

Will hydro corridor affect TV reception?

If the proposed hydro corridor from Bradley Junction to Georgetown goes through as Ontario Hydro has indicated, will it affect radio and TV reception for people close to the swath of marching towers?

No, says Ontario Hydro, only on occasional freak conditions or in extremely wet weather. Then interference will be minimal.

However, a brief from the Township of Atikokan in Northern Ontario, to Energy Minister Dennis Timbrell notes the community of 6,000 people "has been denied the right to view programs and news broadcasts from its nearest Canadian stations over cable television, due to the erection by Ontario Hydro of transmission lines and a power switching station in the vicinity of a television receiving installation," has raised eyebrows from people along the route of the Bradley to Georgetown corridor.

The corridor joins with the east-west 500 kV corridor at a point near 5 Sideroad in Halton Hills and then proceeds along the middle of the 5th Concession of Halton Hills into Erin township. It passes within a mile of Acton, where 7,000 people could be affected by interference if the situation is similar to the one at Atikokan.

Situated about 130 miles by road from Thunder Bay, that community has experienced severe interruption of TV service from a cable TV company, which carries eight channels. Signals from the U.S. stations in Duluth are being received but transmission over the two channels originating in Canada in Thunder Bay have been discontinued due to the exceptional hydro interference. The interference created causes an unwatchable picture, the brief says.

Assurances were given by Ontario Hydro to both the township of Atikokan and Nor-Video Services Ltd., that the

erection of transmission lines would not interfere with television reception, the brief notes, but Hydro has taken no action to rectify the situation, despite frequent communication.

The brief says Ontario Hydro has, in a signed document released to Nor-Video, quite clearly admitted its culpability, yet has refused to acknowledge any financial indebtedness for rectification of the situation, or any moral obligation to townspeople in Atikokan.

Dave Moffat an Esqueping farmer, who lives near the junction of the two proposed corridors in Halton Hills and close to Milton, points to the similarity between the two situations—in Atikokan and Halton Hills and Milton. He notes, however, the situation could be four times as serious in this area as in Atikokan because the line there is 230 kV. The corridor here will carry 500 kV.

Quoting from CSA Standards which has figured out a way of measuring the influence of lines, he notes that 139 to 300 kV has a measurement of 500 while 301 to 765 kV has a measurement of 2,000—four times greater. He equates the two situations and concludes TV reception in North Halton could suffer a much worse fate than Atikokan's.

He also notes Ontario Hydro has said there will be minimum interference in this area as the brief says the corporation promised in Atikokan.

Halton Cable Systems spokesman John Ollivier said they have been assured by engineers their signal will not be affected by the transmission lines but similar assurance was also given by R. E. Treen, joint co-ordination engineer, transmission and distribution design department of Ontario Hydro, to Atikokan's cable people.

Mr. Moffat says the people of North Halton should be concerned. He is.

Cable T.V.

No effect expected from hydro lines

Halton Cable Systems Ltd. feel the proposed hydro corridor won't affect cable television reception in Georgetown, Acton and Milton, according to program manager John Ollivier.

In comparing the situation in Atikokan where two stations were lost by a cable company due to hydro lines, Mr. Ollivier said there the transmitters were 300 miles away and the direction of the signal lay right across the hydro route.

He said Halton Cable Systems would be four miles from the lines, and the stations most affected would

be 60 miles away. He claimed the path of the signal would not be across the hydro lines, but would be going away from them. "The height of the land would also make a difference," he added, as he pointed out they were not too concerned.

The company has written Ontario Hydro to make them aware of the cable line and asking if any effects are anticipated. He said the findings of the company's own technical staff expecting no trouble, have been corroborated by cable engineers accredited by the Department of Communications.



A BRAND NEW company and a lot of new scouts were invested in Ospringe Monday. The 1st Ospringe Scout Troop is shown here after the ceremony. Front row from left to right: Warren Campbell, Joe Beck, Brendan Mann, Neil Campbell. 2nd row: Jeff Beck, Chris Howard, Fred Clarke, Danny Hindly. 3rd row: Chris Stewart, Brian Leuschner, Mark Jackson, Kevin McKittrick. 4th row: Donald Tough, District Representative, Ted Leuschner, Blaine Campbell, Councillor, Peter Schroeder, Councillor, Glen Jackson, Scouter. 5th row: Alec Morrison, Chairman of group committee.

Want independent study

The directors of the Halton Federation of Agriculture met for their monthly meeting in the Agricultural Office, Milton, on Thursday, Jan. 22 with Harold Middlebrook as chairman. Considerable discussion took place on the proposed hydro route cutting south through Limehouse and Milton.

The following motion was passed by the directors and is to be sent to the various members of parliament for Halton:

Deadline Saturday
Persons interested in making comments on the hydro corridor have until this Saturday, Jan. 31 to send their comments to the Minister of Energy, Hon. Dennis R. Timbrell. It is hoped that several from Halton will object to this hydro corridor without an independent study being carried out on it.

Meeting decides

duced as she was leaving. Mr. Reed said, "I want to see justice done. I am interested in the fact the government has paid lip service to interest in citizen participation."

