

Pledges independent study

Lewis says hydro corridor denial of rights

What similarities exist between the closing of Durham Hospital and the Bradley to Georgetown hydro corridor?

According to NDP leader Stephen Lewis they are both indicative of the denial of citizens' rights by Queen's Park. "All efforts citizens mobilized to persuade the Government to change its mind never had any impact," he told 450 people at an information meeting at Durham high school auditorium Wednesday night last week, including several who made the 75 mile trip from this area.

"The parallels between closing of the hospital and the battle for an independent study of the Georgetown to Bradley hydro corridor 'chill the blood a little,' Lewis told a responsive audience. He said the Government told citizens to send them alternatives because the cabinet was flexible and would take them seriously, but in both cases they were ignored.

"It's a dual story of frustration and dismay for the communities involved," Lewis said, pledging he and his party would insist on an independent study of the hydro corridor from start to finish before any land changes hands, if there is an election, and the government changes.

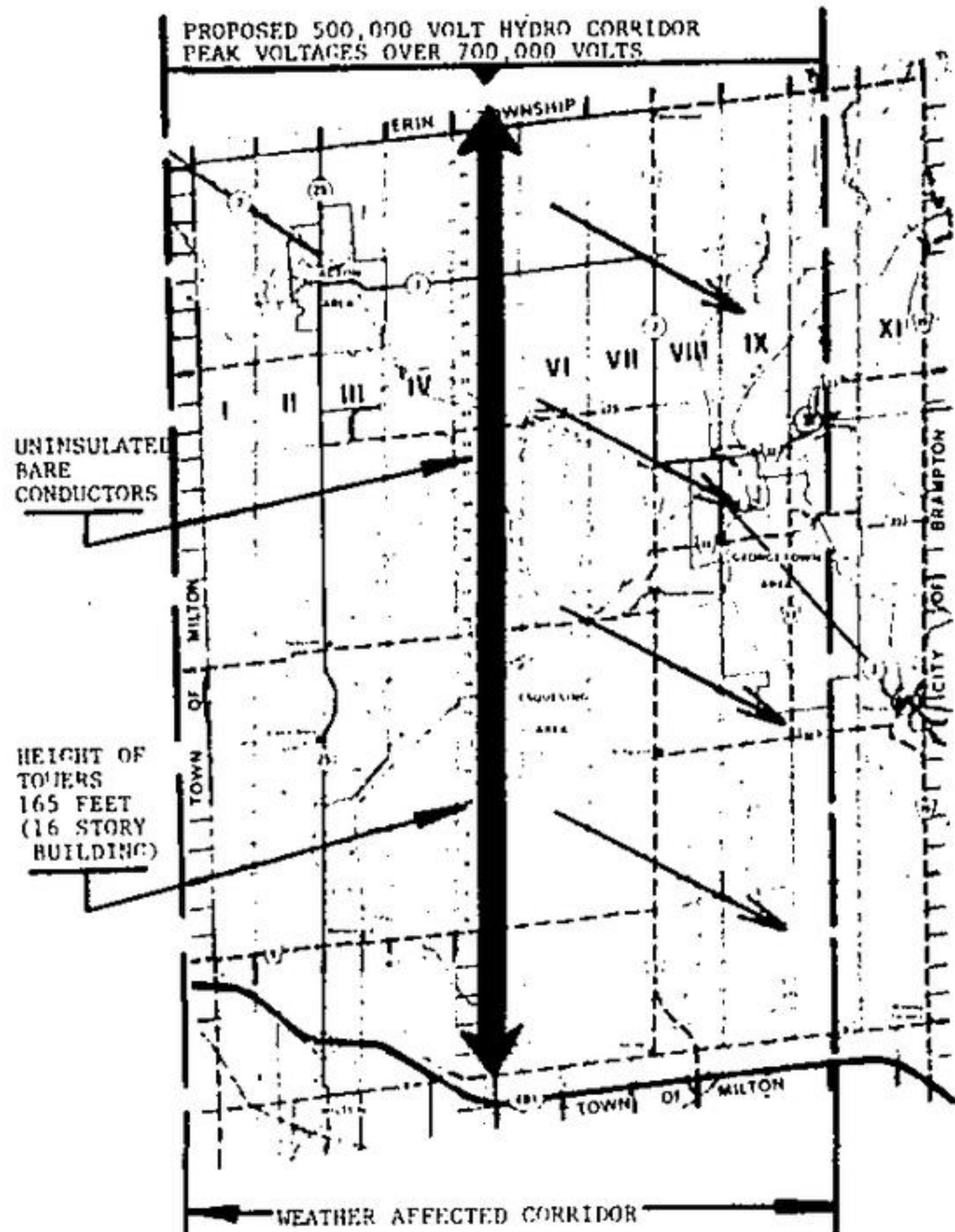
Lewis saw the decision to proceed with the corridor as part of the growing tendency of monolithic government bureaucracies to impose decisions on citizens without the right to appeal. It bothers me, he said, that although governments asked for public participation, citizens were

