

Our readers write

Bury bulk power line

Alex D. Collins, Esq., P. Eng. Supervising Project Engineer, Ontario Hydro, Room 9007, 700 University Avenue, Toronto, Ontario. M5G 1X6

Dear Mr. Collins,

On page 16 of the Jan. 11, 1978 issue of the Milton Canadian Champion newspaper, an article headed Hydro Investigates leads ultimately to you on the suggestion of community relations officer David Patriquin. The quest, in this case, would seem to supply a reassuringly adequate public reason for the collapse of a brand new 500 kV pod cable across the Ninth Line on the morning of Jan. 21st. As Mr. Patriquin explained it, fortunately the line was not yet energized, fortunately there was no traffic or pedestrian mishap, and fortunately only a local power outage occurred when other lines were struck in the fall.

Apparently, the offending component was a forged steel clevis-clevis that fastens the line insulator to the same type of anchor or angle tower that will presently thrive on our neighboring lot by the half dozen up. You

may recall mentioning upon cross examination at the Acton hearings last August that the multi-corridor spanning Highway 401 and Steeles Ave. immediately below us was "important" to 500 kV grid security. In his Dec. 1977 report financed by the Ministry of Energy, Mr. Slater described a total forced outage here as unacceptable in severity as that of rejected System "R".

You may also recall at Acton that my brief listed six major security hazards prevalent in this same critical portion of the multi-corridor. To this number should now be added a seventh, mechanical failure of the line itself.

Again may I stress the affordable advantages of undergrounding the multi-corridor portion of this bulk power line in the interests of both motoring and pedestrian public. With the present state of the art in overhead 500 kV lines, Highway 401 traffic would appear to make a disastrous partner. Good luck in your research!

Kindest regards,
David A. Moffat
R. R. 3, Georgetown

Copy to Editor, Canadian Champion

All about / People

Georgetown has chosen its Citizen of the Year and this year's award recipient is fairly well known in Milton. **Walter Gray, 86**, is to be honored by the Lions Club. Resident of Georgetown for 38 years, he served 11 years on the town council from 1952 to 1962 and served as deputy reeve on Halton County Council. He also was both a council appointee and citizen representative on Halton Board of Health, and a member of the Halton Planning Association.

Mr. Gray has also been active in Lions, the Christmas Welfare Fund and the Lawn Bowling Club.

The Peter Branch family at Norval received a lot of publicity recently, when they adopted a goat named **Jake** from the Toronto Humane Society. The goat had been found wandering in downtown Toronto New Year's Day and the Branches decided to take it to their 10th Line home, where—if it turned out to be a Billy goat—it would make a good protector for the family's sheep flock.

But it turns out Jake has been neutered. "It's an it, not a Billy," Mr. Branch chortled. Oh well, maybe Jake will make a nice pet.

Someone in BC is looking for an **Eva Paige** of Milton.

F. C. Falk of Kamloops received a Christmas card from someone signing themselves **Eva H., Milton**, and wrote to the newspaper to see if she could be located. Trouble is, we can't figure out if he's looking for an "Eva H." or an "Eva Paige". There is no-one named Paige in the Milton phone book.

Contact the editor if you can help unravel the mystery.

Dinner, entertainment

Mrs. Ann Henry entertained residents of Bruce Ct. Apartments on Jan. 11 to a formal dinner and musical entertainment. The hostess welcomed the guests at the door and presented each with a fancy hat.

On the accordion by Brad Arpa. Mr. and Mrs. Arpa, Bob Reid, Margaret Stover and Mrs. Watkins were dinner guests.

Mr. and Mrs. Bus Norrington catered. Waitresses Mrs. Jessie Hamilton and her daughter served the dinner along with cake and coffee. Dinner music was played

after dinner Mrs. Watkins played the piano for a sing song and eucure was enjoyed later in the evening. President of the residents' association Frank Jones thanked Mrs. Henry for the surprise dinner, on behalf of all the guests.

