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HOME PAPER OF THE DISTRICT SINCE 1878

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R. Hill And Vaughan Want No Part Of Hydro Corridor

A crowd of about 150 people, including at least a dozen representatives of Ontario Hydro, greeted Dr. Omond Solandt at Don Head Secondary School September 22 to present and hear arguments on the location of a 610 foot hydro right-of-way from Nanticoke to Pickering. Over the past three years Hydro has considered three possible routes and has selected the middle route through King Township as the most desirable. Interested people in that township and in other areas along the proposed line had fought its selection, resulting in the appointment of a one-man commission.

The next most preferred route runs through Vaughan and Richmond Hill. Both routes were outlined on a large map on the platform.

During the hearing, Charles Samuels of King Township put on a display a mockup of an actual \$75,000 home in Chingacousy Township which would be in close proximity to the right-of-way. The display graphically illustrated that the screening of 40 foot trees around the house could not hide the towers which will be 120 and 180 feet in height and located in a right-of-way twice as wide as Highway 400.

Richmond Hill Councillor Shaun Beggs charged that "the issue of Richmond Hill's involvement in the southern route is being befuddled by people who have met with this commission on several occasions and with whose stand Hydro is already familiar. I'm a bit concerned that they are using up our time."

Lawyer James McCordrum, representing three conservation groups reported that the Inquiries Act gave him the right to appear at all hearings and to cross-examine all witnesses. Dr. Solandt reported that Mr. McCordrum had made a great contribution to the work of the commission by presenting a very important point of view.

The Towns of Richmond Hill and Vaughan presented briefs opposing the construction of a high voltage hydro corridor through their municipalities. Dr. Solandt at this hearing, The Town of Markham had asked for a few extra days in which to prepare its presentation which will be heard at a hearing this week. The Region of York is also presenting a brief, it was reported.

Frank Brumwell for the Federation of Naturalists and several individuals were also heard during the two and a half hour sitting.

James Shantora, secretary and counsel for the commission gave a resume of the authority of the commission and its procedure. The commission was established by order in council on June 21, 1972, to investigate the establishment of a power line from Nanticoke to Pickering by the holding of public hearings.

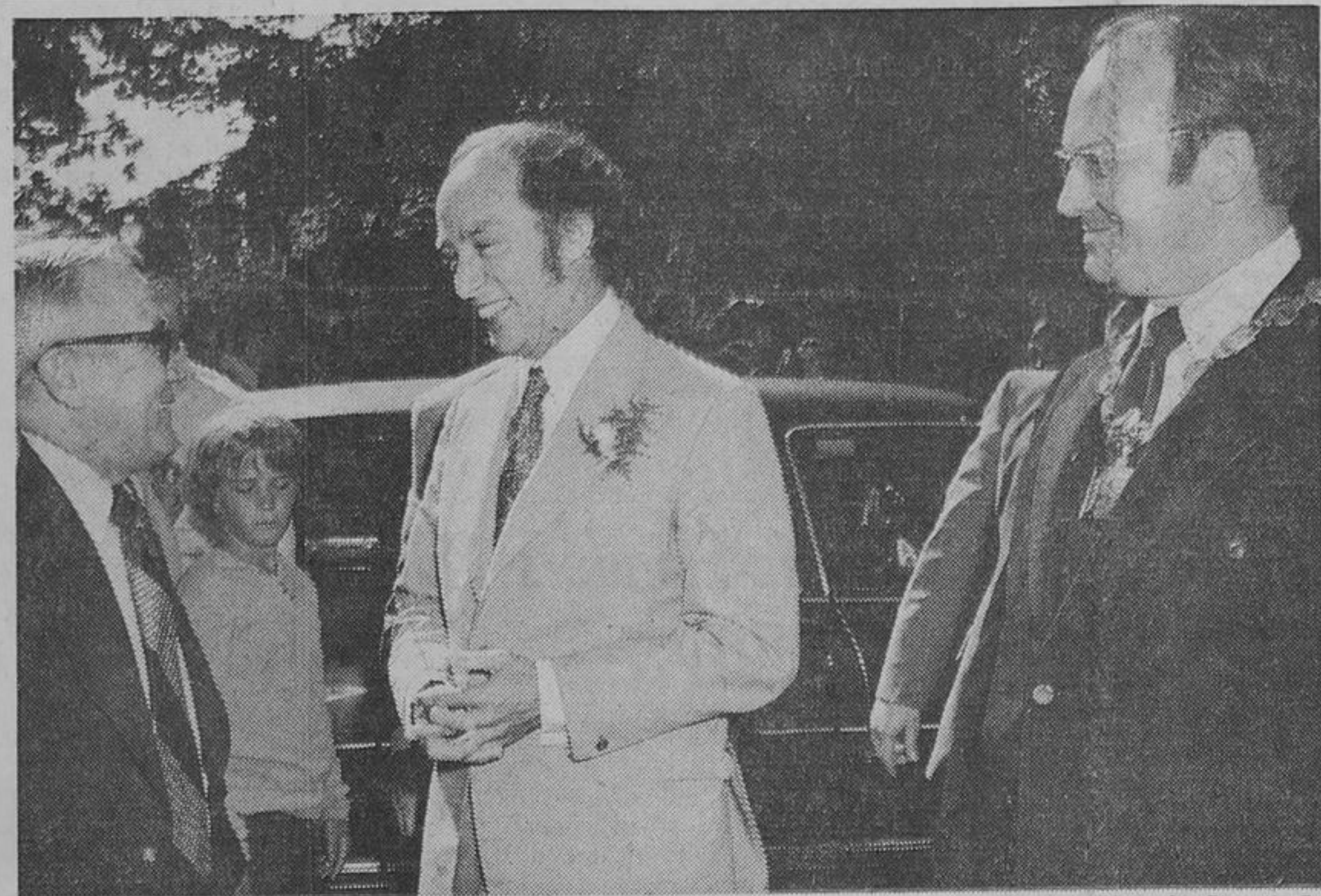
He reported that 12 days of hearings had been held up to September 13 and at least three or four would be held this week. Then Hydro would have the opportunity to reply to the submissions. The cross-examination of Ontario Hydro had taken eight days during which testimony had also been heard from officials of other government departments and experts including professional engineers and environmental specialists.