manipulated by government. The meeting, called by interested citizens along the route of the hydro corridor which Energy Minister Dennis Timbrell approved recently, highlighted Lewis' hard biting speech in which he attacked the ambitions of Ontario Hydro and the decision of the Government to follow without question, any decisions Hydro made.

Lewis said Ontario Hydro decided the corridor would run from Bruce to Milton in 1971 at a time when power was cheap and inexhaustible and Hydro behaved like a free-wheeling enterprise which could do as it pleased. All decisions were made on that basis," he said, charging no one was ever consulted and it was presumed the corporation never made any mistakes. It was in that atmosphere they made the decision about a line from Bradley to Milton, he said.

In 1972, he said, the Ontario Government approved in principle the Bradley to Georgetown corridor but the year was also the turning point for Hydro, Lewis said. He suggested the Moog affair, citizens' protests and questions from environmentalists who questioned Hydro's rationale, whether the proposals were economically and environmentally sound, turned things around.

"Suddenly everybody got edgy," Lewis told the crowd. The Government rejected the decision made in 1972, and agreed to have some kind of environmental study for the route. However, he charged there was never any questions about the desirability of the route, or whether basic



WALTER SCOTT'S map of the Bradley to Georgetown hydro corridor just east of Acton shows effects he believes it will have on Halton Hills.

planning was wrong. Lewis said the Government only looked at it in the light of considering one route over another, always in con-

formity to the route chosen by Hydro. At exactly the same point in time the Government appointed the one man Solandt Commission with a mandate to look at the Nanticoke to Pickering corridor. Dr. Solandt was also asked to look at the proposal for a junction at Milton, although he never strayed far from the Ontario Hydro proposal in spite of the fact it went through the Beverley Swamp and Milton crossing.

Then came part five, Lewis said, where Hydro started to deal with farmers on expropriation and easements of land for corridors. "They couldn't believe it," he said, "the way they played one farmer against another."

Lewis said Hydro exists for the people of Ontario and has a responsibility to the Legislature and of all people in the province they have the least right to abuse and mistreat people. He charged that is the way the corporation consistently behaved until it was changed—under pressure. The NDP leader also charged the Government appointed the Porter Commission to investigate Ontario Hydro's activities because they were out of con-

trol, were forcing rate increases, over-capitalizing and had been seduced by nuclear power, although Lewis said it was worth noting the hydro system has a 38 per cent surplus. Then, after receiving a request from the interested citizens along the Bradley to Georgetown route, for an independent study of the entire corridor, Energy Minister Dennis Timbrell decided on an environmental hearing on an environmental hearing of only a small portion of the route from Colbeck to Limehouse. Although the ICG and politicians asked for an independent study of the entire corridor he noted, it was refused for an environmental study of little consequence to anyone involved.

But, Lewis said, the Environmental Hearing Board in its report rapped Ontario Hydro for flaws in its public participation program. "In considering the matter of the Bruce to Essa proposal the EHB report said, 'Perhaps the most serious concern is how such a basic difference of opinion between Ontario Hydro and a vitally concerned and actively involved sector of the public could persist at this advanced stage of the decision-making process, in spite of the high quality of the comprehensiveness of public participation which accompanies the study. Clearly this situation resulted from a flaw in the public participation process, that there was no full public participation in making the fundamental decision as to where electric power from the Bruce generating station shall go, and therefore what study area boundaries shall be.'

