



(Photo by Stuart's Studio)

### Off-Road Racing Display

Car enthusiasts of the Off-Road Racing variety had plenty to look at Saturday afternoon in front of Bob's Bottoms & Up Ltd., store at the Richmond Heights Centre. Some 10 of the racing vehicles were on display in front of the store including Proprietor Bob Hyland's car. All 10 and 60 more will be entered in a 100-mile obstacle course race this Sunday at the Swiss Chalet

Park, 12 miles east of Markham on Highway 7. Saturday's exhibition display also afforded the opportunity for Bob to give away free tickets to the race along with the purchase of pants. Bob adds that the upcoming race at Swiss Chalet will present an ideal family outing. The park contains swimming and picnic facilities.

## Region Gets Latest On Airport

York Regional Council did its best at a special session September 7 with federal officials to discuss the proposed Pickering Airport, but when it was all over, the main issue seemed to be just when the Canada Gazette was going to start publishing expropriation notices.

The meeting, which was open to the public, ostensibly was called to discuss compensation of residents within "noise lands", or "flight operational areas," as the government spokesmen referred to them, as well as other matters relating to the airport.

However, the matter of compensation, although frequently stressed by Mayor Robert Forhan of Newmarket and Councillor Gordon Rowe of Richmond Hill in their questions to officials, was mostly set aside by chief spokesman, Gordon McDowell, general manager Toronto Area Airports Project, as a matter that couldn't be settled until expropriation matters were dealt with.

News of expropriation appears first in the Canada Gazette. Under the Federal Expropriations Act, Ottawa has 120 days after publication in the Gazette, Ottawa's official publication, whether the airport will go ahead. When that happens, title to all the land passes to the government, but owners have a year in which to object to the price offered, even if they accept the money.

Mr. McDowell also told council that an independent inquiry board made up of representatives from the federal, provincial and municipal governments, would be set up if expropriation goes through. This would be to hear submissions from all levels of government as to how the airport would be set up, its attention to safety and other factors.

Mayor Anthony Roman of Markham, said he thought the meeting was "dealing with a decision that's already been made."

Mr. McDowell said he could only repeat that a decision had not been taken. Preliminary work had been carried on, but the committees were not making any decisions. If the site were confirmed, any work they had done would be applicable.

"But I would be less than truthful if I didn't say certain planning was going on," Mr. McDowell said.

Mr. Roman said that Federal Transport Minister Donald Jamieson had said the airport was going on anyway, "or did I read it wrong?"

Mr. McDowell replied that Jamieson had said a three-man committee was looking into the need for an airport and would have to satisfy itself of that need.

Councillor Rowe, who said he presumed the airport to be a reality, told the meeting he had gone to Ste. Scholastique, Quebec at his own expense, where a similar situation existed at the new international airport there. Quebec, however, had been given \$20 million in federal grants to assist municipalities adjacent to the airport, and he wondered if the same kind of assistance would be given here.

Mr. McDowell said Ste. Scholastique had been designated by Ottawa to qualify for the funds, "but

that's getting into a political area".

Mayor Forhan said that putting in the airport would mean a loss of development. The province had seen reason to limit population in the area, but at the same time was putting in an industrial region. Mr. McDowell had earlier said an industrial region was planned "the other side of Highway 7" to serve as a buffer between the airport and North Pickering.

Mr. Forhan said such a scheme would have an adverse effect on the area.

"We seem to be paying through the nose," he said. "Who's picking up the costs?"

Mr. McDowell said that, for the land outside the 18,000 acres to be acquired by the government for the airport, the government would assume financial responsibility for claims where the land uses were incompatible with airport operations.

"I don't know how much it will cost to meet these obligations," he said.

The industrial parks would be located inside the 18,000 acres.

Mayor Roman wanted to know when the federal government had confirmed the site for the new airport.

"I understand the expropriation notices have already been set out," he said.

Mr. McDowell said notices of intention to expropriate had been sent out March 2.

Mayor Forhan asked if there would be any compensation for the loss of development. Was Mr. McDowell aware that the province was in competition with existing municipalities?

