

Also Huron Heights

# Thornlea Termed "Most Successful"

Two schools, which have received their share of criticism over their operating methods, came in for praise at a meeting of York County Board of Education May 28. The schools, Huron Heights Secondary in Newmarket and Thornlea Secondary in Thornhill, have led the schools in the junior mathematics contests from 1969 to 1973, running one and two respectively this year.

In the past five years, Thornlea has placed 34 students in the honor roll and Huron Heights nine.

Thornlea placed first in 1969, '70 and '71, and second the past two years.

Huron Heights has been first the past two years, and third, ninth and second in the three prior to that.

Thornlea's policy of giving students a freer hand in the operation of the school, has embroiled it in controversy from the outset.

Huron Heights has also maintained an open attitude in some areas, and also drew criticism for filling up some of its extra space with grade eight students.

Sam Chapman, director of education, said that the results of the mathematics contests "points up the consistent record of high achievement." It also helped Huron Heights' overcome the stigma of the four-year program idea.

The school offers both a four-year and five-year program.

So far as Thornlea was concerned, Mr. Chapman said that it "had to be obvious" that it was the "most successful" of any of our schools.

With the exception of Markham High School, the eleven other schools in the list were not identified, other than by A.B.C. etc. designations.

Mr. Chapman said that Markham, which ranked fifth, had a bigger enrollment than the others, but had still made a "very creditable performance."

Trustee Donald Cousins, Markham, moved that the board congratulate the schools and students concerned, prompting Trustee Marianne Gillan of Sutton to

comment on the schools, which hadn't finished so high in the list.

Pointing to the list, which showed schools H 1 and J finishing 10th, 11th and 12th respectively, Mrs. Gillan said, "If I'm reading it right, we should be alarmed at the above."

Mr. Chapman said that the tests were purely voluntary, and if the board got into the realm of punishment, it would discourage schools from participating.

Said Chairman Marvin Hunter: "It's important to congratulate all the schools whether they come first or last."

One of those slow students could become prime minister some day, he added, in an obvious reference to the late Minister Lester Pearson, who is in current TV documentary mentioned how he had been a poor mathematics student.

The board also approved a staff recommendation that the working drawings — with a later amendment by Trustee Douglas Allen of Richmond Hill — for the Fairmead School for the Trainable Retarded in Newmarket, be approved and that application be made to the Ministry of Education.

Mr. Allen's amendment called for the board to consider four things: positioning of the parking lot closer to the building, some separation of the general purpose room from the rest of the building, some structural changes to make the school more open, cash allowances for the school to test prospective students.

Mr. Chapman said the school would have a gross floor area of 16,800 square feet at \$25 a square foot, or \$420,000, the maximum the Ministry of Education wanted spent on the school.

There would, however, be an extra \$35,000 allowed for unusual site conditions, with "roughly \$400,000" approved for grant purposes.

In making his amendment, Mr. Allen said he was concerned with what might happen 10 years from now in the makeup of the school; that's why he asked they be flexible.

Cadet Boucher found what eventually were used for the wheels, in the garbage, and the 5 horse power engine came from an old garden roto tiller. Only the wood for the 10-foot wings, body and the hand-carved propeller were purchased.

The total cost, Mr. Harrison estimated to be about \$80. The plane is multi-colored, with blue wings, white body and tail, brown engine mounting and yellow prop.

More than 100 screws went into its construction; the plywood used in the wings is half an inch thick by two feet wide. There are no controls in the single-seater machine, but it has a leather upholstered seat.

A designer of electronic parts for airplanes, Mr. Harrison has been making model planes most of his life, including a nine-foot one several years ago that did get off the ground.

When not building planes in his spare time, he's learning to be a radio ham operator and also doing research for a film on a little known

Baha'i National Office Will Locate On Leslie Street

The Baha'i of Canada are building a new national office on an 18 acre site owned by the faith at 7290 Leslie Street. Construction is scheduled to begin this month.

The new building is designed to accommodate about 50 people in offices and small meeting rooms.

Baha'i members in the area have been meeting in an old house on the site, and hope some day to be able to build a temple on the attractive well treed property which borders on Bayview Golf and Country Club property.

Such plans are in the distant future, however, says Ed Muttart of Pleasant Valley Court, Thornhill, a member of the Baha'i in North York, a Baha'i temple is more significant than a Christian church building because with Baha'i the whole world membership contributes to the structure.

