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Shocking Death Toll On York Region Roads

A toll of 53 dead and 1,560 hurt in traffic accidents in York Region in 1973 was the shocking statistic released by the police commissioners recently. Police Chief Bruce Crawford said his department has done everything possible to enforce traffic laws and thus cut down on the accident and death rate. But to no avail. He said it was now up to a "great many" other people to help alleviate what has become a tragic situation.



Police Chief Bruce Crawford

We commend York Regional Police for noticing the problem and for doing their best to control the situation. And we agree it is up to every driver and every pedestrian who crosses a travelled thoroughfare to do everything in their power to help improve these statistics in 1974.

Every motorist, by observing the posted speed limits on all

roads, may save his own life, the life of a member of his family, the life of a slow-moving pedestrian, the life of a carefree child, or the life of the driver or occupant of another vehicle. In times of bad visibility and bad weather, the driver can further insure the safety of himself and others by cutting his rate of speed to a much lower level, so that he is able to control his vehicle at all times. Travelling at the speed of other traffic, with no cutting out or in, also is advisable, if frustrating.

Added to this is a substantial saving of money at reduced speeds and this benefit grows in importance as the price of gasoline soars.

Whether York Region becomes a much safer place in which to drive is up to each one of us — to our wives or husbands, to our sons and daughters, to our uncles and aunts, nieces and nephews.

Traffic signals are only effective if they are obeyed. Radar checks are only effective if the motorist admits to himself he was breaking the law and makes a determined effort to improve his driving habits. Spot checks are only effective when they are being conducted. Motorists know they will have the book thrown at them if there is evidence they have been drinking before driving, so don't take a chance of spending time in jail.

In a large percentage of all motor vehicle crashes, involving one car, two cars or more, alcohol consumption is a contributing cause.

The moral is "If you drive, don't drink".

To this may be added, "If you drive, drive sensibly."

They're Not Very Mobile

(Guest Editorial, Kitchener Waterloo Record)

The manufacturers who used to make trailers now shy away from use of the word, insofar as it is applied to housing units. They prefer not to say or hear anything about trailer parks; the housing units are being called mobile homes, and places where they are clustered together are mobile-home parks.

This exercise in semantics is one attempt to combat the prejudice that has existed in the past against housing developments consisting of what many people, in conversational usage, refer to as trailers. Municipal councils tend to discourage that kind of housing, fearing that its assessment will not be great enough to yield the taxes needed to provide schools and municipal services for the people living in the development.

Discouragement of this kind has not prevented the industry from growing. It is estimated that 26,000 mobile homes were made in Canada in 1973 by the 37 manufacturers in the business. That was a big increase from the 20,334 reported in 1972, which in its turn was a substantial gain from the 15,019 made in 1971.

The gains in sales are being made in spite of a big financial hurdle. The cost of financing purchase of a home is often greater than the purchase price of the home. Mobile homes cannot be financed by loans insured under the National Housing Act. Therefore the buyers may have to pay at rates up to 18 percent, similar to financing charges on automo-

biles or refrigerators. The conventional home, put together on the site, can normally be financed at the going government-insured rate, currently around 10 percent. On a debt of, say, \$20,000, the difference between 10 percent and 18 percent, compounded over a period of years, is a very large chunk of money indeed.

If changing the words has any usefulness in promoting the acceptability of houses made in a factory, and moved complete to a housing site, another change of words is needed. It is a truth observable by anyone who cares to look that whether you call them trailers or mobile homes, most of such units in which people live are bolted down to permanent foundations, with little prospect of ever moving off them.

They were trailed, but once only. As homes they were mobile, but again only once, for the space of time needed to get them from factory to site. Once there the wheels came off, never to appear again.

What they are in practice is ready-made homes, and perhaps that is what they should, for accuracy, be called. The essential difference between a conventional home and a so-called mobile home, in present practice, is much like the difference between a tailor-made suit and a ready-made suit. One is cut and assembled to order; the other comes off a production line.

Get Ready — Metric System Coming

Elementary school children in York are being introduced to the metric system this year and adults would be well advised to begin to learn the system as soon as possible — because we are going to need that knowledge in the not too distant future. The metric system is recognized as the measuring system worldwide except in Canada and the United States.

