

Ag. rep. tells Hydro go elsewhere

Halton ag rep Henry Stanley made a plea at the Environmental Hearing Board meeting in Hillsburgh to save valuable farmland in Halton, especially below the Niagara Escarpment, from the 250 foot wide corridor which has been proposed by Ontario Hydro.

Meetings over the route of the proposed Georgetown to Bradley study were held for two weeks in Hillsburgh and start again Wednesday. At 6 a.m. at 10 a.m. to protest building of the corridor. Hundreds of people along the

route of the proposed line have been attending spear-headed by the Interested Citizens Group which claims a membership of from 3,500 to 4,500 residents.

Stanley said, guidelines of the Ontario Ministry of Agriculture and Food, which he represents, have asked for the retention of all high capacity agricultural land, specifically in classes one and two, where vegetables, fruits and grain are grown. He said the Ministry has asked Hydro not to include the land in hydro corridors.

Stanley said profits on class three and four lands had improved greatly lately and they should also be avoided. Intensity of use, spurred by better prices, has increased greatly in the last two years. Land that was sitting idle is now in production, figures showing a 15 percent increase in Halton land use, and the scarcity of land in Halton was now relative to demand.

Maps used by Ontario Hydro to map their proposed Bradley Junction to Georgetown corridor which passes up the middle of the Fifth

Concession in Halton were obsolete, Stanley maintained, and failed to take existing and proposed land use into consideration. As a result the hydro corridor goes through some of the most stable farmland in Halton which should be preserved for farming.

Farmers were now considering going out of business because of the intrusion of hydro lines. "Farmers are good businessmen and they can't afford to lose parts of their farms," Stanley noted. He said 20 percent of Halton farmers were college gradu-

ates and 17 percent had taken agricultural vocational training.

"The hydro route does not need to come through agricultural land at all," Stanley claimed, contending the corridor should not have come to the Georgetown area in the first place when it could have followed existing routes.

The agricultural report was not properly considered and evaluated," the Halton agricultural representative told the board. He cited a meeting regarding the proposed corridor at Arthur in

May, 1973, when there were "six times as many questions related to the environment than to agriculture" as indicative of feelings at Hydro.

Stanley also said there was a marked return of young people to farming. In fact 20 percent of graduates of the University of Guelph are returning to farming.

Cross-examined by Hydro lawyer R. B. Southey, Stanley said his views were his own and also he was speaking on behalf of the Ontario Agricultural and Food

Environmental hydro hearings will continue

Two weeks of Environmental Hearing Board meetings at Hillsburgh have still not cleared up all the evidence the board feels is necessary to make a judgment on the proposed Bradley Junction to Georgetown hydro corridor.

Meetings will resume Wednesday, August 6 and continue for at least another two days before the board returns to all the evidence proposals and 61 exhibits, which have already taken eight full days and two nights.

