## The Liberal

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### Wanted: Sane Language Policy

With the federal government taking the lead and most of the provinces in agreement, Canada during the Pearson-Trudeau administrations has embarked on a determined plan to make this a truly bilingual country. Our English speaking politicians and civil servants are being exposed to crash courses in French in the hope they can cope with a second language.

The extremely foolish lengths to which this whole program, designed to keep Quebec in confederation, is being carried can be seen in the two large signs erected outside the Richmond Hill Post Office during the present renovations. Here, in a completely English-speaking community located in an English-speaking part of Ontario, the federal Department of Public Works has felt compelled to erect two signs - one in French and the other in English. When renovations are completed the official inscription will read "Richmond Hill Post Office" and "Bureau de Postes, Richmond Hill". If the government feels compelled to use a second language in this area, they might well use Italian. There are far more Canadians of Italian descent living here than there are French-Canadians.

These dual signs are an indication

that the federal government has lost its perspective in its hurry to placate Quebec. It would serve the purpose just as well and spare the public treasury if the language featured in signs and inscriptions were that of the predominant group in a particular area. Dual signs and inscriptions in Richmond Hill are just as foolish as in a community in Quebec where French is in the majority.

No one in the civil service is immune from this drive to bilingualism. Secretary of State Gerard Pelletier recently announced that 13 members of the corps of commissionaires who are for the most part former veterans will be shifted from the government museums in Ottawa because they can speak only English. The commissionaires are part of the security staff. In Quebec we have Education Minister Guy Cardinal refusing to interfere with the all-French policy of the St. Leonard School Board and thus depriving a large Italian population of an opportunity to have their children educated in the English language.

Our bilingual policies need to be re-assessed by both senior levels of government. We need more realism and understanding in its application and less jockeying for political advantage.

## Yonge Street Traffic

It is unfortunate that after all the time, effort and expense that have gone into planning and zoning, Richmond Hill can be forced to accept a drive-in restaurant in a highly questionable location. The A&W root beer chain wishes to build on the land directly north of the Canadian Tire Store on the west side of Yonge Street North.

Apparently the lawyers of the U.S. franchise chain have discovered loophole in the town's bylaws and all council can do is to make an appeal to the principals in the hope they will reconsider and select another site. One could hardly think of a worse location for such an operation. The corner of Yonge, Wright and Dufferin Streets is already a very busy corner with the Canadian Tire Store, the municipal building, library, St. Mary Immaculate Roman Catholic Church and the medical building. A drive-in restaurant can only add to the already heavy traffic flow and confusion.

Further up Yonge Street at Crosby Avenue we have a new shopping plaza, the liquor and beer stores and again another serious traffic problem especially on the weekends. During peak periods the whole of Yonge Street is threatening to become strangled by its own traffic. Instead of relieving the problem the construction of this drive-in restaurant can only clog the street with more cars and irate drivers.

Yonge Street needs to be completely reconstructed and it is to be hoped the town and the Department of Highways can make this longawaited project a reality by next spring. In the meantime council and planning board should make certain they have the necessary legal safeguards to control the type of commercial development to be permitted along our main street. Through a master plan council and planning board should designate what type of business is acceptable in each section of the street.

Some of the traffic congestion could also be avoided with the construction of off-street parking lots. The location of these would have to be determined before the street is rebuilt. The main traffic arteries of any community should be the subject of careful planning and controls. Certainly the authorities should have the power to determine the type of development that is to be permitted with due thought to the prevailing traffic patterns and then use that power for the general good of the community.

## Plaza Litter A Problem

The Borough of North York has a serious garbage problem which it has no power to cure at the present time - and all because it succumbed to pressure a few years ago and allowed stores in "strip" shopping plazas (a string of stores on a main street) to pass into the hands of individual owners. The result has been that garbage and refuse from piles behind dozens of these plazas drifts across parking lots, into gutters and on to neighboring property, and some does not blow away but stays on the parking area.

Of course no store owner will admit responsibility for the litter and to lay a charge the police would have to see the litter being dumped. To add to the problem, tenants in apartments above the store add their refuse to the nearest pile.