How close the adoption of the metric system here is, is the recent announcement that highway signs — speed limits and mileages — will be posted in kilometres in 1977. The signs will probably designate speed limits of 50 and 100, but these will not mean that motorists can tramp harder on the gas pedal. If they do they'll get a speeding ticket.

Since a kilometre is five-eighths of a mile (or a mile is 1.6 kilometres) the present 30 mph speed limit would convert to 48 kilometers an hour and a speed of 60 miles an hour would con-

vert to 96 kilometres an hour. To avoid odd numbers the speed limits will probably be rounded out to 50 and 100, although this isn't definite, according to Peter Smith, director of research and development for the Ontario Ministry of Transportation and Communications. He also reported that the changes will be made across Canada at the same time.

Mileage signs will change, too. If we now travel five miles between Richmond Hill and Maple, we will travel eight kilometres to reach the same destination. Steeles Avenue, now five miles away, will be eight kilometres away. A location now 10 miles from Richmond Hill, will be 16 kilometres.

It is forecast that the complete change to the metric system will be almost complete by 1980 — in fact, it is already underway as is evident in grocery shopping even now, in hospital weights and temperatures, and in some weather forecasts. Some

industries have already converted and General Motors has said it will start producing cars with metric specifications by 1977.

But we will need a knowledge of the metric system by April 1975 when weather reports will be given with temperatures on the Celsius scale instead of Fahrenheit with 0 degrees being the freezing point.

So, when the mid-summer temperature becomes 21 degrees instead of 70, the speed limit rises to 80 from 50 and you have to drive eight kilometres to reach Metro, remember that things are still the same — only the names will be changed.

But we had better become familiar with the names and their concepts long before that time or we will be in a quandry. The youngsters who are starting now to learn the metric system will have no problem and we don't want them to have further proof that adults don't know everything about everything!

Health Heads All Favor Seat Belts

Noting that compulsory wearing of seat belts in Australia has cut traffic deaths there by 15 percent, Canada's Health Ministers in Ottawa last week agreed unanimously to press for laws requiring all motorists to wear both seat belts and shoulder straps.

At a meeting of provincial health ministers with federal Health Minister Marc Lalonde a joint communique was issued saying compulsory use of seat belts would cut traffic deaths by 700 in Canada.

Last year in this country 3,475 people were killed in traffic. Road accidents were the most frequent cause of death for persons aged 5 to 35 years.

Only 10 percent of all our motorists wear their seat belts, according to Lalonde, who credits a seat belt with saving his life in an auto accident last summer.

Laws compelling motorists to wear their seat belts would have to be passed by the provincial legislatures. The provincial health ministers will have to work to get their respective Cabinets to introduce new seat belt regulations.

The federal government now makes car builders install seat belts and shoulder straps in motor vehicles. There is also a buzzer to remind motorists to put on the safety equipment. But many car owners disconnect this reminder and drive without seat belt protection.

MARKHAM — Five-year-old Mark Alleyne of New Amsterdam, Guyana, born deaf, now has a partial hearing, thanks to efforts of the Markham-Unionville Lions Club.

The club paid the cost of Mark's flight to Toronto and of his hospital stay. Examination at the Hospital for Sick Children showed a special aid would help him hear and the club paid for this hearing aid also. The Alleynes came as landed immigrants and hope Mark can attend a school for the deaf in Scarborough. The intermediary was Gord Pearce, a Canadian teacher on exchange, and a former member of the local Lions. Total cost to the club was \$1,000.

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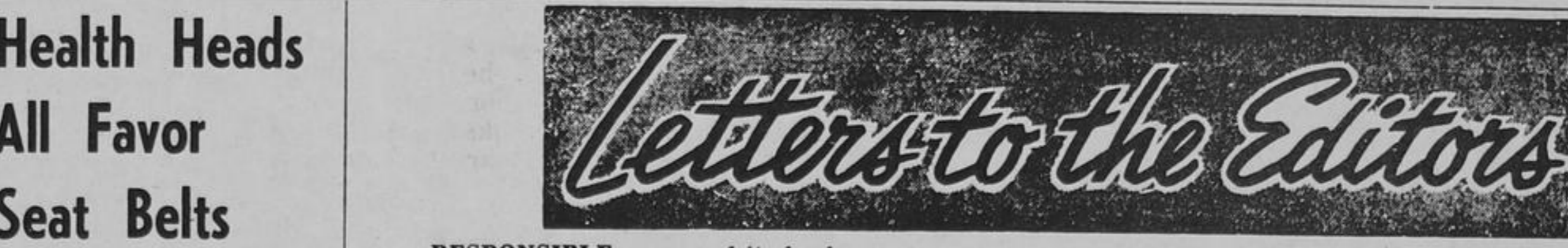
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Realtors Elect Directors For Current Year

