



MEDIA RELEASE – October 4, 2011

Hummingbird Wireless acquired by Xplornet Communications Inc.

Hummingbird Wireless is pleased to announce that it has been acquired by Xplornet Communications Inc. effective September 30th 2011. Hummingbird's key goal of providing the best available rural internet services at the lowest reasonable cost began as a Town of Halton Hills commitment to its most rural constituents and other residents who are affected by our escarpment dominated landscape.

Xplornet is Canada's leading rural broadband provider. The company prides itself on customer service and offers customer and technical support 24/7/365 through its two Canadian call centres and over 650 dealers nationwide. Xplornet customers benefit from the company's ongoing investment in the latest technologies. Xplornet's unique hybrid network features both fixed-wireless and satellite components, and the company is currently deploying Canada's first national 4G network.

Hummingbird Wireless is currently transitioning the full business, seamlessly into the Xplornet family. "The Internet service of Hummingbird customers will continue uninterrupted through this transition" said Arthur Skidmore, President and CEO. Xplornet will be reaching out to welcome Hummingbird Wireless customers to the Xplornet community. Customers who have questions or need help with their service can continue to call 1-866-714-9898 for technical and/or invoicing support, or contact Xplornet through a special email address that Xplornet has set up, at: hummingbirdsupport@xplornet.ca.

About Xplornet Communications Inc.

Headquartered in Woodstock, New Brunswick, Xplornet Communications Inc. (formerly Barrett Xplore Inc.) is Canada's leading rural broadband provider, with customers and dealers in every province and territory. Xplornet aims to bridge the urban/rural digital divide by ensuring that every Canadian, regardless of where they live, has access to broadband, thereby enabling them to compete effectively in the global economy and gain access to essential government and educational services

Thousands must alter driving habits: Report

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"When you get into the details, it's pretty scary if we don't get to 20 per cent," he said of the report. "I don't see the funding and residents supporting increased transit at this time."

Elgar said development charges for transit wouldn't increase if Halton's municipalities expand the service (DCs don't cover increases to services that's above the historic 10-year average), leaving taxpayers to pick up the cost.

The Region's director of transportation Tim Dennis said without the 20 per cent transit usage there will be increased congestion.

"We're not anticipating complete gridlock, but we do believe the road widenings and improvements to accommodate transit will enable us to meet the demand."

Burlington Councillor John Taylor asked staff to prepare a presentation on what Halton's roads will look like if the transit goal isn't reached.

"Council, in order to make this decision, has to know what the impact is on all the services. Will the taxpayer notice? How noticeable is it and how does it vary per municipality," he asked.

While transit is the responsibility of local municipalities, the Region plans to create bus-only rapid transit lanes along Dundas Street (from Brant Street to Trafalgar Road) and along Trafalgar Road (from Speers Road to Steeles Avenue).

But transit isn't the only piece in the transportation puzzle.

The Region hopes in the future, trips between five and 10 kilometres will be made by walking or cycling, which will require more sidewalks and bike lanes. In order to meet the five per cent active transportation target, 25,000 drivers will have to make the shift. Statistics show 34 per cent of trips made via cars in Halton during afternoon rush hour are less than five kilometres long.

Car pooling, a rise in telecommuting (working from home), flexible work hours and more live/work developments will take another three per cent of cars off the road, according to the report.

However, curbing car usage in Halton doesn't mean the need for new and expanded roads isn't there.

Fifteen regional roads are slated for an expansion, the vast majority of which will grow from four to six lanes. The report sets a six-lane maximum in terms of road width. Five municipal roads are also recommended for expansion, and the report mentions the widening of Hwy. 401 through Milton and Hwy. 7 through Acton.

The master plan recommends linking the North Service Road across Bronte Creek with a four-lane roadway and building a new six-lane roadway between Fifth and Sixth Line in Milton (tentatively called 5 1/2 Line) from Steeles Avenue to Britannia Road.

The total cost of required regional transportation infrastructure is estimated at \$1.13 billion.



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