Lewis said some things began to change. Mr. McKeough announced a \$5.6 billion cut in Hydro proposals but the Bradley to Milton corridor was still being shoved through with no thought of using alternate routes already proposed or used by Hydro accepted. It was to go ahead despite what citizens, logic or politicians said.

Mr. Maloney regretfully notified the Minister he was taking on the case last December. Correspondence between the Ombudsman and the Minister continued but it wasn't until April the Minister notified Mr. Maloney he has no jurisdiction in the case because of a cabinet decision back in May, 1974.

dropped the case, Lewis said. "That was the last nail in the saga. Citizens were blanked every step of the way," Lewis said. "All efforts of citizens mobilized to persuade the government to change its mind never had any impact."

Lewis urged the audience to look at Hydro proposals to ring Lakes Huron and Erie with nuclear plants and to bisect the province with hydro corridors which would swallow up valuable farm land. He said alternate proposals of interested citizens made more sense and had more profound and deep thought into the matter than Hydro had contributed but they were rejected outright.

The ICG turned to the Ombudsman Arthur Maloney and he agreed to take the case



WELCOME SERVICE

If you are new in town or know someone who is
PHONE
853-3902

FLOWERS
 for her thoughts on Mother's Day!
 PLACE YOUR ORDERS EARLY!
 * FLOWERING PLANTS * Azaleas * Hydrangea
 * FLOWERING TROPICALS * African Violets * Etc.
 * GREEN PLANTS - Ferns * Palms * Split Leaf Philodendran
 * HANGING PLANTS - Spider Plants * Ivys * Cactus Gardens * Etc.
 * FRESH CUT FLOWERS - * Roses * Carnations * Tulips * Daffodils
 NO FLORAL ARRANGEMENT ORDERS TAKEN ON SATURDAY
Robertson's FLOWER SHOPPE
 4 MILL ST., E. - ACTON - 853-3720

Liberal MPPs to talk on line, citizens' rights

Citizens' rights will be the subject of an Interested Citizens' Group (ICG) sponsored meeting at Erin next Wednesday.

The meeting will feature two Liberal MPPs as speakers: energy critic David Peterson (London Centre) and Halton-Burlington representative Julian Reed.

The meeting will be held in the Erin High School gymnasium May 12 starting at 8:30 p.m.

Snowmobile course for operator's licence

Between November 19, 1975, and March 23, 1976, there were 22 fatalities, 537 personal injuries and 267 property damage collisions involving snowmobiles on and off Ontario highways, reports Transportation and Communications Minister James Snow of Hornby.

"This underscores the potential hazards of snowmobiling and the need to train operators," said Snow, "and our proposed instruction program is a logical next step to meet this need."

Mr. Snow was referring to his Ministry's program with the Ontario Safety League and the Ontario Federation of Snowmobile Clubs to develop and deliver a program of courses on snowmobiling and snowmobile driver training. MTC will provide the Ontario Safety League with a grant of \$20,000 to develop the course. From the course will come Ontario's first certified snowmobile instructors.

Mr. Peterson was the runner-up in the party's leadership contest earlier this year. Mr. Reed, of Norval, sits on the all-party Hydro Select Committee and is Liberal critic for consumer commercial relations. An ICG press release states that both speakers "are very familiar with the problems of the proposed Bradley-Georgetown transmission corridor and have been associated with the problem for some time."

The Erin meeting is the second sponsored by the ICG which focuses on citizens' rights. New Democratic Party (NDP) leader Stephen Lewis spoke on the same topic at Durham April 28 when he pledged the NDP to carrying out an independent study of the entire proposed Hydro corridor from the Bruce Nuclear Generating station to Georgetown.

Approximately 450 people, concerned about the closing of the Durham hospital and the building of the hydro line, heard Mr. Lewis and other speakers.

Mr. Lewis outlined his view of the similar handling of the hospital closing and the 500,000 volt power corridor. The opposition leader recounted how, in his view, the Ontario government resisted appeals from citizens to change its decisions on the two issues.