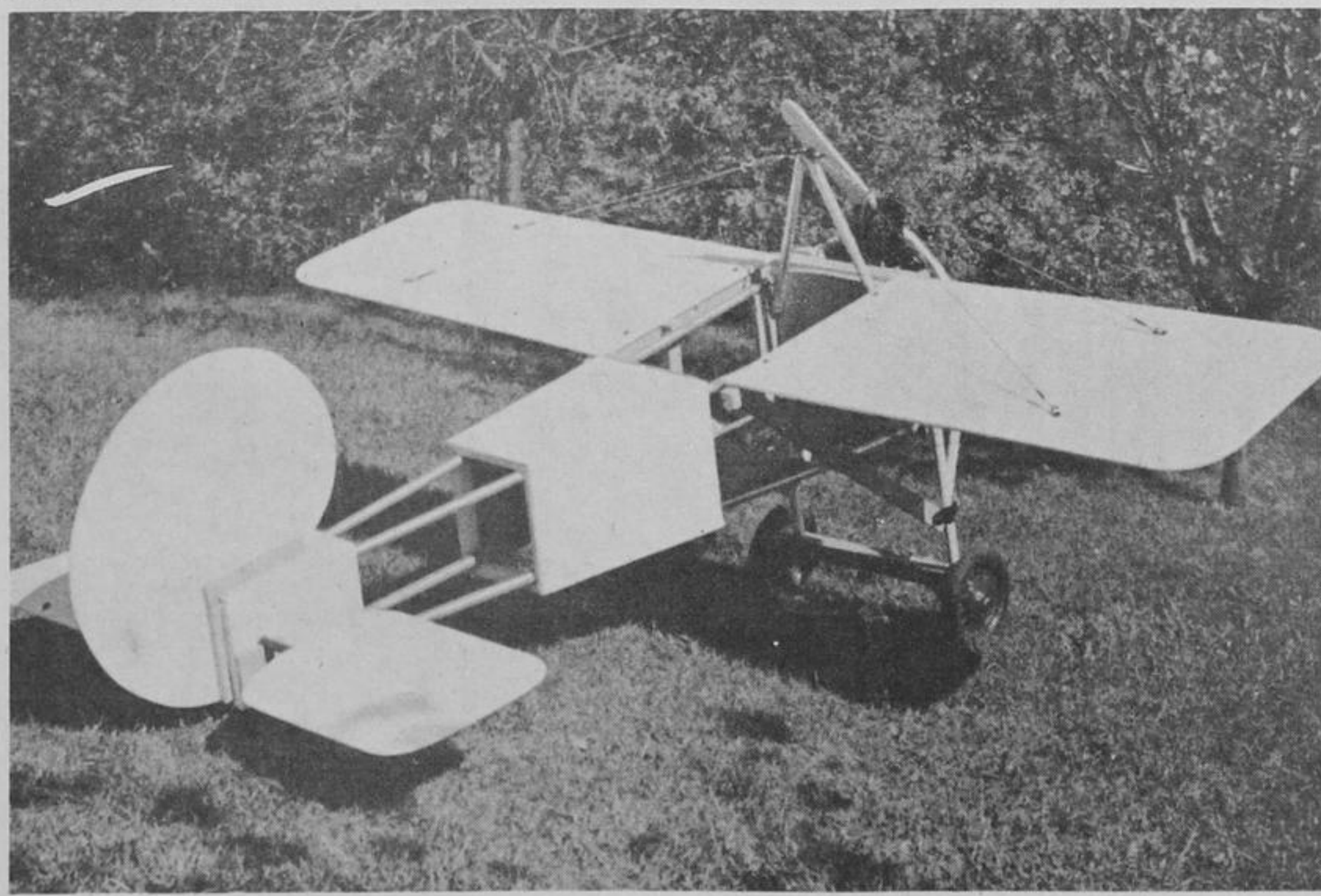
The nearest Baha'i Temple to Metro is in Chicago. There are only five temples in the world.

The Baha'i faith was founded in 1863 by Baha'u'llah, a prophet who taught that all religions were stages in one universal faith.

Among the nine Canadians who attended the third international convention of Baha'is in Haifa, Israel in April were Mr. Muttart and Don Glen of Alcaine Court, Thornhill, and Douglas Martin of Essex Avenue, Richmond Hill.

The approximately 500 Baha'is in and around Metro now meet in homes or rented halls, said Mr. Smith.

WANT EXTRA INCOME? A temporary job may be authorized to read the Help Wanted Columns in "The Liberal" every week for job opportunities throughout York Region.