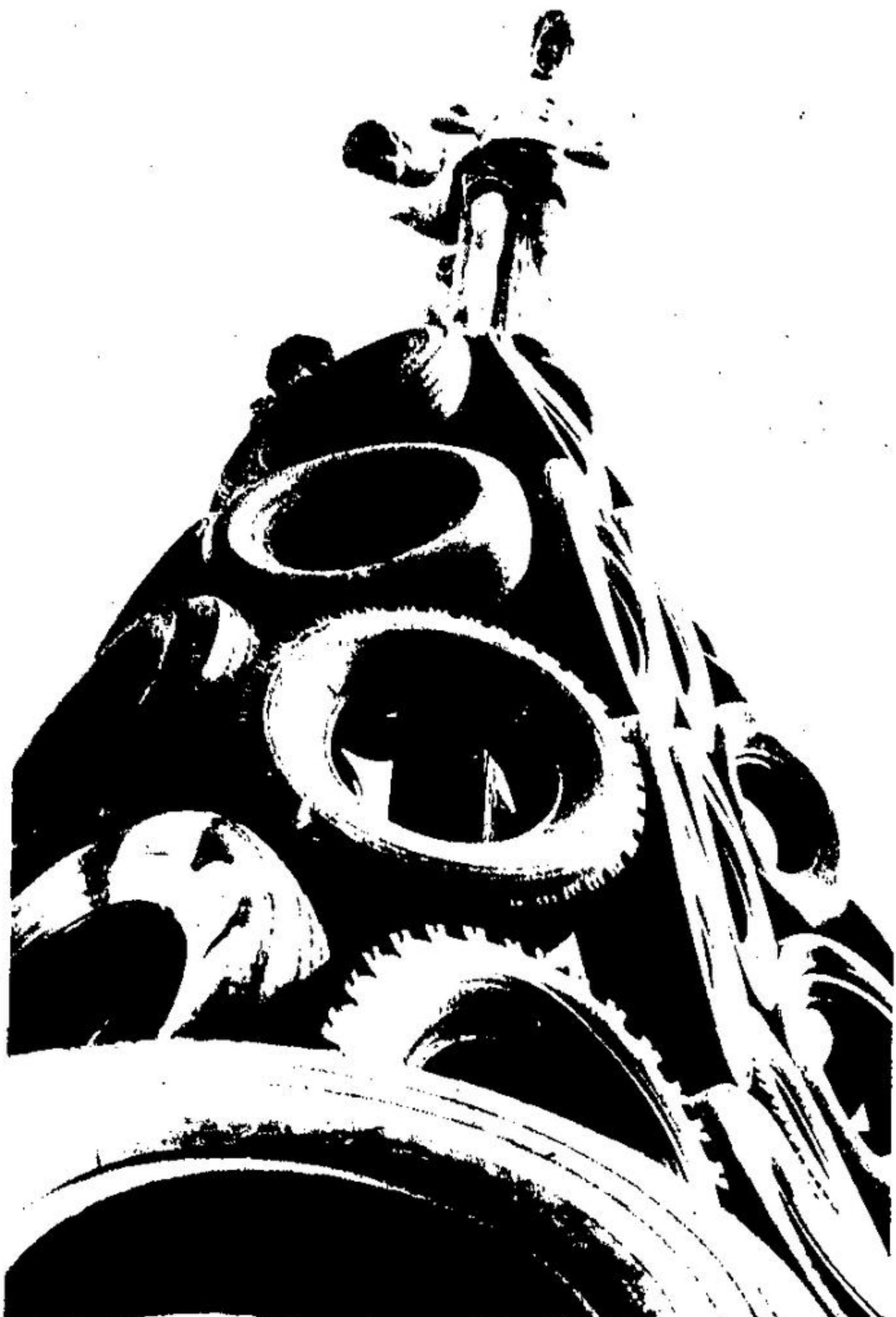
Ordered by Energy Minister Dennis Timbrell to consider the 22 mile stretch of proposed corridor which reaches from a point just north of Ballinacree to a point west of Shelburne, the meetings have taken a wider dimension with the suggestion from the 4,000 member Interested Citizens group that an independent study of the entire corridor should be made.

The Interested Citizens have maintained that Ontario Hydro has worked out a route which would be environmentally destructive and pass over some of the best farm land in Ontario. They have proposed an alternate route from Bruce to Essex near Camp Borden which would avoid much of the sensitive biological areas, and also good farm and recreational land.

Hydro, in turn, has said the northern route is out because it was rejected by the Saland Report and subsequently by Energy Minister Dennis Timbrell. The ICG said Mr. Timbrell was misinformed by Hydro and a new route they have mapped out will really do the job without the expense of a new corridor. They pointed out that the Government has asked Hydro to cut down their spending and suggest what better way to do it than eliminate an entire hydro corridor by using existing corridors.

In Donald Brooks, a resident of R. R. 1, Orton, Lot 26, Conc. 2, Erin township, a biologist with the University of Guelph, took a real swipe at Ontario Hydro's data and biological source material, stating Ministry maps which Hydro used as source material for their study were not marked as stated. He said there were omissions that could do irreparable damage to the environment.

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More on meetings
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CHILDREN CLIMB a mountain of tires, yelling and screaming all the way. They seem to enjoy the new articles in the creative playground which allows imaginations to flow freely. The mountain of tires may be one solution to worn out tires which once lay in ponds and streams, polluting the landscape. Grant Clarke, Lance Alton and Vincent Lee, all of Churchill Rd. S., make the climb.