Mr. Snow was referring to his Ministry's program with the Ontario Safety League and the Ontario Federation of Snowmobile Clubs to develop and deliver a program of courses on snowmobiling and snowmobile driver training. MTC will provide the Ontario Safety League with a grant of \$20,000 to develop the course. From the course will come Ontario's first certified snowmobile instructors.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

Mr. Snow was referring to his Ministry's program with the Ontario Safety League and the Ontario Federation of Snowmobile Clubs to develop and deliver a program of courses on snowmobiling and snowmobile driver training. MTC will provide the Ontario Safety League with a grant of \$20,000 to develop the course. From the course will come Ontario's first certified snowmobile instructors.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

The OSL will carry out a two-day course with 18 people who will qualify as "area instructors." They, in turn, will train approximately 1,200 snowmobile instructors from across the province who will train locally those who want to apply for a motorized snow vehicle operator's licence. The manual for instructors and the instruction course is being written.

BOWL for the fun of it... BOWL for Pleasure
BOWL for Health
 THE ENTIRE FAMILY CAN BOWL TOGETHER
 It's the "IN" Thing to do.
 GO BOWLING
ACTON BOWLING LANES
 10 Main St. N. Member B.P.A.C. 853-0170

FARMER JACKS
 878-2373
 826-5371
NO MONEY DOWN
 No Payments till July '76
 OPEN NIGHTLY TILL 9 On Hwy. 25
 SATURDAYS 9 - 6 1/4 Mile North of Hwy. 401

5 PCE. **BEDROOM SET ONLY \$209⁵⁰**
 2 PCE. **LIVING ROOM SET ONLY \$199⁵⁰**
 3 SEATER SOFA & CHAIR
GIANT 26" COLOR CONSOLE TV \$509⁵⁰
 BRAND NEW IN BOXES ONLY FULL MANUFACTURER'S WARRANTY

BRAND NEW 100% SOLID STATE **20" COLOR TV ONLY \$429⁵⁰**

Firestone makes tire buying easy

The Firestone DLC 78 Retread features New Tread rubber tread design, tread depth, tread width and the Firestone tread guarantee all at about 1/2 the cost of a new tire. A wide, aggressive tread design with full depth sipes provides excellent traction, handling and stability, and positive stop and start traction on wet pavement. Retreads are an excellent way to save!

Deluxe Champion DLC 78 RETREAD \$15⁹⁵

The wide, 7-rib tread offers good control, handling and traction plus full road contact to extend tire life. This is your best Polyester value! Polyester is a very strong long lasting tire cord material. Yet it gives a smooth ride even in the coldest weather.

Deluxe Champion POLYESTER \$25⁵⁰

Want belted tires? Double belted Sup-R Belts are for you! Double belted construction reduces tire squirming to prolong tire life. The computer engineered tread provides dry road traction and wet road security. The Sup-R-Belt is just what its name implies and at a super price.

Deluxe Champion SUP-R-BELT \$34⁹⁵

Here's your top value chance to switch to radials. The Deluxe Champion Radial with excellent cornering and control, long tire life, road hugging security, gas savings and a smooth ride. This tire gives you everything you need in a radial at a very competitive price. It's one great radial value!

Deluxe Champion RADIAL \$49⁹⁵

Drum or Disc Brake Service — Guaranteed 30,000 Miles

4 Wheel DRUM BRAKE SERVICE \$51⁹⁵

FRONT END ALIGNMENT WITH SUSPENSION CHECK \$8⁸⁸

See our complete selection of BICYCLE TIRES and TUBES

Firestone Stores MOORE PARK PLAZA GEORGETOWN 877-5119

LAKEVIEW CENTRE
 Carpet and Flooring Specialists
 Installers On Staff
 We feature carpet from "CELANESE" "BIGELOW" "VENTURE" "OZITE" "CALLAWAY" Hard Surface and Cushioned Vinyls from: "ARMSTRONG" AND "G.A.F." FREE ESTIMATES
Lakeview Centre
 176 Main St. N. ACTON 853-1190

MEL BROOKS BLAZING SADDLES
 from the people who gave you "The Jazz Singer"
 — PLUS 2nd HIT —
 Screwball Alice... she goofed and wise-cracked all the way to the Academy Award
ELLEN BURSTYN KRIS KRISTOFFERSON IN ALICE DOESN'T LIVE HERE ANYMORE
 * PLAYS MAY 5 TO MAY 12 *
 BOX OFFICE OPENS 8 P.M. — SHOW STARTS AT DUSK * Children Under 12 Years FREE *
MUSTANG DRIVE-IN THEATRE
 824-5431
ERAMOSA TOWNLINE
 77 Guelph