Mr. Shantora also reported receiving briefs from 24 municipalities and 13 associations and groups, with a total of 56 including those from individuals.

RICHMOND HILL
Described by Dr. Solandt at his conclusion as lucid and concise, the Richmond Hill brief was read by Mayor William Lazenby. It pointed out the detrimental effect on the municipality, designated for high density development in the Toronto Centred Regional Plan, and urged that the middle route of three considered by Ontario Hydro which runs through King Township be the one approved. Mayor Lazenby introduced the members of his council all of whom but Regional Councillor Donald Plaxton were present.

VAUGHAN
The Vaughan presentation, read by Mayor Garnet Williams, also stated that the middle route was the preferred route. The brief also stated Vaughan would agree to its location in the parkway corridor (Highway 407), if the route of that corridor were bent north of Maple and the CNR marshalling yard and then south of Woodbridge.

Mayor Williams pointed out that already Vaughan is bisected by the CNR bypass line, the marshalling yard, two major highways with Highway 400 slicing the town in half, the gas line and two major north-south power lines as well as large acreages in the Metro



Prime Minister Pierre Trudeau chats with Mayor Russell Cripps (left) of the World Champion Dynes Jewellers as he arrives at the town arena for last week's Liberal Election Rally. Welcoming the Prime Minister to Richmond Hill is Mayor William Lazenby.

Trudeau Says Airport Decision Is Ottawa's

By JIM IRVING
Neither public inquiries, nor Royal Commissions will be the final arbiters in deciding government policy Prime Minister Pierre Trudeau told a press conference in Richmond Hill September 20.

Mr. Trudeau met with the press for 30 minutes at the new town arena, prior to attending a public luncheon at the old arena as part of his Liberal campaign swing through the area. Earlier in the day, he spent a couple of hours fielding questions on a hot-line radio show in Toronto.

One of the questions asked the Prime Minister at the press conference was whether a negative inquiry from a public hearing on the proposed Pickering Airport would kill the project.

Mr. Trudeau said it wasn't quite that simple. In planning the airport Ottawa had responded to numerous pleas and had done considerable work in finding what seemed to be the right area for it.

In the end the government would not be "obliged" to any one segment, or even to a royal commission in making its decision.

He said the process of expropriation for the airport lands had begun, but that "doesn't mean the whole thing is finally settled."