The borough has found its only weapons are laws prohibiting noxious weeds and exposure of organic garbage which could attract rats. The weeds in the shopping plazas do not qualify as noxious and the debris is more paper than food.

If all stores had remained under one ownership the borough would be able to charge the owner. This was

once required, but owners wishing to sell individual stores, convinced council that the regulation was illegal, claiming it was undue restraint on the rights of property owners.

Subdivision agreements now restrict owners of new plazas from resale of parts, but council cannot veto sale of parts of older plazas. This decision rests with the committee of adjustment.

The problem has not become a serious one in our area, since the large shopping plazas have, in most, if not all cases, remained under one ownership. The owner wanting his shopping centre to provide an attractive place to shop can insist on the merchants keeping the backs of their stores tidy. But indications are that there will be more and more plazas as residential development occurs in Markham and Vaughan Townships. Now is the time, when subdivision agreements are being prepared, to ensure that the stores do not pass into individual ownership, giving the municipality a weapon to fight litter

and deterioration. This is a lesson we can learn from the mistakes of our southern neigh-

#### . A' | D' ( 141'-1 Can't Aid Biatra Without Nigerian Approval

John Roberts, MP York Sim- fra." in the Biafran question, he coe, supports Prime Minister Without the co-operation of said, pointing out that he had Trudeau's position to the Bia- the Nigerian Government, he received less than half a dozen explains there is no way that letters on the subject and that fra-Nigeria Civil War. In a speech to the House of Canada can supply relief to the public gallery was empty Commons, December 5, he told landlocked Biafra with its in- when the matter was discussed

Parliament, "ignore the views adequate airport facilities. in the House. of the Nigerians and we risk "Unfortunately, that is the "The opposition parties have torpedoing the possibility of ef- real situation which limits our exaggerated the strength of pubfective assistance to the suffer- efforts," he said. lie concern on this issue," he ing civilian population in Bia- Canadians are losing interest said.

AMELIORATION ALTERATIONS ... IMPROVEMENTS DU BUREAU DE POSTE TO RICHMOND HILL RICHMOND HILL POST OFFICE LE MHESTERE DES TRAVAUX PUBLICS DU CANADA THE DEPARTMENT OF PUBLIC WORKS OF CANADA CHONOURABLE ARTHUR LAING, MINISTRE THE HOMOGRAPHIE ARTHUR LAND, MINISTER

to them to make the decision. (Photo by Stuart's Studio) The minister added that the

## Sign Of The Times

With Ottawa's continued emphasis on bilingualism the federal Department of Public Works has erected the above two signs, one in French and one in English at the Richmond Hill Post Office during renovations.

Is a French language sign needed in a completely English speaking community such as Richmond Hill? Or is it a waste of public funds? See editorial this page.

## To All Parents

'Twas two weeks before Christmas when all through the house.

Not a creature was stirring, not even a mouse. When all of a sudden, who should appear, But a ten-year-old boy on the lawn; poor dear.

What to my surprise, did my eyes behold, This boy stooped o'er a floodlight; shivering cold. When I turned on the porch light to see if I might help,

He scurried in a flash, like a cur with a yelp.

Investigating the intent of the little boy's visit, He had obviously "snitched" a floodlight -I miss it.

Where my dear parents is that spirit of "St. Nick" That entices your child to such a sorrowful trick. I hope one to realize that this is a matter Not for the police, but for only YOU to shatter.

Let's hope that this year and '69 to be sure, That in Christmas, the Christ, we can surely lure Into our home; and set the example For boys needing guidance and parents' love ample.

If this little poem "rings a bell" in YOUR home Let's not blame the boys but YOU the parents alone.

A CITIZEN WHO IS CONCERNED



SLAUGHTER OF BABY SEALS

Dear Mr. Editor:

We are school children and have seen and heard about the ing into three, etc. slaughter of baby seals.