Mr. McDowell said Ottawa was concerned with the safety and ecological factors of the airport and minimized the social disruption. The Toronto-Centred Region Plan was compatible with what they were doing.

"I don't think there's any real conflict," he said.

"While we occupy a lot of land, we're not necessarily taking all land out of production."

He said about 6 to 7,000 acres were being used for the airport itself; many farms could be maintained.

Mayor Forhan said the new airport would mean extra roads. Would the federal government pay for those?

That, Mr. McDowell said, had not been worked out.

Chairman Garfield Wright, who seemed to accept the project as a "fait accompli" a term bandied about by both sides, council saying it was and the officials saying it wasn't—said it was important to know the impact of the airport on the area, its industrial content, services required and the compensa-

tion being offered by the government for services, potential job opportunities, industrial development expected, etc.

Some of the industries preferred in the airport area, according to Mr. Lawson, were pharmaceutical, electronics and light machinery.

He said computer techniques were being used to discern growth in the area. About 20,000 would be employed in industry at the outset, rising to 40,000 by 1978 when the airport was expected to become operational.

Mr. Wright then asked when the region could start expecting its influx of people. Mr. McDowell said, a "sophisticated study" underway to determine growth patterns, would be ready in two months.

William Hodgson, MLA York

North who spoke from the gallery, asked whether people with land frozen at present would be compensated if the Pickering site were abandoned.

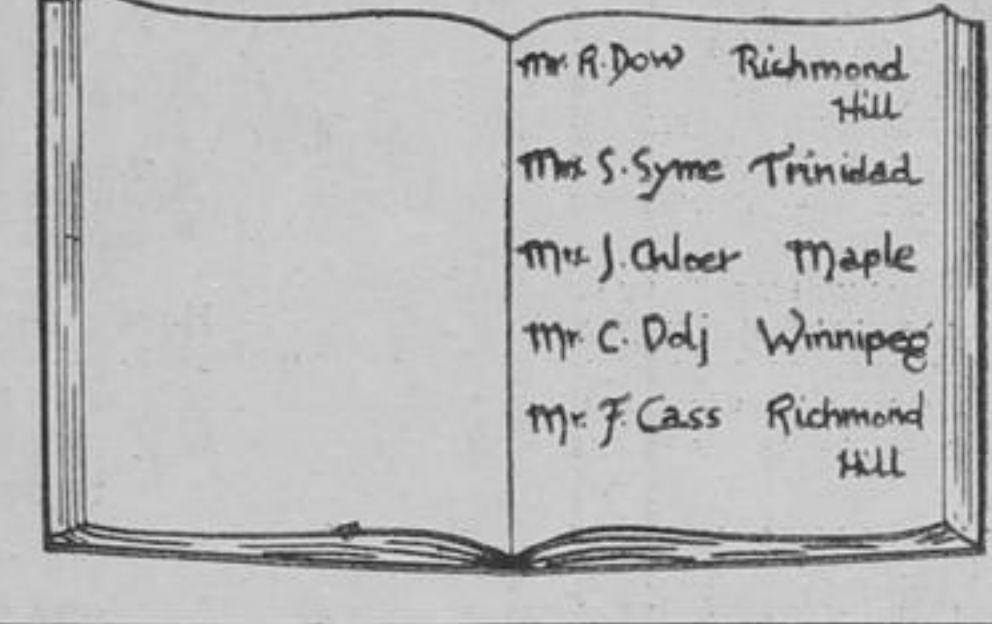
Mr. McDowell said there would be compensation for people who could prove they suffered financial losses, but he didn't know about those people whose land was frozen.

Also attending the meeting on behalf of the federal government were Larry Potvin, manager airport systems, planning and construction, T.A.A.P. Arthur Lamport, assistant project manager land acquisitions, Department of Public Works; Larry Forster, director North Pickering Development Project; and Len Fitton, manager Aviation Systems Planning, T.A.A.P.

Barney Danson MP, York North, also spoke briefly.

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