



DESPITE THE BLIZZARD which left five inches of wet snow on Halton Region last Friday, it was a peaceful and joyous day at Mountsberg Wildlife Centre where two tiny white-haired

goats were born to triple the goat population. The youngsters were frisking about when the photo was taken, even though just three hours old. No names have been chosen as yet.

# Townships, town unite to fight hydro corridor

Citizens representing the town of Halton Hills and the township of Erin, East Garafraxa and East Luther have banded together to ask for an independent study of the need for a 500 kV hydro corridor from Bradley to Halton Hills. Known as "Interested Citizens from Colbeck to Milton" the group held a meeting in Stewartville last Thursday evening to organize Halton Hills. About 70 farmers and land owners, the majority of them from along the proposed route of the corridor, attended.

"We're organizing the three townships and Halton Hills so we can present a unified front to go in force to the Government and Ontario Hydro," general chairman Bill Mann told those attending including Halton Hills Mayor Tom Hill, Councillor Les Doby and Huron-Bruce M.P.P. Murray Gaunt. A similar meeting for Erin township residents at Ospringe last week attracted 160 people.

Decisions regarding lines in the Chatham and Wingham areas and stems from the east-west study of the Solandt Commission. "The nemesis is where the north-south (Bradley to Georgetown) line joins the east-west corridor. Dr. Solandt decided that since the boundary limits of the east-west study ended at the Niagara Escarpment it would be up to his one man commission to name the point where the corridor crossed the Escarpment. He decided the best point would be at Limehouse and the rest of the corridor hinged on that decision, although Hydro still has to take a corridor to Kitchener, through Limehouse.

Then came the new Minister of the Environment—Darcy McKeough who said he was waiting for the environmental report before it was decided whether there should be a public enquiry into the north-south corridor. "But," said Schneider, "roughly one month after Mr. McKeough wrote the letter outlining his position he decided where the corridor was going to go."

Now there's another reason—it also assures Hydro another power plant on Lak Huron. Gaunt said the battle has just begun and urged the audience to get in and beat down the door of the Minister of Energy because cracks in the facade were showing. A question and answer period followed in which Norma Bird suggested Hydro should level with farmers so they could plan their operation much like Hydro tries to do. Former hockey star Pierre Pilote, a resident of the area said he wanted to fight "this thing" and urged the meeting to come up with something concrete they could put their teeth into. Other speakers urged farmers and land owners along the route to beg time by refusing land surveys and permission to come on their property.

Aims expressed by the group include:  
1. Organizing to collectively protect the interests against the "industrial giant Hydro."  
2. Protect the farming community.  
3. To stop Hydro from pushing ahead with the Bradley to Georgetown line and demand an enquiry as to whether the hydro corridor is necessary.

He noted Gordon Kidd of the Sixth Line, Halton Hills representing the Ontario Federation of Agriculture, has sent a letter to Premier William Davis asking why the Bruce to Essa proposal had been left out of the study area since it was after the Solandt hearings they discovered Ontario Hydro owned a site for another generating station on Delphi Point, near Collingwood.

"We've got reasonable cause to ask for an independent study," Schneider told the audience. He said both Government and Hydro were discriminating against people along the corridor if one was not made because other areas of the province were accorded the courtesy.

Spotted turtles Huron-Bruce M.P.P. Murray Gaunt spoke briefly to the meeting noting the problem began in his riding at Douglas Point, pointing out Hydro's almost infallible decisions of the past were being questioned especially in his riding where in the corridor from Douglas Point to Bradley Junction they decided to jog around a bog and use good agricultural land. The official reason was that Hydro did not want to bother the spotted turtles in the bog, a reason accepted with some cynicism but accepted nevertheless.

The group also learned that there was an existing 500 kV corridor from Essa (near Camp Borden) to Toronto with additional capacity for 12,000 megawatts, which is as much power as is being used in Ontario today.