Mr. Reed who sits on the Hydro Select Committee questioned the need for large hydro corridors in general. "Twenty seven billion (dollars) in the next ten years throws the need for huge corridors into question," he added.

Mr. Mann read a copy of a motion passed the previous night by Halton Hills Council calling for an independent study of alternate methods and routes for the proposed line, the construction of which they could not accept until such a study has been completed.

When queried as to his council's stand, Jack Marshall, Erin Township councillor, said that he would be prepared to put forward the same type of motion as that of Halton Hills when council met the following night.

Donations
A vote of thanks was made to Mr. Mann for his efforts on behalf of the residents of the townships concerned. He in turn pointed out that although \$8,000 had been collected by his group to date, they had to meet a bill of \$12,500 for lawyer's fees. Donations, he added, could be sent to Dr. Ron Brooks, R. R. 1 Orton.

Thereafter drafts of two letters were read and debated. These it was decided should be put out to residents in affected townships through the Post Office on a house-holders' mail basis. This letter could then be signed or handwritten with any one of a number of suggested amend-

ments or additions and sent to Mr. Timbrell and other concerned officials.

The meeting, however, did have political overtones. Julian Reed MP for Halton Hills, was present and addressed the gathering and Miss G. Eisen, a member of Stephen Lewis's NDP research team, was intro-



Pigs. Have you ever had a pet pig? (No smart remarks, either). Pigs are really delightful pets, intelligent, playful and communicative. If you're a sucker for a charming and pretty face, don't get a pig to raise for the freezer - you just won't be able to eat it.

Number one daughter has requested permission to buy herself a female weanling piglet in the spring and raise it in order to produce little pigs, thereby making herself very, very rich! Weanling pigs have doubled their price in less than a year!

I argued that she wouldn't have the money for a pig but she just shot a winning smile at her father. As a final damper, I added "remember Petunia".

Plays like pup
Petunia lived with us two years ago, a darling little bundle of pink with more personality in her tiny hoot than most people I know. As a pigling of tender age she was as playful as a pup. She loved to play fetch (just like a dog) and liked nothing better than a tug of war with a stick.

Whenever I drove home from work, Petunia greeted me before the dogs. She'd race to her gate and make enthusiastic welcoming noises wagging her tail. The children made up great games with her, she was the fascination of all visitors.

However, a playful twenty pound gill becomes a playful 300 lb. sow, who knocks you flat with every loving pat!

On Mack's advice, when she was four months old I decided to train Petunia to "lead". Of course, a pig doesn't lead in the customary fashion. It is guided by a stick and turned in the direction you want it to go. Mack assured me pigs move slowly and are easy to guide. Ha! Once out of her run she was off like a race horse. I went galloping after her trying desperately to guide her with my little stick. She thought it was great fun. I lost her in the plowed field at the back of the farm.

Several more attempts to train her were just as futile. The only result of her "training" was the instilling in her of a desire for adventure. She learned to open her gate.

Most mornings after a midnight wander we'd find her nearby, but one morning we saw our neighbour leading her home with a carrot - he'd tripped over her asleep on his doorstep.

Lap full of pork
When we were on the working farm, Mack raised pigs for fun and profit. There was precious little profit in those days and a heck of a lot of loss.

I once was given a runt with pneumonia to "do something with". I called him Fitzgerald and nursed him with TLC. He survived but was slower than the others. This meant he would be around longer and I was delighted until Mack informed me Fitzgerald would be our freezer pig. He was, too.

I got even, anyway, by dumping a ton load of pigs on Mack one day. He was trying to get them to market and had them safely in the truck backed up to the pen door. He needed someone to drive the truck a little ahead to enable him to put on the tailgate before the pigs jumped out. Guess who was recruited?

I didn't drive then and the ancient International truck was heading uphill. I put it in gear and let out the clutch as gently as I could - but not gently enough. The truck left up the hill with surprise and Mack had 2,000 lbs. of angry pigs in his lap. It took us two hours to round them up again and many more before Mack would speak to me in a friendly tone.

With those kind of arguments I figure I've got a good case for not having another pet pig - but I'm probably wrong.

Will circulate letters on Corridor

by Pat Wilson

Slipping and sliding along greasy roads, and sloshing through ankle-deep snow in the school yard, they came to Ospringe School on Tuesday night, Jan. 20 to attend yet another meeting convened by the Interested Citizens Group under the chairmanship of W. T. Mann.

These were the concerned citizens of Erin, East Lather and West Garafraxa Townships whose property may be affected by the proposed Bradley-Georgetown transmission line right-of-way and a number of other interested people from Halton Hills and the Milton area. In spite of the inclement weather all available seating in the auditorium was filled and about a dozen remained standing throughout the evening.

The purpose of the gathering was to draft letters on behalf of the members of the Interested Citizens Group to be sent to Energy Minister Dennis Timbrell as their response to the report of the Environmental Hearing Board concerning the route of the Bradley-Georgetown transmission line between points 33 (Colbeck) and 95 (Limehouse). Mr. Timbrell has asked that comments on the report from people in the area affected by the line be sent to him by January 31, 1975.