Expropriation proper wouldn't take place until the final hearings. "I assume the hearings will say we must have an airport for greater Toronto," the Prime Minister said.

However, if the government had made a mistake, its decision wouldn't be "irreversible." He said it was necessary to plan ahead to keep the immediate area north of Lake Simcoe from developing in a "haphazard way."

Later at the public reception at the old arena, the question of the airport was both vocal

and visible as placard-waving, but orderly demonstrators, with "Airport No" stickers on their signs, moved about the arena and occasionally challenged the Prime Minister in his remarks when he addressed the almost full house.

MILD HECKLING
In response to some mild heckling from the floor on the airport issue, Mr. Trudeau said Ottawa was in the business of providing transportation for the Canadian people. "Remember we are now largely an urban society," he said. "This is a new phenomenon."

Canadians were transporting themselves in a peaceful way from an agriculture society to an urban one; they had done it without revolution and this could only be kept up by looking and planning ahead.

Mr. Trudeau said that, when the airport for the Montreal area was being built at Ste. Scholastique, "Toronto was complaining." When are you going to build one for us?

Nobody protested at that time. They only complained now when the airport was being "built in their own backyard."

He said the commission of inquiry into the airport was being set up largely because of the efforts of Barney Danson, MP North York.

"According to all past trends, there is a need, but we're giving you a chance to disagree," Mr. Trudeau said.

TRUDEAU PREDICTION
A little more ominous than the prospects of an airport in the district, was the prime minister's prediction of work permits being issued to people in Canada in the future.

At the hot-line hearing earlier he told listeners the government would eventually force everyone to have work permits. These would be given only to Canadian citizens, or to foreigners on a part-time basis.

If too many non-Canadians were taking jobs, then they may have to have permits, Trudeau told the press conference.

Such a scheme could be implemented quickly, but it would create a great "bureaucratic rigmarole," and necessitate control over individual Canadian lives, as well as police surveillance to make sure everyone had his card.

"My guess, and I'm an optimist, is that it will be a long while before Canadians feel the need, because in the past we have shown that we are able to absorb large quantities of immigrants," Trudeau said. "These immigrants are very useful to the development of Canada."

He said the number of non-Canadians abusing the relative freedom of Canada, was very small.

Trudeau said that a proposal for work permits to protect the jobs of Canadian citizens had been before the Cabinet, but that they were not felt necessary at this time.

DIFFERENT FROM 1930s
On the question of unemployment in Canada, Trudeau said he "always felt that the unemployment figures don't reveal the same kind of hardships as they did in past times." For example the depression of the thirties.

That was why unemployment wasn't as big a problem as the opposition parties made out. Canadians were being "more selective" and turning down good jobs in favor of unemployment insurance. This showed that the situation wasn't as serious as when people were in the breadlines in the 1930s.

Canada had the fastest-growing labor force in the world and there was every indication the economy "is booming."

Now the government had to see that, in some way, not so many men got a "free ride." The Prime Minister also told

the press conference that it was the intention of the government to encourage participatory sports, and that there would be an even greater emphasis to assisting sports.

PIERRE EVERETT TRUDEL
At the public reception at the old arena, Trudeau wandered through the packed floor shaking hands and exchanging greetings with well wishers.

"I can see how he got elected," one lady said to her friend, "but Trudeau had beamed her way. 'That smile does it.'"

Ironically enough, the airport protesters were Barney Danson supporters as well, but the only place they could apply their "No Airport" stickers was to the Danson placards they carried. Danson is the MP for York North and the Prime Minister's Parliamentary Secretary.

Danson got a big laugh from the crowd and the Prime Minister introduced him as "Pierre Everett Trudel," after first noting that Trudeau had got his name wrong during a public gathering in the 1968 campaign.

"Thank you, Bernie," quipped the PM.

Richmond Hill Mayor William Lazenby told the crowd that the opinions of those they were about to hear were "not necessarily those of the council."

Outside the arena, prior to the reception, Mayor Lazenby singled out Russell "Casey" Cripps, coach of the World Champion Richmond Hill Dynes Softball Team, for a greeting with the Prime Minister. Cripps and his team were honored at a reception in Ottawa last spring when the Dynes came back from their triumph in the Philippines, and Trudeau recalled the autographed ball that had been presented to him at that time.

Mayor Lazenby later presented a tiny hockey jacket to Trudeau for his new son, Justin.