They were obviously expanding the Bruce-to-Essa-Toronto corridor, so why not study this alternate instead of pushing another multi-million dollar line through Class A farm land from Limehouse to Bruce, Schneider asked? Although some Hydro people agreed it was an acceptable alternative, Hydro refused to change their tune.

He said even Ontario Hydro admitted leakage from 230 kV lines to such an extent it made getting on and off a vehicle a problem, and enumerated instances where cattle would graze on one side or the other but would not feed under the line. He said it has been known for machines to start up on their own and

## Weary O.M.B.

Continued from page 1 bank site completely by-pass the village enroute to Highway 401 proceeding north along the First Line, east on 10 Sideroad and south on the Guelph Line to the highway.

Springbank hopes to purchase land along the First Line to create a right of way for quarry trucks. Turstrum told the board the company was presently in the process of purchasing the land.

No guarantee Trustrum added that truckers with a full load would be reluctant to go through the village because the upgrade through Campbellville on the way to the highway would put a strain on the vehicles. He could not guarantee that truckers with an empty load would not go through Campbellville.

Included among the Springbank witnesses was a landscape architect, transportation engineers and a hydrologist. Hydrologist Leon Bryck told the board there would be no adverse affects on water in the area if Springbank was careful in their operations.

Environmentalist Bill Johnson spoke briefly on behalf of the Campbellville residents Thursday afternoon telling the board he doubted if there was any need at all to open a gravel pit. A brief prepared by Johnson prior to the hearing quoted the Sierra Club report noting there was no sign of any future demand for gravel and therefore no point in opening a gravel pit.

The joint Community Services and Administration committee was told by B. Nottenboom, a company official, that the park on the former sanitary landfill site would only be suitable initially for a baseball diamond.

It will not be practical to build tennis courts, he told an inquisitive Councillor Marjorie Powys, because of the extensive settling of garbage fill.

Asked whether the park could support a swimming pool in future, he advised that it would cost about \$100,000 extra to build a pool as its foundation would have to be sunk down through the garbage and through the swamp which lies underneath.

## FARM WANTED

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## Tennis courts are not feasible at Best Park

He said that "first-class fill, well compacted" is required to support the new hard surfaces used for tennis courts.

Mr. Nottenboom advised that the Town might have to replace the tennis surface each year were it to build courts on the existing base.

He explained that with the base consisting of 24 feet of garbage, the settling process "could take 50 years or pretty well forever."

## Power squad

The basic one-season pilot course is available to every interested boatman. This course is given each fall and winter by GPS Squadron in your area, on equipment and government regulations, rules of the road at sea, safety at sea, the mariner's compass, aids to navigation, charts and piloting, manners and customs aboard ship.

Regarding the question of an east-west collector street in the area to link Bromie and Ontario Streets, the committee decided to "hold it at bay" as Councillor Ron Harris put it, due to costs and live with the proposed Laurier Avenue east-west extension for two or three years.

It is to be built within a year or two at the expense of a developer. The committee voted to remove Parkway Drive as the designated street for its east-west collector, after being advised that it would be cheaper to build a bridge a little north to link Heslop Rd. and Campbell Ave.

## Extend commercial

Referring to the proposed southward extension of Commercial Street down past the park to Derry Rd., Mr. Nottenboom said the road would be a "most economical and most aesthetically pleasing" featuring "landscaping on each side.

Since some of the land is owned by the board of education, the Community Services committee was chosen to meet with board officials and town planners to see how the roadways might be best arranged.

Also discussed was the building of a link between the new Commercial Street and Milton District High School, which would permit a cul de sac on Williams Ave. just north of the school. Parkway Drive could link with Commercial St. too.

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Walter Scott, a safety engineer from R.R. 3, Georgetown, said there were hazards living close to a 500 kV line of which most people were not aware. Those closest to the line would have the greatest exposure. He claimed the corridor would draw in electrical storms from three to five miles away and there would be substantial T.V. and radio interference especially where towers blocked T.V. waves.

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