Snoopy of the Peanuts cartoon gang would probably like to get a chance to try out this model airplane built by Tom Harrison, 425 North Taylor Mills Drive for the Richmond Hill Centennial parade. The plane is a

replica of a 1910 lighter-than-air machine, and was built with discarded materials, including everything from clothesline wire to TV antenna brackets.

## Everything But Snoopy

By JIM IRVING

It looks as if it just taxied to a stop at the end of the landing field, but unlike the Wright Brothers' early effort, it will never get off the ground.

And that, of course, is because that's the way Owner Tom Harrison, 425 North Taylor Mills Drive, built it. The 10-foot long replica of a 1910 lighter-than-air machine is to be the air cadet float in the forthcoming parade celebrating Richmond Hill's Centennial.

Working nights, using every bit of scrap he could come across, Mr. Harrison, assisted by Sergeant Michael Boucher, Air Cadet Squadron 778, put the plane together in just two weeks. Included in his materials were parts from a lawn chair, clothesline wire, TV aerial brackets and piping, washing machine caster for the tail wheel and odds and ends of masonry.

Mr. Harrison said he was concerned with what might happen 10 years from now in the makeup of the school; that's why he asked they be flexible.

When not building planes in his spare time, he's learning to be a radio ham operator and also doing research for a film on a little known

Canadian pilot who made flying history more than 40 years ago.

That was Bert Hinkler, who became the first man to fly from the western hemisphere to the eastern hemisphere alone when he piloted a plane from the De Havilland plant in Toronto to Africa, via the South Atlantic Ocean in 1931.

Mr. Harrison thinks it's about time the tale of this miraculous flight was told. And the Bert Hinkler Story, it seems, as has been the case of most of Mr. Harrison's part time projects over the years, is about to take wings.

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## Region Asks To Okay Common Law Marriage For Income Tax

York Regional Council last week approved a recommendation of the health and social services committee that in effect puts the common law marriage on a legitimate basis.

The recommendation asked that, for the purposes of the Income Tax Act, in the case of a common law marriage, the "husband" be permitted to claim his common law wife, and children as dependents.

A second part recommended that a recipient of welfare be required to file a return, and that the assistance received be included in the determination of the recipient.

In his report, Chairman William Lazenby of Richmond Hill submitted a memo from Welfare Administrator Bilton McDonald which said that, as the Welfare Act recognized common law marriage and the dependents involved, he felt a change should be made to remove some of these people from the welfare rolls.

He said that women with dependents were often in receipt of family benefits or other types of assistance. However, they usually had a male companion who was employed full time, who would, if allowed a tax exemption for the common law wife and dependents, take on their responsibility.

So far as paying income tax on welfare, he said that many people were seasonally employed and then went on welfare.

If they were now taxed, more of these people would not apply for welfare, but would probably "provide a buffer during the working season to carry themselves."

Said Mayor Evelyn Buck of Aurora in supporting the recommendation, "It's only fair that a person who's employed part time, should file like the rest of us."

Mayor Lazenby also reported on the family counselling services and recommended that the cost of purchased counselling services be considered similar to salaries and the family service centres be reimbursed — retroactive to January 1 — until the \$70,000 provided in the budget is spent.

The services were not formerly covered by Regional funds.

The region had agreed to budget \$70,000 for the cost of salaries for the services, half of the \$140,000 budget, which was originally to be split with the provincial government. The latter has since withdrawn its support, citing a "plethora of services" in the program as its reason for getting out.

In answer to an inquiry by Councillor Robert Adams of Markham, as to how the matter stood at present, Solicitor Edward Oakes said that the government was still studying the matter and an answer was expected "in the near future."

Mr. Adams said he was concerned the project would run out of money.

Mayor Lazenby said that staff cuts and other remedial measures would be taken in that event.

The meeting also approved a recommendation of the engineering committee headed by Mayor Anthony Roman of Markham calling for the provision of \$175,000, as proposed by the board of police commissioners, be provided in the 1973 estimates of the region for the acquisition of land for a police station, and that the police chief and commissioner of engineering be authorized to submit a joint report recommending a suitable site for the station, which is slated for the southern part of the region.

## Richvale Man First Canadian President Fleet Administrators



— (Inn Studios Photo) DONALD CALLUM International President

Donald Callum of 39 Merryvale Crescent, 18-year resident of Richvale, recently was named president of the New York based National Association of Fleet Administrators Inc. Association members handle fleet operations of cars and trucks for government and industry in Canada and U.S.A.

Before moving to Richvale, the Callums lived three years on Meadowview Avenue in South Thornhill. The first Canadian to head the association, Callum is sales fleet administrator for Imperial Oil Limited where he has been employed for 30 years.

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