Sunday store closing uniform bylaw problem

How can a uniform bylaw be worded to cover store closing hours in all of Halton Hills?

Finance and personnel committee members became tangled in this problem Monday night, when clerk-administrator Doug Pritchard introduced the problem.

There is presently an early closing bylaw for Georgetown only—a holdover from pre-regional government. It is still in effect. Neither Acton nor Esqueping have closing bylaws.

"If a bylaw is passed, it has to be applicable to the whole town," Mr. Pritchard stated. The main problem seen by councillors was that a closing bylaw would force the closing of small country stores at Speyside, Ballinacree, Lime-

house, Hornby, Norval and Glen Williams.

Seek advice
Letters will be written to Acton and Georgetown Chambers of Commerce and the Georgetown Downtown Businessmen's Association asking their opinions on uniform closing hours.

The province is studying the matter of Sunday hours too. Clerk-administrator Doug Pritchard felt the province is considering the moral issue as well as practicality. Chairman Harry Levy said Halton Hills council will also want to consider the convenience to shoppers and present needs.

Mr. Pritchard pointed out he introduced the subject solely in an effort to obtain a uniform bylaw. No one has complained, he said.

Councillors recalled stores which are open Sundays now.

Councillor Levy declared merchants don't want to compete till midnight, as they did before the war. They feel they have as much right to a normal working day as anyone else.

Councillors agreed the pattern of buying has changed however. Convenience stores do much of their business on Sundays. Councillor Pat McKenzie said he heard of one store which does a quarter of its week's business on Sundays.

People don't shop on Friday and Saturdays the way they used to, said Councillor Sykes. They expect to shop when they want to shop.

The town solicitor is preparing a report on multi-purpose stores, Mr. Pritchard said.

Councillors realized the tangles in the problem as they looked at a list of permitted stores, and considered how multi-purpose stores and country stores carry some things and offer some services, and not others. Milk and drugs can be sold on Sundays, for instance. Could Zellers, Georgetown, stay open because it has a drug counter?

General Hospital by ambulance and released later that evening. His car had estimated \$2000 damage.

The other driver was Wayne Maddock, Hillsburgh, whose car had estimated \$600 damage.

Steve Ormsby hurt

Stephen Ormsby, Elizabeth Dr., suffered fractured ribs in a two-car collision last Tuesday, July 22. The accident happened at Peel and Acton Blvd. at 6:30 p.m.

Stephen Ormsby, one of the drivers, was taken to Guelph



PROFESSIONAL masonry contractors who donated time last Saturday and Sunday have been loudly applauded by Rotarians sponsoring the scouting movement. Murray Hurgett, Les Trevail and Fred Allen were the local experts who worked on the basement addition to the

scout hall. Murray loads his tray with cement as Murray Harrison and Mark Rowe assist Saturday. Other volunteers included Gary Dawkins, Bruce Cargill, Don McDonald and Joe Hurgett.

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Dump will close

Despite the town's objections the region is going to proceed with the closure of the Acton dump forcing Halton Hills to truck garbage from Acton to Georgetown.

Last month the region informed the town that they were going to close the dump except for private dumping and Halton Hills sent a letter to the region letting them know they didn't think much of the idea.

Halton Hills works committee got the bad news Monday the region is going ahead with its plans despite the town's objections.

"This letter is nothing more than bringing to our attention they are going ahead with the decision they made a year ago," Councillor Len Cox said.

The region will keep the dump open as long as possible but

for private dumping only, forcing the town to truck all of Acton's garbage to the Georgetown dump.

A sign at the town dump announced the impending closing to residents.

One of those most concerned is Don McIntyre, John St., who trucks garbage for many businesses, industries and stores in town. He doesn't know yet how he will cope with the change.

Milton dump closed December 1973 and all Milton garbage is hauled to Georgetown now. It was trucked to Oakville before that.

Oakville and Burlington dumps have limited life expectancies.

The region is working on the problem of finding a major landfill site for the region. A recycle plant is also being talked about.

What those new markings mean

People of Acton should know what the new solid white line markings of highway 7, from the C.N.R. tracks east to Beckers plaza, are supposed to mean, according to Halton Hills engineers. The problem is that not many do and markings aren't being obeyed.

