

Hydro towers . . .

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economic factors and the lines would be constructed in time to meet the requirements of the power system.

A comparison of the environmental features between the three alternate routes, the Howlett firm deduced from their studies, indicated the southernmost of "Q" alternative had less impact on most natural resource features and made more joint use of existing and proposed highways, pipelines and railroads than do other alternatives.

Public sentiment towards each of the alternatives favored following Route "Q" where it follows the Parkway Belt, the recreation and transportation corridors set out by the Provincial Government to provide green belt between communities west of Toronto.

At some meetings, Howlett pointed out, this choice was virtually unanimous. He said some of this reaction must be ascribed to the desire of some to keep the line away from their home and community but felt equally strong was the fact the government had designed the Parkway Belt intending both to control and to acquire lands in it for purposes which included public utilities and hydro lines.

Favor parkway

Group response to the Howlett proposals also favored System "Q" where it follows the Parkway Belt. In general there appeared to be a consensus that the Highway 401 area would provide the best crossing of the Escarpment and that crossings in areas to the north and south were not as desirable.

Twenty-seven municipalities in the study area also responded to a request for submissions. Municipalities affected by the two other alternative systems preferred a route following the "Q" or its modification utilizing the Parkway Belt while municipalities affected by System "Q" generally preferred System "T".

Municipalities north of Highway 401 in Halton preferred crossing the Escarpment in the area of 401, which was also noted as acceptable by several other municipalities outside the immediate area. However, Halton municipalities south of 401 opposed this crossing, or any other south of the highway.

Comments from several Provincial Ministries varied. For instance the Ministry of Transportation, while agreeing with the joint use corridor concept in principle, stated some implementation problems and restated reasons for rejection of the Parkway route considered in 1970. The Ministry of Consumer and Commercial Relations favored joint use of hydro lines with pipelines but favored the more northerly "S" or "T" routes.

The Ministry of Agriculture and Food felt the lines should be restricted to joint use corridors and preferably be located over low grade agricultural lands. The Ministry recommended "R", which is almost identical to "Q" except for the one Escarpment crossing.

The Ministry of Natural Resources also submitted a brief choosing "R" or the modified "Q" to avoid a number of significant and sensitive environmental features in the Escarpment and Oak Ridges areas. This Ministry also felt the route would demonstrate an ability to implement the Toronto-centred Region concept.

Consider underground

The lengthy Howlett report and conclusions suggested that compact towers and underground lines should be considered in the future although the secretary of the Solandt Commission, Neil Cole, said there could be no underground installations for 500 kV lines before 1980. "There appears to be little doubt that if undergrounding were possible a good deal of opposition to hydro lines would disappear," the report notes.

The report recommends that if the Modified "Q" is adopted, the crossing of the Escarpment south of Rattlesnake Point and three 500 kV circuits are required (one in 1976, another in 1982, and a third in 1990), the first two circuits should be carried on one tower alone. However, because of the visual sensitivity of the area and taking into account rapid advances in technology, it is recommended the portion crossing the Escarpment between Kilbride and Highway 25, only a low single circuit tower be erected for the 1976 line.

When the 1982 line is required, the overhead line should be removed and both lines be placed underground using Hydro's DAMUT system or conventional underground cable. This would eliminate permanent overhead lines on the Escarpment crossing.

Two double circuit 230 kV circuits are also required for this crossing at an indefinite date and the report recom-

mended they also should be installed underground along-side the 500 kV circuits.

More lines are required for the 401 crossing; two double circuit 500 kV lines would be needed in 1977, another in 1980. Two double 230 kV lines are also needed at an indefinite date. A crossing at this point also will depend on whether Hydro can find a route around Guelph. (A study is being done now).

The Howlett report recommends that very low, single circuit towers be used to cross the Escarpment at an angle with trees left between lines for concealment. Ontario Hydro is currently studying tower color and it is suggested this crossing should become an experimental research area.