Sometimes, we have heard, to act. they just knock them uncons- The taxpayers of this provcious and skin them.

us a reply. Shelley Ring and Debbie Thomas, Walter Scott Public School,

Richmond Hill. (We are very glad to publish) this letter from two students of

has gone forward to them -

Editor.) \* \* \* \* HIGHWAY 11 AND

GULLIBLE TAXPAYERS

Dear Mr. Editor:

petitions alone. They are already aware of the extremely dangerous conditions as a consequence of four lanes narrow-

It is my belief that only when We think this is quite useless statistical evidence added to the if they are only going to use opinion of some authority on the skins. There should be traffic hazards pertaining to a very strict laws or they may road with such built-in hazards become extinct. It is inhuman is brought to the public's atto kill the way they are killing tention by all news media, will the government be compelled

ince must have paid more in The furriers don't need all surveyors' salaries in the past the fur they're getting, do they? 16 years alone than would build If you could please publish a new road. Still the surveythis in "The Liberal" and write ing goes on, but brings no action. Nothing happens - nothing but humbug to deceive the gullible taxpayer

> WILLIAM CRAIG, PO Box 63, Oak Ridges.

Walter Scott School. A reply WILLOWDALE: Edward Wideman, P. Eng., 65, retired December 1 after more than 41 years service with Ontario Hydro. Born in Markham Village, Mr. Wideman is a graduate of the University of Toronto

Eric Chapman's views on and has held hydro positions Highway 11 as a death trap are throughout the province since shared by many residents of 1927. He has been protection year. Oak Ridges. However, I do not and control engineer for Cenfeel that Queen's Park can be tral Region, Willowdale, since moved to act on the basis of 1963.

# Rambling Around

James Davidson, First Permanent

Fire Chief of Vaughan Township Twelve years ago, Vaughan Township decided

to appoint a permanent fire chief. James Davidson of Arnold Road, Thornhill was the man. He received his appointment effective January 1, 1956.

In the role of fire chief, James Davidson is responsible for the administrative and technical work in planning, organizing and directing the fire fighting and prevention activities and other related duties in the municipality. The fire chief is responsible for staff, training, budgeting and all other administrative matters. He oversees the development and improvement of the department to keep abreast of changing local conditions and brings up to date knowledge of technical changes in fire fighting and fire prevention. With the exception of major policy decisions Chief Davidson is given considerable freedom of action in making administrative and technical decisions.

#### \* \* \* \* NOT AN EASY JOB

Chief Davidson supervises the overall administration of the fire department including the work pattern and discipline of the staff, requisitioning of material and equipment, preparation of departmental budget and maintenance of records. He organizes and directs all fire fighting activities at fires and emergencies. He directs the operation, maintenance, and improvement of the alarm system. He directs the maintenance, repair and replacement of fire fighting equipment, stations and other properties of the department.

He directs or sometimes personally trains fire fighting personnel in modern methods of fire fighting and use of equipment. He prepares rules and regulations for the efficient operation of the department and consults with council regarding major policy decisions. He holds conferences with staff, civic officials and representatives of industry.

He participates in civic programs, emergency measure activities, fire safety and prevention and addresses groups.

(Whew! That is a lot of work. Take a bow Chief Alfred Stong of Richmond Hill and Chief

Myrle Smith of Markham Township.) One job that consumes a lot of Chief Davidson's

time is examining all building plans other than single family dwellings. This includes all industrial buildings, multiple dwellings of all kinds, service stations, hotels, motels, schools, hospitals and nursing homes.

Chief Davidson said that a routine inspection of these places should take place at least once a

Fire inspections other than routine don't just (Continued on Page 16)

# Containers For People, Says Danson

The proposed expansion of Toronto International Airport to accommodate supersonic and jumbo jets has created a storm of controversy in recent months. Area residents, fighting for their peace of mind, have raised spectres of crashing airliners, air pollution and even sexual impotency for 50,000 people as a result of the in-

creasing noise level. North has a radical and space-age solution to the problem: Put us all in containers when we want to fly and ship us via underground pipelines to airports built outside the cities.

This way, says Mr. Danson, we could eliminate noise and pollution problems, help air safety and ease traffic congestion in the air and on the ground.

