

# the HERALD

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Home Newspaper of Halton Hills

15 CENTS

## Merry Christmas



One of the joys of the holiday season is remembering wonderful folks like you, our customers. It's always a pleasure to pause and wish you happiness and prosperity. Sincere holiday greetings from

**the HERALD**  
Home Newspaper of Halton Hills

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## Sewage plant costs increase 300% now over \$4.5 million

Tenders on the badly needed addition to Georgetown's sewage treatment plant were opened last week and, as town officials had feared, cost of the project had nearly tripled in the two years that it has been stalled in regional and provincial red tape.

The winning tender was for \$4,518,500. Estimated cost of the project in 1973 when the town began processing its request for the addition had been in the neighbourhood of \$1.5 million.

The firm which will handle the construction of the addition is Comstock International Ltd., a Toronto-based construction company.

Its tender was the lowest of five tenders submitted to the province. The highest tender was for \$4,882,000.

Completion date of the project will be 94 weeks after start of construction which is expected in the very immediate future.

Town planner, Mario Venditti blamed the 300 per cent increase in the project's cost "on the long time it has taken to get the project

through so many levels of government." It had been all finalized in 1973 with construction planned to be underway in early 1974, but, with the onset of regional government, "it got stalled in the red tape," Mr. Venditti said.

The project will be financed largely through water and sewer charges to the residents of the Georgetown urban area.

Although the town had anticipated the increase in costs their estimate of \$4 million was well under the lowest submitted tender of \$4.5 million.

## Red tape keeping them apart

Christmas this year for Zbigniew "Ziggy" Psarski is going to be very similar to last year's and the year before. The 31-year-old Georgetown resident will again travel into Toronto to spend a quiet Christmas with close friends.

Thousands of miles away his wife Joanna will spend an equally lonely Christmas with her mother in an apartment in Warsaw.

That's the way it has been for the young couple for two of the four Christmases that have passed since their marriage in their native Poland.

Between them stands a tangle of political red tape which, despite two years of trying to cut through it, remains firmly intact, separating two young people who desperately wish to be reunited.

The story of the Psaraks began in September of 1973 only a year after they were married. They left their Polish homeland to visit their grandparents in London, England. Once there they applied for and received a Canadian visa, arriving in Toronto in 1973.

The Psaraks received landed immigrant status and he immediately got a job as a mechanical engineer in Toronto and everything appeared to be going well until Joanna received news in June, 1973 that her father had died.

Concerned about the health of her mother, Joanna decided to return to Poland to be at her mother's side during the funeral. "She was afraid she couldn't come back," Psarski recalled, "but she was also worried about her mother's condition."

When she eventually attempted to leave Joanna discovered that government officials would not grant her an exit visa. That was two years ago.

Ziggy feels that, if his wife's detention has been a punishment for the couple's earlier decision to leave Poland, "two years of forced separation has been quite a sufficient punishment."

He likes Canada and would prefer to stay. Asked if he would return to Poland if officials refused to change their stand Ziggy firmly stated, "My place is here."

He values Canadian life. "It's a wonderful place, most of all because of its freedom."

"Canadians," he said in an interview with the Herald, "are so free, so happy. They don't know the types of problems that sometimes can reach into their lives."

After two years of fruitless sitting and hoping for good news, only to hear that an International Red Cross-sponsored passport application on behalf of Joanna had been refused on September 18 of this year Ziggy decided that his next step would have to be through the Canadian External Affairs Department and Prime Minister Trudeau.

Approaching the Prime Minister during a visit to Toronto Mr. Psarski managed to bring the matter to the public's attention.

Late last month MP Tom Cousens brought the matter up before the House of Commons at which time external affairs minister Allan MacEachern reported that the Polish embassy would be contacted.

MacEachern, during his visit to the Helsinki Conference, had actually brought up Joanna's situation, plus those of other similarly separated families during discussions with Polish officials attending the high-level talks.

The Canadian government's standard—beyond basic humanitarian aspect of reuniting the separated couple—is based on the Universal Declaration of Human Rights, signed by the Polish government. That document states that anyone has the right to leave any country, including his own.

Poland was also a co-signer of the Helsinki Agreement which states that family reunifications be examined favorably.

With those documents supporting his requests Mr. Psarski remains optimistic that something may happen in the very near future.

"It only takes 30 minutes to fill out a passport document in Warsaw."

He holds "more hope than ever before" that perhaps Christmas next year will see him and his wife enjoying the special time together.



Joanna and Ziggy Psarski in better times

## Taxpayers will pay \$3 million more for education next year

Halton Hills taxpayers will be facing one of the largest mill rate increases for education costs in 1976.

Bruce Lindley, superintendent of business and finance with the Halton Board of Education, reported to the board last Thursday night that, in light of the province's withdrawal of decrease in funding for various aspects of the board's operations, Halton taxpayers will have to pay an estimated \$3 million more for education in 1976 than in 1975.