It is recommended the 230 kV lines required be underground and be located between towers. It is also recommended scattered plantings of trees be placed along the north side of 401 as it approaches the Escarpment to help reduce the visual effect of the lines on motorists.

West of the Escarpment it is recommended the lines be located some distance to the north of 401 to avoid residences, historic home sites and other developments that cluster on or near the road.

Second option

A second option was also given in the report which was formerly referred to as system "Q". It would also have two crossings of the Escarpment, one along 401 and the other between Limehouse and Acton where

Withdrawal of service is not a happy step

Withdrawal of voluntary services isn't something Ontario Secondary School Teachers Federation looks upon with pleasure. Federation vice-president Jim Forrester told about 100 Halton County secondary school teachers at a meeting last week.

Forrester told the teachers that it had become necessary in Toronto for teachers to examine their priorities in terms of work, just as the ministry and individual boards find it necessary to establish priorities in spending. He indicated teachers have to look at their work load and if it continues to become heavier, priorities have to be chosen.

He argued that teachers had no other choice but to give up some of their activities if they worked for boards which continue to increase the work load. He noted the recent announcement of salary increases would make it necessary for boards to offer an average of about nine per cent increase in money spent for salary increases and funds for materials.

Dislikes tactic

He said he disliked the tactic of withdrawal from voluntary services but assured teachers it was the most effective means of getting the teachers' point across.

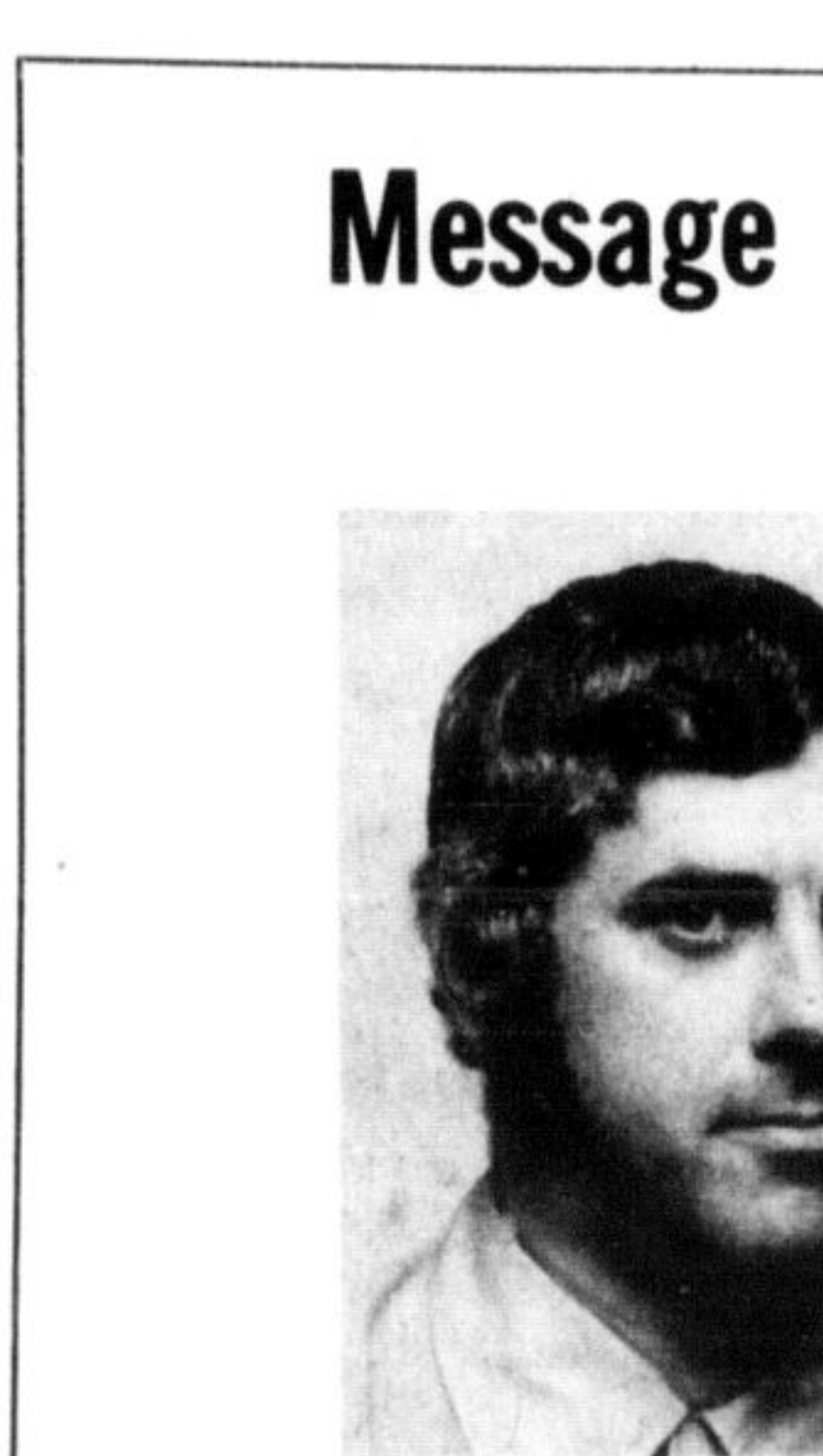
"We have to say to parents, 'look, this is what your schools will be like, is this what you want?'" he suggested.