Mr. Danson made his proposals in a debate in the House of Commons, November 22.

"Technology is moving so fast that it is difficult to keep up with it," he said and urged the formation of a world Institute of Transportation Studies associated with Queen's University to seek solutions to the problems posed by increasing air Barney Danson MP York travel. Such an institute would be staffed by experts from around the world, he

> "What we require are studies that focus upon confrom urban areas," he said.

structing terminals which are situated some distance For instance, he explained, a single facility could be built between Toronto and Montreal in lieu of the two

proposed extensions. He sug-

gested the Kingston-Trenton area as a suitable site because of the availability of land, lighter population density and proximity to centres like Syracuse, Rochester and Buffalo, New York.

"The key to this concept is getting people to the airport from major centres." he said. "I think we have to talk in terms of moving them at 200 miles an hour."

the lake could be serviced by hovercraft, he said and proposed either monorail systems or pipeline systems, operating on the same principle as the apparatus used in stores to propel money and messages through tubes,

Such a radically designed method of fast transport could serve cities within a richer life."

in other areas.

radius of 500 miles of the airport, according to Mr. Danson.

He also conjured up visions of Buckminster Fuller designed proto-cities of 100,000 serviced by rapid transport to accommodate airport employees.

"Such a project allows a great opportunity for planning," he said.

"Once we have achieved this technology we shall have solved a problem of particular importance to a country such as ours, with vast distances and difficulties in communication which make it hard to get around, even to summer resorts;" Mr. Danson continued.

"At one stroke we shall have found a way toward an improved economy and a

#### Boost Non-Smoking, Urges North York

Cigarette companies should down forcing the companies to sponsor anti-smoking commer- warn the public of the dangers cials, according to Chairman of puffing.

A Good Try

Mr. Roberts

(The Bradford Witness)

with benchmate Barney Danson

attempt this week to encourage

involved with the GO North

Alas, Mr. Hellyer deftly

system is operated by the pro-

vince and that it was really up

federal government was willing

to co-operate at any time with

the province in launching the

But it really isn't good

The province is just com-

pleting a detailed study of the

GO North proposal and in con-

junction an examination of the

existing GO commuter service

The provincial cabinet will

examine all the pros and cons

probably sometime in January

and it's expected that a decision

operating on the lakeshore.

new commuter service.

Nicely stroked! Paul

service north of Metro.

Controller Frank Watson of the "The television still bounces Borough of North York. forth with advertisements about Mr. Watson said that federal the enjoyment of smoking but legislation should be brought not a word of caution as a bal-

ance," he said. The borough is presently con-

sidering an anti-smoking cam-

Borough Medical Officer Brian Russell, a nicotine-fiend himself, urges that any cam-York Simcoe Member of Par- paign be started early - in liament John Roberts along grade 4 instead of junior high

"Once they've started it's too of York North, made a valiant , late," he says. "All you can do the federal government to get is give them the facts and let them make up their own minds. campaign for rail commuter I've had the evidence presented to me and I've made up my They presented a detailed mind - I still smoke."

Mayor James Service bebrief to Paul Hellyer, Minister lieves, however, that teachers of Transport, outlining the with nicotine-stained fingers needs and costs of such a serare not ideally suited for the job. The final solution he says is to ban all cigarette sales unwhacked the ball into the court til an absolutely safe one is of the provincial government by

stating that the present GO "It would be ready in a

VICTORIAN ORDER OF

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will be reached early in the New Year. But the federal government could take a more dramatic step NOW by offering money,

equipment and services. Men who represent the area know the need for such a service. And a small group of determined people have spent hours researching the project. They've even been able to demonstrate that by operating eight trains a day - four each way - that a modest profit could be made.

Added pressure will be brought to bear by the two members of the legislature Art Evans of Simcoe Centre and Bill Hodgson of York North later this month when they present a private bill in the Legislature urging estab-

lishment of the service. We only hope that these voices in the wilderness — the wilderness of the back benches of their respective governments - will be heard on high and that our community will be justly served with a rail com-

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