Nodwell, Parker Face Trial On November 3

Provincial Maurice Charles in Richmond Hill Court Thursday of last week cracked down on two local youths who have been accused of their numerous trials for about six months.

Wayne Nodwell, 20, and Roland Parker, 19, face a long list of charges which involve the theft of a York Region Police cruiser and the death of a town workman in a stolen car chase, as well as other theft and driving crimes.

"I'm not going to let you defeat justice in this manner. If you don't both produce a lawyer, then you'll be remanded in custody. Then I'm sure the trial will take place," the judge told the two youths.

He noted the pair have been remanded 16 times and there was no space to write further remarks on the court information sheet.

"You both have to come back (to court) every day until you have a lawyer here," Judge Charles said.

Nodwell and Parker were both before the court but only Parker had his defense attorney Alfred Stong there ready to set a trial date.

Back in court the next day, Parker and Nodwell and their lawyers were ready to set November 3 as the trial date. Both accused youths in June were locked up and refused bail here in Richmond Hill Court after repeatedly being arrested but were granted bail later in County Court.

Nodwell is charged with dangerous driving and prohibited driving while both face two charges of car theft, a charge of criminal negligence in the operation of a motor vehicle, plus a charge of stolen car possession.

Local Man Dead, Girl Badly Hurt Single - Car Crash Near Hospital

A young Richmond Hill man was dead and a young woman companion was described as in stable condition with serious chest injuries at York Central Hospital at press time after a single car crash at 11:20 pm Monday night at Bathurst Street and Major Mackenzie Drive. Several others were injured in a week of many local accidents.

Dead is David Boyle, 21, of 299 Palmer Avenue, driver of a car owned by his injured companion Miss Edith Gorecki, 19, of 206 Colbourne Avenue, Richmond Hill, according to York Region Police.

Their car suffered an estimated \$750 damage when it went out of control and hit the barrier around a traffic light stand. Both people in the car were taken to nearby York Central Hospital by ambulance.

DIES IN AMBULANCE
Mr. Boyle was transferred to St. Michael's Hospital in Metro but died on the way in the ambulance. The ambulance was diverted to North York General Hospital and he was pronounced dead on arrival there at 1:48 am. A Metro coroner attended and a local coroner will be appointed later, YRP said.

Surviving Mr. Boyle are his parents Rita and Danny Boyle, a sister Sandra and a brother Brian. Funeral service was to be held today (Thursday) at 11 am at Marshall Funeral Home, 126 Yonge Street North, with cremation to follow.

Treated Saturday at York Central Hospital for head injury after another single car crash at 9:18 pm, day were two 19-year-olds John Bromley of 470 Wilson Avenue, Apartment 110, Downsview and Miss Sandra Cameron, 438 South Taylor Mills Drive, Richmond Hill. They were allowed to go home from hospital immediately.

ROLLS SEVERAL TIMES
They were hurt when Bromley's car left Centre Street East and rolled over several times on the curve near the CN railway crossing, YRP said. Damage to the car was estimated at \$1,800.

Minor injuries were suffered by Peter Black, 21, of 39 Leisures Lane, Richmond Hill in a collision at 4:32 pm Saturday opposite 239 Richmond Street. His car had about \$150 damage, police said.

FAILING TO YIELD
Charged after allegedly backing out of a driveway without yielding the right-of-way was the other driver Lorraine Opatowski, 150 Colbourne Avenue, Apartment 300, Richmond Hill. Damage to her car was estimated at \$75.

With minor injuries and facing a Highway Traffic Act careless driving charge after a 5:45 pm crash Tuesday of last week at Elgin Mills Road and Bluegrass Boulevard in Richmond Hill was Elizabeth Tuenchel, 38, of 24 Netherford Road, Maple. Her car had an estimated \$750 damage, YRP said.

The other car was driven by Michael Hnatuk, 25, of 253 Alsea Road, Richmond Hill and had about \$150 damage.

Facing Highway Traffic Act charges of failing to report an accident and careless driving in a 4 pm single car crash Monday

of last week at Church and Lorne Streets, Richmond Hill was Stephen Duffy, 19, of 393 Palmer Avenue.

HIT HYDRO POLE
Duffy's car suffered about \$600 damage when it hit a hydro pole, YRP said.