He told teachers the superannuation benefits they now qualify for are being looked at by the provincial executive. He said teachers

Stolen car

A 1973 model car stolen from Jack Richardson Chev-Olds, Milton, was found by Oakville Police Sunday in a 16 Mile Creek ravine south-east of town.

Police said it appeared the car had been deliberately driven down the embankment at Glenorchy. Damage was \$1,000.



Jim Watson
Deputy-reeve
County Council 1973

Message to Voters of Trafalgar and Nassagaweya

(WARD 1) (WARD 3)

MY CONCERNS

- ... strong rural voice on Regional Council
- ... sincere concern for rural destiny
- ... fair apportionment of rural-urban costs

MY BACKGROUND

- ... 39 years in rural Halton
- ... 5 years on Municipal Councils
- ... 1 year on County Council
- ... 3 years on Local Planning Board
- ... degree in Geography including planning courses
- ... 17 years teaching in North Oakville, Nassagaweya and Burlington
- ... live on farm on Steeles Avenue

MY WISH

- ... Vote WATSON X for Regional Council Oct. 1 and give me an opportunity to continue the work in which I've been involved on the police steering committee and Central Halton steering committee.

New features . . .

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\$1,000 in prizes for the top horses in trot or pace races. Halls remain open all day until 5 p.m.

The interbreed best undered cow class, a perennial favorite among the cattle-men, is at 3 p.m. with a livestock parade for champions scheduled for 4 p.m.

Dog show

This year directors are arranging a new "dogs on parade" contest open to girls and boys up to 14 years of age, to be held at 11 a.m. Saturday in front of the grandstand. Prizes will be awarded dogs with the best grooming, best trick, most obedience, most spots and the largest, smallest, shortest and longest hair, ears, tail and paws. There's also a prize for the best dog and cart.

Another new feature is a ladies' contest in the heavy horse section.

Of course the fair will have a midway offering rides, games of chance and plenty of food and snacks. Automobile, snowmobile and farm equipment firms will have displays of equipment around the grounds.

Home fire, fatality on brigade ledger

Milton fire brigade responded to six alarms this week including five fires and a car fatality.

Firefighters were summoned to property belonging to Denzil Lawrence shortly past 2:30 Tuesday afternoon to attend to a grass fire. Mr.

Lawrence resides on the Oakville First Line.

The Milton brigade also attended the blaze at R.R. 5 Milton, when Joe Rysoever lost his house and its entire contents. The alarm sounded at 2:45 a.m. Wednesday.