A SERIES OF
GOSPEL MEETINGS
ARE BEING HELD EACH
SUNDAY, COMMENCING JANUARY 8th
AT 4 P.M. AND THURSDAY AT 8 P.M.
IN BOYNE COMMUNITY CENTRE
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THE PLANNING ACT AND THE PARKWAY BELT PLANNING AND DEVELOPMENT ACT
Town of Milton
Take notice that applications for amendment to the Treasurer's Parkway Belt Land Use Regulation filed as Ontario Regulation No. 480/73 in the Town of Milton has been received. The application is:
Applicant: Fred Arnold
File No. 13(138)
Location: Lot 10, Concession II NS, Southeast corner of Derry Road and Hwy 25
Proposal: A 1,440 sq. ft. storage structure on a two acre lawn and garden equipment centre.
All submissions received in the Office of The Treasurer of Ontario and Minister of Economics and Intergovernmental Affairs, 801 Bay Street, 7th Floor, Toronto, on or before the 31st day of January, 1978 in respect of the foregoing requested amendment(s) will be fully considered before a final decision is made thereon.
Under Section 32(9) of the Act, any interested person may request a hearing by the Municipal Board on an application for amendment to a restricted area order.
W. Darcy McKeough
Treasurer of Ontario
Minister of Economics and Intergovernmental Affairs

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Disputes statements

The Editor, Dear Sir:

Last week, your paper carried an article titled "Region Should Forget Landfill Reed Claims," and for the sake of the many citizens who might otherwise be misled, I offer a few facts to clarify the true situation.

(1) The Region generates on an average 200,000 tons of waste each year.

(2) The three operating landfill sites will be completely filled in roughly 12 to 18 months.

(3) No resource recovery plant would be able to handle all waste generated, and there will be a continuing requirement for landfill.

Twenty-four duly elected members of Regional Council have studied the situation in depth and are attempting to resolve the problem in a responsible fashion with due regard to protecting the environment and maintaining reasonable costs.

Mr. Reed's statements demonstrate a somewhat less than complete understanding of the situation which is being faced by the elected representatives of Halton Region.

The type of system referred to by Mr. Reed which produces steam is presently in operation in Montreal and the capital cost estimates for a similar type facility for Halton could be in the neighborhood of \$40-

60 million. This level of expenditure would produce very large increases in property taxes.

I suggest this may be one reason Mr. Reed declines to refer to costs in his statements.

I would welcome Mr. Reed's positive participation in the Region's efforts to provide a solution to the waste disposal problem. In that regard, Mr. Reed is aware that on February 1, at 9 a.m., the Regional Council will be receiving a status report on landfill and resource recovery as it pertains to Halton. He will learn, among other facts, that Halton Council was the first Region to approve, in principle, entering into an agreement with the Ministry of the Environment for provision of a front-end refuse derived fuel (R.D.F.) type resource recovery plant, that \$6,850,000. has been included in the five year capital forecast and further, the Draft Official Plan for the Region demonstrates the Region's commitment to resource recovery.

This entire problem is extremely complex; there are no simple solutions. Large capital investments must be made, and the Region intends to proceed with caution and diligence and will not be pressured into haste which could result in an unsound decision.

Sincerely,

R. B. Morrow,
Regional Chairman.

West by-pass proposed

The Hon. James Snow, Minister of Transportation and Communications, Queen's Park, Toronto.

Dear Sir:

A growing number of Milton people are deeply concerned with the problem of a by-pass around the town for Highway 25. We feel that a major traffic artery should avoid traversing densely populated streets congested by busy intersections, business premises, a fire hall, government buildings, a school, an arena, service stations, private driveways and awkward 90 degree corners.

We wish, therefore, to submit for consideration or study by all the involved authorities the alternate route shown on the attached map and marked in red and green lines.

You will note that this route is more than 3 km shorter than the proposed Thompson Rd. detour and traverses an open corridor through the town with only two intersections which might require signals. The present route modified to Thompson Rd. has seven such intersections. Also there are no 90 degree corners and none of those establishments which generate local traffic while still giving free access to the town from either direction at Steeles Ave., Main St., and Derry Rd.

Even in cost comparisons we have been unable to find any detriments to this proposal and trust that it will be given serious study and consideration before final decisions are made.

Yours sincerely

W. L. Heard,
Cathex Concrete Restorations,
250 Martin St., Milton.

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