The markings have been painted before and are not new or unique to the streets of Acton. They also exist in Norval. An official at the Halton Hills engineering department said that the

markings are of the same origin as those found at the side of the highway. They mean that drivers are to stay between the two white or yellow solid lines.

The lines were painted because drivers in Acton were making illegal left and right hand turns. The markings were supposed to correct this problem.

The markings have been mistakenly interpreted as bicycles or passing lanes. People have been asking the police what the lines mean

No problem

Halton Hills works committee decided Monday to send a letter of acknowledgment to Mrs. Gordon Lott, 35 Westcott Road, who has written the town complaining about garbage around the Becker Plaza, Queen Street building inspector has checked the area and reported to the town he couldn't see any problem.

At the same meeting they referred a new letter by law to administration committee to see if they can come up with something in the way of legislation which will encompass needs in all four wards of Halton Hills.

Skater home for visit tells of trip and people

After a six day stop over in Thunder Bay, Joe Brideau and Ross Marsh will don their roller skates once again today (Wednesday) and continue their journey to Vancouver.

Acton's Cross-Canada roller skaters have made it to that city so far. Ross was in town last week to attend a Union meeting. At the same

time, he was under doctor's orders to stay off his feet. Both skaters came dangerously close to contracting a bone disease in their feet caused by the pressure of the roller skates.

Ross took this opportunity to hitchhike home to attend his meeting and get a good rest. Joe, on the other hand, stayed in Thunder Bay and rested.

An average of 50 miles a day is covered by the two skaters. Depending on the weather, the days can be very long. Ross explained one day they skated into the early hours of the morning. When it is foggy, they sit tight and wait for the fog to pass over, because of the danger of the cars not seeing them.

Getting the royal treatment almost everywhere they go helps the men keep up their morale. They stay mainly in KOA campgrounds, but many people along the way have donated rooms in their motels and inns. The people are all kind and understanding, Ross says. Motorists are not annoyed by the holdups and many stop to take pictures of the pair.

After three pair of roller skates each, 150 wheels, one pair of running shoes and one pair of work boots each, 1,000 miles and four weeks later, Ross and Joe are tired and miss their Acton friends. However, they keep plugging on with Vancouver as their midway goal. They plan to fly

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Ernest West named judge

Ernest West of Kitchener has been appointed a judge in Brampton. He replaces Judge Dymond there, according to an announcement made by the federal Justice Department.

Ernest is well-known here, and is the son of Mr. and Mrs. Fred West, 115 Bower, and sister of Wilma (Mrs. John Chapman) of Rockwood.

He was born in Erin township and attended Greenock school and Acton high school. He went straight from high school into Osgoode Hall at the age of 17, in the last group allowed to study law that way. He was active in the Baptist Young People's group

and enjoyed Junior Farmer debating.

While at high school and Osgoode Hall, he worked at C. F. Leatherland's law office here. On graduation he went to Kitchener law firm where he is now a partner.

He is the head of the group involved in legal aid in Waterloo county.

He and his wife Lucille have three sons, Peter, 16, Paul, 13 and Michael, 11. Ernest and Lucille just returned this week from attending the Baptist World Alliance at Stockholm, and touring Scandinavia afterward.

At present, he intends to commute to Brampton.



FOUR OPEN tanks filled with oil to a depth of seven feet are a danger, according to police. They are unable to contact the owner of Oref Industries, now in receivership, and have informed provincial and Halton Hills departments of the hazard.

Open oil tanks danger

Four open underground tanks on the property of Oref Industries concerned police this week. Oref is in receivership, the building closed and empty.

However, the four tanks stand open at the back of the building in the industrial park, a possible hazard.

They are raised above the ground, about four feet in diameter, and the used oil in

them goes to a dangerous depth of seven feet, according to police.

Contacts

Corp. Bob Arbour has contacted the Ministry of the Environment in Oakville and the Industrial Safety Branch of the Ministry of Labor in Toronto, as well as Halton Hills building inspector to inform them of the situation.

He cannot contact the

owner of the building, and the business is in the hands of lawyers.

The tanks were still un-fenced and open Tuesday night.

Corp. Arbour thinks a snowdrift or cover would provide sufficient protection.

There is no fence around the property and the tanks are easily accessible.