Members of the brigade were also present to wash down spilled gasoline at the car-truck accident at Highway 25 and Chisholm Rd. which claimed the life of John Sampson of Milton, Wednesday evening.

Fence afire

A stump fence fire on property belonging to F. M. Wilson, R.R. 3 Georgetown, sounded the alarm Friday night at 7:05 p.m.

A straw stack fire shortly past 12 o'clock Monday morning summoned firefighters to the premises of Glen Anderson, Derry Rd. in Oakville.

Firefighters also responded to a grass fire during the noon hour Monday at the home of C. Feenstra. The land is owned by Bob Merry.

The Milton Brigade has been called out to attend 117 fires this year, compared with 95 last year in the same period.

limited life in its present dump.

Euchre

All captains and people interested in playing euchre should attend a meeting at 9 p.m. Oct. 2 in the club room at the Royal Canadian Legion Hall.

Organizer Joe McCann indicated the meeting would be held to organize the euchre season for the coming year. The club plays their games at the Legion Hall each week.

ANNOUNCEMENT

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Beware of experts Johnson warns

Disturbed by a report in a Toronto daily which indicated a solution to the waste disposal problem should be left to the experts and public hearings dispensed with, GUARD chairman Bill Johnson appeared at Monday night's meeting of Esqueusing Council and was assured his group will have the opportunity to appear before council if any new developments occur.

According to Johnson, Georgetown Reeve Rick Morrow was reported to have been in favor of leaving the garbage problem to the experts, a position which was supported by Burlington Deputy-reeve David Coons, he said.

He warned that if the advice of the experts were accepted, Esqueusing could become the "garbage dump" of the Halton Region. Six of 10 waste disposal sites outlined in a report are in Esqueusing, he said.

Rift possible

"This eventually could cause a rift between the north and the south," Johnson warned. "Right below the report in the paper was another report about a dump polluting wells."

Johnson said that in all his travels across Canada, in the U.S. and in the British Isles he has never seen a sanitary landfill site. On land adjoining the Don Valley Parkway which was built on top of a waste disposal site there are no trees and skiing is impossible on the hills because of pipes which are draining methane gas from below the surface, according to the GUARD chairman.

He claimed the energy crisis could be relieved if garbage were processed and used for the benefit of the people. According to a scientific report 35,000 tons of garbage is equal to 100 tons of coal or 14 million gallons of fuel oil.

Defends Coons

Deputy-reeve Len Coxe, who also sits on county council defended Burlington deputy-reeve Coons, pointing out Coons probably meant

taxpayers' money would be better spent on something to get rid of garbage than on further meetings to get the feelings of the public. He explained that McLaren and Co. wanted another \$30,000 to conduct further public

Grant is sliced

Nassagaweya Township officials were upset to learn council's application for a general support grant from the province had been cut from the \$10,000 requested to the \$3,380 actually granted by the province.

Councillors suggested that other Halton municipalities were receiving grants far in excess of what the township had received.

Reeve Mrs. A. J. MacArthur said she would be meeting with John White, Minister of Treasury, Economic and Intergovernmental Affairs, and would bring the matter up at that meeting.



Advance poll voting at the town hall Saturday Sept. 29. October 1 polls open 11 a.m. to 8 p.m.

meetings.

"My impression was that he was acting more in support of people participation throughout the county. I don't really think he was being detrimental," Coxe said.

Johnson claimed it would cost his group close to \$10,000 to go through the process of fighting the establishment of landfill sites in the township and said he just wanted to make council aware of what was going on.

Reeve Hill said council was grateful for the work already done by GUARD and promised they would be kept informed of proceedings and allowed to voice their opinions.

NOTICE

ESQUEUSING PUBLIC LIBRARY

Official Opening

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COMMUNITY HALL STEWARTTOWN

SEPTEMBER 21st - 7-9 P.M.

REFRESHMENTS

ALL WELCOME

VOTE TO RE-ELECT HAZEL PORTER

WARD 2 (MILTON) COUNCILLOR

OCTOBER 1

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