Facing a Highway Traffic Act charge after a minor collision at 8:25 am Thursday at Trench Street and Vaughan Road was Robert Alexander, 37, of 29 Wildcherry Lane, Thornhill. His car had about \$75 damage, YRP said.

There was about \$185 damage to the other vehicle driven by Madeline Cole, 23, of 201 Church Street, Richmond Hill.

After a three-car crash at 5:10 pm Thursday at Markham Road and Church Street Rudolph Nardini, 49, of 343 Kerswell Drive was charged with careless driving. His car had about \$100 damage, YRP said.

2 OTHER CARS
There was about \$300 damage to a car driven by Edward Hunter, 49, of 100 Cedar Avenue, Apartment 206, Richmond Hill and about \$50 damage to the third car driven by Eric Carless, 42, of 12 Personal Boulevard, RR 2, Gormley, according to police.

Barbara Sparling, 37, of 117 Pemberton Road, Richvale, faced a Highway Traffic Act charge even though her car wasn't damaged in an 8:25 pm Friday crash at Weldrick Road and Bathurst Street.

\$1,000 DAMAGE
The other car in this incident was driven by Neil Kim, 23, of 160 Essex Avenue, Richmond Hill. It had about \$1,000 damage, YRP said.

Most October 30 Polls In Schools
Most polls in the October 30 federal election will be located in public buildings, giving good access for the voters without having to climb steps, Returning Officer Brian Bailey informed "The Liberal" Wednesday morning.

The school boards have been most cooperative in making space available," he stated "which enables us to group polls and provide better accommodation for the voters."

A copy of the list of voters in each subdivision will be mailed to everyone who has been enumerated October 7, the returning officer notes. If you have been missed, application should be made to any political party or to the revising officer by October 13.

There are two revising officers in Richmond Hill John Farrow, who will sit at Richmond Hill Municipal Offices, October 11, 12 and 13 from 11 am to 12 noon and from 7 to 10 pm; and John Lawlor, who will sit at 70 Newkirk Road, on the same days and during the same hours.

A new feature this year will be that anyone moving into the area up to October 13 may apply personally to the revising officer to have his or her name added to the voters list. Previously voters had to be resident on the day the writ was listed.

Dramatic Slowdown In Population

Report Has Many Ifs About Possible New Area Schools

A "cursory" examination of graphs compiled in a study of school enrolment would indicate that no new schools are required in York Region during the next 10 years, Steve Bacsalmasi, superintendent of planning and development for York County Board of Education, told a special meeting of the board September 18.

However, Mr. Bacsalmasi pointed out, there were a lot of "ifs" connected with it, including as Trustee Deena Simpson of Richmond Hill said, "female vagaries," and whether "they will provide us with children to educate."

Mr. Bacsalmasi's report, although taking in the whole of York County, paid special attention to the new BAIF Subdivision between Yonge and Bathurst Streets and Carville and Vaughan Roads in Richmond Hill. An eventual population of 15,000 people has been predicted, with some 3,500 children.

The provincial government has already turned down an application from the board for elementary and secondary schools in the development, deciding more use could be made of other facilities in the area.

Director of Education Sam Chapman, however, said he thought the position taken by the province was not that the board couldn't build a school there, but that it couldn't build one now.

Trustee Keith Nisbet of Aurora, said it should be emphasized to people moving into BAIF that, while there wasn't a school there at present there could be one later.

In his report, Mr. Bacsalmasi said the Toronto-Centred Region Plan should be considered, along with existing Official Plans and plans of subdivisions. The latter puts the lid on development in the region and growth pattern. However, its prediction of future school population differs considerably from both the board and the region.

For example, the board's prediction showed 31,558 pupils in elementary school by 1981, compared with 41,166 by the TCR and 50,118 by the regional government's projection for the same period. In 1972, enrolment was 29,960.

"One must realize also that the TCR concept is far from being refined to a level which will enable planning people to use it as a meaningful guideline," Mr. Bacsalmasi said in his report.

He said that during the period from 1951 to 1961 York County's population increased 93.6 per cent, while it was 45% in the next decade, a slowdown "just as dramatic as the increase was in the 1950's."

The increase of population in that time was due to three things, he said: the rural-urban shift, the natural increase of births and immigration. All three components were down in the following decade.

Secondary school estimates by the board were 16,035 by 1981, compared with the actual enrolment of 14,732 in 1972.