On top of that the regular annual increase in education costs will make mill rate increases inevitable, he said.

Mr. Lindley's remarks were made following a meeting earlier that day in Toronto at which minister of education Thomas Wells outlined the province's education funding to representatives from a number of Ontario education boards.

The province, Mr. Wells told the trustees and board officials, will increase its financial support for local governments by eight percent for an overall increase of \$230 million across Ontario.

Of that school boards would get about two-thirds or roughly \$151 million.

Ceilings on ordinary per-pupil expenditures will be increased by eight percent for elementary and secondary pupils, with an additional \$80 per pupil to be added at the elementary level.

The maximum ordinary expenditures per-pupil in Ontario will be \$1,080 for each

elementary school pupil and \$1,555 for each secondary school pupil.

"Any per-pupil spending that exceeds a board's grant ceilings will not be eligible for provincial assistance," Mr. Wells warned. "The local mill rate will become a strong discipline on education spending."

The province's share of extraordinary expenditures, which include such things as transportation and departure costs, will be cut to 75 percent of the 1975 level.

The provincial cutbacks, Mr. Lindley noted, will place more pressure on the local taxpayers. He estimated that the province's share of 80 percent of the total cost of Halton's education will drop by five percent. The local mill rates will then have to provide for that additional five percent.

"There's no question about it," Mr. Lindley said, "there will be mill rate increases."

A total freeze on new capital projects by the province put the new Acton high school very much in jeopardy, he added. The freeze was placed on all building projects not approved by the province by November 3. Acton's high school received the go-ahead from the ministry on November 3.

"They really didn't close the door on the project," Mr. Lindley said although he did not state that the school would still be approved.

Two additions to public schools in the south of Halton which would have cost in the neighbourhood of \$600,000 will have to be shelved for the time being.

## Law suit against truck maker planned

A class action lawsuit against the Ford Co. of Canada is being planned by a group of over 40 irritated car owners who have formed a "Rusty Ford Owners" Association headed by Tom Beeneey of Georgetown.

Mr. Beeneey, owner of a three-year-old Ford pickup has been trying desperately for many months to get serious rust problems on his truck corrected by the Ford Company. Getting absolutely nowhere after dealing with the

Brampton dealership where the truck was purchased and with Ford Co. in Oakville, Mr. Beeneey decided to channel his efforts through other means. Discussing his problem Mr. Beeneey finally made some headway with Phil Edmonston of Montreal, president of the Auto Protection Association. The idea of creating the owners association was a suggestion made by Mr. Edmonston. Mr. Beeneey was on one of the three radio programs on which Mr.

Edmonston discussed the rusting problem on CHIC radio in Brampton. Mr. Beeneey's story about his truck brought over 40 telephone calls in the past month from Georgetown, and Brampton area owners of 1969 to 1974 Fords with similar problems. With those names in hand, Mr. Beeneey, on advice from Mr. Edmonston contacted Toronto lawyer Jeffrey Lyons, who is now in the middle of a similar class action suit

against General Motors of Canada by owners of 1971 and 1972 Firenzas. Mr. Lyons stated that the Ford suit will have to wait until the Firenza suit is settled in the next few weeks. He said he was seriously considering the Ford action but has not committed himself to it. If Mr. Lyons was to represent the Ford owners, the case would proceed on the same basis as the GM suit—he would represent every Ford owner in Ontario and they

would all share in any possible court award. The suit may have to be narrowed down to one model before it can be considered by a court. Common damages must also be found as the basis of any suit. Mr. Lyons has approached Ford with a view to settling the case without litigation but was referred to the car firm's legal department. A similar suit against Ford Motor Co. in the United States recently was settled out of

court with each Ford owner involved receiving some \$890 as his share of the settlement. Along with all this Mr. Beeneey is trying to get as many people involved in this as possible. A letter to Julian Reed, MPP for Halton-Burlington, will be sent explaining Mr. Beeneey's problems and the problems of the over 40 Ford owners. Mr. Beeneey wants the government to see what is happening and hopefully get some feedback and some action from the government.

Mr. Edmonston, during his CHIC radio appearance, advised Ford owners with rusting-car problems to write registered letters to Andre Ouletite, Consumer Affairs Minister in Ottawa; Ford Company on the Canadian Road in Oakville and to Mr. Edmonston at 231 St. Joseph Blvd. W. in Montreal, as well as contacting through telephone or letter Tom Beeneey at RR2 Georgetown, at 877-8905.

Mr. Edmonston told the radio audience he has received permission from the Supreme Court of Canada to launch the class action suit against the car companies and he said Ford will be the next target with Ontario Ford owners as the plaintiffs. After his first appearance on CHIC radio he said he received over 1,500 letters from western Ontario car owners with complaints about their vehicles. Many of these related to rust problems.