

Gordon irate, no hearing Ninth line parkway belt

There will be no public hearing on greenbelts in those areas where the hydro line will be located according to Milton Councillor Don Gordon. The parkway belt or greenbelt will be located in the Ninth Concession of former north Oakville and there will be no public hearing. "That's the tragedy in a nutshell."

Gordon explained the Oakville official plan designated the 10th Concession as a future highway and hydro corridor and people in that area have known for the past eight years that some day a line would go through. The province approved that plan.

Charged mind
Bruce Howitt, a consultant working on the line, first recommended the 10th Line and later changed his recommendation to the Ninth Line after the province enacted legislation designating the

Ninth Concession as the parkway belt line. Gordon said he felt as if he'd had the rug yanked out from under him. "There has been a lot of nasty rumors during the past year or so. I was able to quiet the people down by telling them it will all come out in the public hearing. It will never come out now."

Gordon said there were rumors that the change from the 10th to the Ninth Concession was brought about by lobbying of developers and speculators who own land in the 10th Concession.

Nasty rumors
Gordon said some of the rumors were very nasty and some went as far as suggesting money changed hands between government officials and developers prior to the change in the location.

"These things can't be proved they're just rumors. I

took treasurer John White at his word when he said there would be hearings." Halton MPP Jim Snow said he would have liked to have had the hearings on the parkway belt first but the urgency of the hydro lines and the length of time involved in public hearings made it impossible.

Couldn't wait
Snow noted that once final lines were drawn and committees now at work on the parkway belt filed their reports there would be a three month waiting period before public hearings started. The hearings themselves could take an indefinite period of time.

Snow noted the hydro lines were about three years behind schedule and the new lines were urgently needed to provide necessary capacity for growing demands.



WANDA JEAN GUAY graduated recently from Queen's University, Kingston with an honors Bachelor of Science degree in Geology. She is the daughter of Mr. and Mrs. Ray Guay, 132 Heslop Rd., Milton. Wanda is employed by the Ontario Government in Toronto and is residing at home. She is a graduate of J.M. Denyes Public School and the Milton District High School as an Ontario Scholar.

Council acted in bad faith Runnalls says

Milton Council was accused of operating in bad faith and with lack of business acumen during a meeting last week.

Ross Runnalls of the Scotch Block Parks Inc. expressed dissatisfaction with council's action in passing a by-law prohibiting camping grounds in the town just the night before council was to hear a delegation from the Scotch Block Parks group. That group is seeking permission

to have a camping ground established on the former Anderson farm near the existing Milton Heights Camping Grounds.

In his letter Runnalls said he had filed an objection with the clerk and the Ontario Municipal Board concerning the passing of the by-law.

Runnalls said the group had already received several provincial approvals. Runnalls claimed he had con-

tacted Pat Straw about a meeting with the neighbors in that area to discuss plans. Straw was the most outspoken critic of the plan.

Runnalls noted the plan for a camping ground had been approved in the principle by Nassagaweya Council Nov. 6, 1973. Runnalls claimed he was assured both by officials of the province and the Nassagaweya Township that approval would be honored by the new council.

Museum move?

School part of complex

If Milton Council accepted control of the Richmond Schoolhouse it would be the first step to the dismemberment of the county museum, according to Judy Goebelle, a spokesman for the Friends of the Museum.

The school was leased to the Museum Association by the Township of Nassagaweya so it could become part of the museum complex and be restored as an old school house for the benefit of visitors.

During a frivolous session of regional council June 19 a motion was passed offering the building for sale to the town of Milton for 50 cents. Regional solicitor Noel Bates followed that resolution up with a letter to Milton asking which lawyer would be handling the transaction on the town's behalf.

Ironically the region does not and never did own the building. The town owns it and it leases it to the region. The earlier resolution of regional council is invalid.

Mrs. Goebelle said outside the meeting that if the school was removed from the complex it would be the first step to having the whole museum complex moved.

A joint committee of regional council and Halton Regional Conservation Authority Members is currently considering the fate of the museum complex.

The possibility of an HRCA takeover has been discussed. Mrs. Goebelle expressed reservations on that count. She feared the authority would be interested in the building but not the museum.

She repeated rumors that the authority was interested in converting the museum to a chalet. Noting that the area had been landscaped and many improvements made Mrs. Goebelle moved any proposal that would move the museum.

Council referred the matter to the community services committee for discussion of the ramifications and a recommendation.

Province approves

Detail hydro route

The 500 kV hydro line recently announced will have a dramatic effect on the landscape in the Milton area. The full impact of the development was announced late last week at Queen's Park.

The exact plotting of the line will be done by Ontario Hydro surveyors.

The following is a detailed description of where the lines will go. The provincial cabinet has varied from the Solandt recommendations in a number of places.

West of the Parkway Belt: West

Middleport Transformer Station, north through the Beverly Swamp on an existing Ontario Hydro right-of-way, and crossing Highway 401 just northwest of the intersection with Highway 6.

The route parallels Highway 401 on the north side almost to the Halton-Wellington boundary, just east of the Mountsburg Reservoir.

The route then diverges from Highway 401 to pass north of the Mohawk Raceway, but somewhat south of the Solandt route, passing over a greater amount of scrub land rather than wooded areas to the west of the raceway, and also embracing some of the northerly portion of the lands owned by the Ontario Jockey Club, adjacent to the raceway's parking lot.

East of the raceway, the route turns south and then east to go through the narrow gap between Highway 401 and the rise of the Niagara Escarpment, staying to the north side of the Fifth Sideroad in Nassagaweya Township but to the south of the Hilton Falls Dam.