Concerned
It was soon evident, however, that many in the audience were not members of the Interested Citizens Group, just sincerely concerned citizens who wished to ascertain first hand exactly what both Ontario Hydro and the Environmental Hearing Board proposed and what valid objections of the Interested Citizens Group were to these proposals. Consequently, Mr. Mann began by explaining the desire of the Group for an independent study of the route.

"Through an independent

study we could find a route, shorter and more direct with less impact on the people and the environment which would eliminate the crossing at Limehouse, could do all the government wants and reduce spending," he said.

"We have only one objective demand, to finally get an independent study of the total corridor," he stated. "We are looking at it as a right that all the citizens of these townships deserve."

What are Mr. Timbrell's motives? How many acres are to be lost? Is there any expropriation south of 95? Is there anything we can do in a united way to forestall this? These were but a few of the questions asked.

Mr. Schneider of the Interested Citizen's Group replied to the question regarding Mr. Timbrell's motives with "ulterior motives". Then he went on to say, "I don't believe Mr. Timbrell understands the issue whatsoever."

He explained briefly that the Hydro has a long range program for five or six nuclear sites in the southern Great Lakes area above the escarpment. "If the whole program does not go ahead this line (Bradley-Georgetown) is not valid; if dual purpose is not established the line is not valid. The whole thing has never been argued, discussed or laid out," Mr. Schneider continued.

Don't agree
It was evident, though, that not all concerned citizens support the contentions of the Interested Citizens Group. Wall Wiza, R. R. 1 Orton, and his son, Hans were among those who wanted to know what the real objection is to the proposed right-of-way. "What's it hurting?" asked Hans Wiza, who contended that the choice of route was supported by 1800 pages of documented fact.

Both father and son were shouted down by others in the audience but Mr. Mann regained control of the meet-

ing by stating that the purpose of the gathering was not to discuss these issues but to draft a letter to Mr. Timbrell. Mr. Wiza Sr. retorted, "It all comes down to this, as Mr. Trudeau says, 'free enterprise does not work properly.' The final decision will be up to them (the government) anyway."

Another interested party then asked Mr. Mann, "Why don't you do the study? Why put the onus on the government?" Having been rebuked so many times for an independent study do you anticipate anything else this time?"

Communication
A gentleman from East Garafraxa remarked, "A number of arguments here tonight seem to stem from lack of communication with these people."

How right he was. Another man stood up and said, "I've lived out here for two years. I'm on one of the selected routes. I've never had notification, I've never seen it in the paper... but I seldom read papers."

One of a group of well-dressed seemingly well-informed women also queried the Interested Citizen's Group's objection to the recommendations of the Environmental Hearing Board since the Board's proposed route is not one of Ontario Hydro's but a modification thereof. When questioned later this lady said she did not represent any particular group.

Politics
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Police want pumps for North Halton cars

Halton Regional Police are taking a cursory look at the possibility of having their own gas pumps installed for

Handle contract

Halton Hills Mayor Tom Hill and Glenn Magnuson, Georgetown, will handle contract negotiations this year between the region and Halton Regional Police Association.

Negotiations have been tentatively scheduled to begin February 5 when the Police Association plans to present its proposals to the entire Police Commission.

The Commission hopes to have its proposal ready by then but if it isn't prepared by February 5 the opening session will be on February 19.

After each side has presented its initial proposals negotiations for the police department will then be handled by Hill and Magnuson.

Drive carefully school's out

Motorists are reminded that school children will have the day off Friday due to Professional Development Day. They are advised to watch the roads carefully for pedestrians, road hockey players, and children playing on the snow banks.

Quiet

Police of the Acton detachment report a quiet week. There were a few collisions during the bad weather.

use in North Halton.

Police Chief Ken Skerrett told Halton Regional Police Commission Thursday that the situation has been examined and in the long run the best solution to keeping cruisers gassed up economically for use in Georgetown, Acton and Milton will be for the police to have their own pumps.

Currently vehicles in Georgetown and Milton are gassed up at municipal works yard pumps and then the towns bill the region.

When possible Skerrett said Acton cruisers are brought down to Georgetown for gas and the rest of the time it is simply purchased at a gas station. He noted the old Acton OPP always used credit cards to purchase gas to keep its cruisers going.

The chief said the department has checked to see where it can get gas 24 hours a day in both Halton Hills and Milton in case of an emergency.

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He said the police would like to put pumps beside its Acton office but aren't sure if they can meet zoning regulations governing where pumps are located.

Skerrett didn't think pumps could be installed at District One (North Halton) headquarters in Georgetown either because the building is rented. He noted it wouldn't be a good idea to install them there in case the department ever decided to move to another location in Georgetown.

The region's purchasing office revealed this week the police cruisers operated in North Halton used 43,553 gallons of gas last year and it cost \$26,124.36.

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The Y's Men's various projects and drives to raise money for UNICEF have raised over \$1,700 according to member Ed Leatherland. A swimathon held a few months ago, and the boxes carried by trick-or-treaters on Halloween night helped raise the total. Mr. Leatherland said over \$500 was collected in the boxes alone on October 31.

Care

Snowbanks are unusually high, and it's difficult for drivers to see around corners.

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