Another thing to be considered, Mr. Bacsalmasi said, was the proposed Pickering Airport, which could affect all projections.

Trustee William Bales of East Gwillimbury said it was hard to tell whether the board's future problem was going to be one of increasing or decreasing enrolment.

"I wonder if we're ready to put anything down yet," Mr. Bales said.

The board would eventually have to resolve the BAIF situation and would learn much from that.

Trustee Thomas Johnston of North Gwillimbury said he sensed a fear in the report that "we may be caught off base in not building schools."

Mr. Chapman said it was difficult to tell if the young married people of today were going to have families later on. If there was space, would the board be willing to change boundaries, rather than build new schools?

Trustee Mrs. Margaret Coburn of King said that portables shouldn't be ruled out. However, she wasn't in favor of busing the students to school. She also wondered if shifts couldn't be considered. This would keep the children in their own communities.

Mr. Chapman said shifts would be all right over a short period, but both parents and students lost over a long period of time.

Trustee Mrs. Marlene Gillan of Sutton said she didn't think much could be decided until it was known where the subdivisions were going in.

Trustee Mrs. Louise Aimeone of Markham, said the board was going to have to come up with some policy. In getting it, they would have to consider the age of the children and the economics of long-term busing. Also, a look at the uses of excess school facilities would be helpful.

Trustee Arthur Starr of the Stouffville-Whitchurch said it was too early to set up a policy. The board would need figures for the whole county and then take a look at a particular situation and evoke a policy from there.

Said Mr. Chapman: "When we see a large area developing, we should make every attempt to keep elementary students in their own area."

Although it wasn't beyond the board's thinking to send children to schools out of the area, because of the "different flavors" that were developing in the makeup of the schools, he would press for elementary student accommodation in their own area first.

Mrs. Simpson said she couldn't see where the board could justify the existence of portables much longer, and she was against moving children out of their own areas.

Mr. Starr said they had previously spent considerable time in telling parents they should close the small schools and bus their children to other areas. It was hard to reconcile that now with Mrs. Aimeone's policy.

Aimeone said that implicit in her resolution was to keep elementary students in the area if economically possible.

No action was taken on Mrs. Aimeone's suggestion and the report was left to Mr. Chapman and his staff to use as a guideline for drafting future policy.

Federal Candidates To Meet Twice Here
All three candidates in York North Riding in the October 30 federal election have agreed to appear next week on the same platforms in Richmond Hill for all-candidates meetings sponsored by the Christian Education Committee of Richmond Hill United Church and the Ward Five Citizens Association.

The first meeting will be held at the church at Centre and Yonge Streets Monday at 8 pm. Chairman will be the minister of the church, Rev. Robert Smith.

Fire, Vandalism, Burglary Damage Over \$117,000 York County Schools

Loss and damage to school property in the York County Board of Education system over the past two years amounted to \$117,019, it was reported at a meeting of the board September 11.

The total was made up from acts of vandalism, burglary, fire and mysterious disappearance, with fire accounting for \$82,841 in the first year's total of \$98,254.

In the first six months of this year in Toronto, vandalism in the schools alone amounted to \$305,678.

In York, during the past two years, there were 45 burglaries for \$7,513, nine incidents of mysterious disappearance for a total of \$2,196; and 33 incidents of vandalism, amounting to \$5,704.

The second year showed 34 burglaries for \$10,079; 57 cases of vandalism for \$7,887; and 10 mysterious disappearances for \$799.

tion of the board's property insurance. Besides insurance, the board's only other protection against vandalism and break-ins comes from the police, or concerned citizens.

However, catching vandals in the act is almost next to impossible, John Kippen, superintendent of operations for the board, told "The Liberal". Because the vandals usually throw their stones and run, they are not an easy target and thus evade prosecution.

Burglars, on the other hand, are often apprehended at the time, or in the area afterwards, or are tracked down by police at a later date.

Prosecutions of this kind are numerous. Mr. Kippen said that none of the schools has a burglar alarm, because the cost is prohibitive. He said police patrol the areas as much as they can and co-operate with the schools to the fullest, but were unable to maintain regular patrols.

He said the greatest thefts were of tape recorders, movie projectors and electronic stereo equipment.

Board officials also were reluctant to give too much publicity to the issue of vandalism, because they felt this always encouraged additional outbreaks.

See guest editorial "Wanton Attacks On Schools" on Page 2 of this issue.