The route veers slightly northward to the back of the Barnes' property and over his quarrying operation, and then in an easterly direction staying north of the Fifth Sideroad in the Town of Halton Hills to the CNR railroad tracks.

At the CNR tracks, the route turns south and follows the CNR right-of-way on the west side for a couple of thousand feet, then turns south-easterly on a diagonal to meet the north-south link from Limehouse.

The route through the Limehouse area comes south, approximately down the centre of the Fifth Concession of North Halton to just south of the Fifth Sideroad, where the route veers slightly to the east of the boundary between the Towns of Halton Hills and Milton to meet the east-west corridor.

The combined corridors from the 401 and Limehouse crossings then go south to Steeles Avenue at which point a further slight easterly inclination of the route is made

for its entry into the Milton Station.

Inside and East of the Parkway Belt: West

The Milton Transformer Station is to be located south of Highway 401 between the Fourth Line and the Fifth Line in Milton and between Main Street and the CPR tracks on the north side of the tracks.

From the Milton Transformer Station, two corridors go eastwards, one to Woodbridge and the other to the Halton Transformer Station. The routes are near to the CPR tracks and can either be to the north, or can straddle the tracks.

The Oakville-Mississauga Mini Belt: The north-south link into the Halton Transformer Station is to be located in the proposed Parkway Belt in the Ninth Concession of Milton.

The Halton Transformer Station is to be located just south of the Baseline Road in the proposed Parkway Belt, with the transmission lines going straight into the station.

From Milton Transformer Station, east to Woodbridge Transformer Station and beyond to Cherrywood Transformer Station, the route is as recommended by Dr. Solandt.



BRUCE NICHOLSON of Millgrove recently graduated from McMaster University with a Bachelor of Commerce Degree. Bruce is the son of Mr. and Mrs. Jack Nicholson of Millgrove and a former graduate of Waterdown High School. He has accepted a position in Hamilton with a firm of chartered accountants.

Serious situation

Post \$500 reward protect hydrants

Milton Council has posted a \$500 reward for information leading to the arrest and conviction of persons found tampering with fire hydrants in the town.

A report by Bruce McKerr town works superintendent and Milton Fire Chief A. E. Clement said the situation is very serious. During a meeting last week council was told hydrants had been opened by a person or persons usually between the hours of midnight and 6 a.m.

Not just water loss
Clerk Jack McGeachie noted it wasn't just the fact water was being lost but the hydrants could be damaged as well and could possibly be

found to be out of order and unavailable for use during a fire. In one case over one half million of gallons of water was lost before the incident was rectified.

McGeachie noted stones had been thrown into hydrants in the Valleyview Gardens area. Councillor Don Gordon was reluctant to take action that could leave someone with a criminal record for the rest of his or her life.

Security measures
He suggested perhaps security measures should be taken to prevent tampering and suggested building boxes around the hydrant with locks that could be opened by

firemen only. A letter was to be drafted in co-operation with regional police chief Ken Skerrett and published in the Canadian Champion.

Region should act

Halton Regional Public Works should take over maintenance and full control of water and sewer facilities in town soon according to works superintendent Bruce McKerr.

McKerr noted the work was properly the authority of the region and his staff was needed on roadwork and other areas. Water and sewers were taking far too much of his staff's time McKerr said. Council endorsed the suggestion and agreed to advise the region.

Some revisions help farmers

While the location of 500 kV hydro line through Halton is generally bad news for anyone affected, representatives of the Halton Federation of Agriculture noted they were pleased with some of the revisions made in the final route and conditions approved by the Ontario Provincial Cabinet.

In a telephone interview Federation President Bruce McClure said some farmers would be hurt and some class one farmland would be lost to the development. He noted several farmers weren't sure exactly where the north-south line from Limehouse would run and how much their property would be affected. He noted many farmers would be waiting for more specific indications of where the line would run.

Both he and vice president Harold Middlebrook were pleased that the north-south line had been reduced from a width of over 700 feet to 250 feet. The government report notes that at some time in the future that 250 foot span could be expanded to cover about 600 feet. According to MPP Jim Snow that decision will depend on other decisions about other transmission lines further north.

Many not happy
McClure said many would not be satisfied with the route and some would be hurt by it. The federation's job, he said, was to save as much of the better land as possible. He and Middlebrook both felt the federation had offered alternatives and done everything it could. Neither anticipated taking any further action as a group.

farmers to sign nothing until they were certain of the terms of the contract. He said it might be best for each and every farmer to force settlement to arbitration so that individual negotiations didn't see one farmer getting a substantially better deal than the others in the area.

Provided options
Middlebrook was relieved to see the province had stuck to the parkway belt to a large degree and provided an option for farmers to either sell out in entirety or continue on with the lands not directly affected by the route.

He felt the concern for preservation of farmland had been dealt with more extensively than it had in the early hydro proposals.

Middlebrook recalled hydro would have only purchased land under the lines in earlier proposals. Now all farms deemed to be an uneconomic unit may be sold at the farmer's option.

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First there's the wholesale power we purchase directly from the Ontario Hydro generating system. This year it will cost us some 15 per cent more. A number of factors have forced this increase to us... rising labour charges, higher construction costs and increases in the cost of practically every industry or business you'd care to name are also affecting the generation of electricity. Our local costs are going

up too. Lines, transformers, poles, gasoline for our service vehicles—all these essentials have been rising at an almost unprecedented rate.

In the past, we have been successful in absorbing many of these increases, rather than passing them immediately on to you. However, we've now reached a point where the present rates will not return sufficient revenue to cover costs.

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While it wouldn't be human to be pleased about any kind of increase, we hope you'll understand our position—and the reasons why we must make this adjustment in rates at this time.

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