.m.—Morning Worship  
7.00 p.m.—Evangelistic Service.

Tuesday  
8.00 p.m.—Prayer Service and Bible Study.  
Friday  
8.00 p.m.—Christ's Ambassadors.  
ALL ARE WELCOME!  
Excellent free town Bus Service for children and adults to and from Sunday School on the "All Red Bus". Also Rural pick-up. For information phone 853-2715 or 853-0766.  
John 3:18 "He that believeth on him is not condemned but he that believeth not is condemned already, because he hath not believed in the Name of the only begotten Son of God".

**PRESBYTERIAN CHURCH IN CANADA KNOX CHURCH, ACTON**  
Rev. Andrew H. McKenzie, B.A., B.D.—Minister  
Mr. E. A. Hansen, B.A. Organist and Choir Master  
Thirteenth Summer Session of Combined Worship Services in TRINITY UNITED CHURCH, ACTON.  
Preacher: Rev. Eric Nelson, M.A., B.D.  
Sunday, July 27, 1975  
Soloist Mr. Norman Gibson  
10.00 a.m.—Public Worship  
Nursery for babies and toddlers.  
EVERYONE WELCOME

**ACTON BAPTIST CHURCH**  
80 Mill Street East. Founded 1842  
Pastor: Mr. Das Sydney B. Sc., M. Div.  
Pastor's Phone—853-1835  
Thursday  
7.00 p.m.—Choir rehearsal  
Sunday, July 27, 1975  
11.00 a.m.—Morning Worship  
Friday, Aug. 8  
Ordination of our pastor.

**CHURCHILL COMMUNITY CHURCH**  
Churchill Road North  
Minister:  
The Rev. A. Walter Fosbury, B.A., M. Div.  
124 Tildy Avenue  
Phone 853-2386  
Thursday, July 24  
8.30 p.m.—Congregational meeting  
Sunday, July 27, 1975  
10.30 a.m.—Worship Service.  
Sermon Subject: "A Testimony to God's Providence".  
The church on the hill is an interdenominational congregation, ministering to the needs of the community.  
All Welcome

**UNITED CHURCH OF CANADA TRINITY CHURCH, ACTON**  
Rev. W. Eric Nelson, M.A., B.D.—Minister  
Dr. George Elliott, M.A., Ph. D. Director of Music  
Sunday, July 27, 1975  
10.00 a.m.—Worship Service.  
Sermon Subject: "A Testimony to God's Providence".  
The church on the hill is an interdenominational congregation, ministering to the needs of the community.  
All Welcome