York Region Real Estate Board had its annual meeting at Aurora Highlands Golf Club on January 23 and elected directors and officers for 1974. Pictured (left to right) seated are Robert Case; Second Vice-President Gino Matrun-

dola; President Douglas Meharg; First Vice-President Donald Young; Past President George Mann. Standing are Directors Robert Davis, Robert Armstrong, Mrs. Jane Haight, Bram Ogden, Harry Seston and Neil Johansen.



Letters to the Editors

RESPONSIBLE, CONCERNED PARENTS
Dear Mr. Editor — I have taken note of the letter from Messrs. Atkinson and Adams (Liberal, February 14) representing the teachers of Richmond Hill High School, and appreciate the attention given the matter.

However to set the record straight, the so called misinformed facts came from the office where fifteen name tags had not been collected when we made inquiries. At that time incidentally an application was filled in for subsequent interviews with the missing teachers.

Interviews were requested on the school report under the "Parents Comments" and also by telephone. No reply yet.

I deeply regret that Messrs. Atkinson and Adams presume that I am not fully aware of the reasons for the teachers' resignations. This was not the subject being discussed, and no comment was made except to wish them luck should any other professions be undertaken.

The "Octopus" programme and the students being supervised by Roy Clifton at Hart House was realized and approved.

May I assure Messrs. Atkinson and Adams that we are well informed, responsible, and concerned, parents, who would not entertain distorting the "facts" just to get a letter published.

FLOODS TO COME
Dear Mr. Editor — I trust that you will find space to publish the enclosed letter which I have sent to the Metro Conservation Authority.

"During the recent thaw the east branch of the Humber River running through Oak Ridges and the Meadows property overflowed its banks. "We had no problems with it this time but this situation could change markedly as the level of the stream goes higher and higher. "For the past two summers the river's level has remained high unlike previous years when it was dry or almost so. "Last fall we had a very rainy period and when it was finished the water was within a couple of inches of the top

of its banks. "Now it is over them — and what does the future hold? If this keeps up it definitely means major and persistent flooding. "The Town of Richmond Hill and the Regional Municipality of York have agreed that the situation needs rectification but they must have your co-operation as part owners of the concerned property. "In view of the increasing danger the stream's behavior presents I hope you will seriously negotiate with the town to solve the problem." (MRS.) ANN GOODIN, 4 Schomberg Road, Oak Ridges.

WOMEN LOG CUTTERS
Dear Mr. Editor — I'm writing this in reference to the way the Liberal covered the log saving contest at the Winter Carnival.

Have you ever heard of anything so ridiculous as the printing of David Stephenson's picture? I could understand if he came out in first place.

I guess this was done, because he's Councillor of Ward 4. It's too bad that a little light can't be shone on some of us common people, after all, if it wasn't for us, they wouldn't hold the position they do.

In my opinion, seeing a picture of a winner or even of one of us women cutting a log, would have made more interesting viewing. It also wouldn't have hurt, to print the winning times.

I am very disappointed in the coverage of the Log Sawing Contest at the Sixth Annual Winter Carnival. MRS. NANCY CULL, 251 Elmwood Ave., Richmond Hill.

RISING TAXES A RIP-OFF
Dear Mr. Editor — Fuel shortage is the present golden calf of the government.

How is it that my present automobile is giving me less mileage per gallon than any previous make or model? It is hard to comprehend with our technological expertise that research has not been able to develop a carburetor that would yield two to three times the mileage per gallon. One can only assume that with the ecological equipment installed to decrease mileage, at a highly suspect

health advantage, that governments are most agreeable to the increased revenue generated by a very high tax on the price per gallon.

I believe that the original tax on fuel was to support a highway program and its maintenance. There was tax rebate on all fuel used in boating but no longer. Liquor and tobacco prices have been constantly increased and that increase has been almost completely due to tax and not to manufacturing costs.

And so ad infinitum we may examine the tax producing sector of our economy and find the recipient in the main of increased costs is the governments of this great land of ours.

And how is the government managing these public funds? Oh yes, they really are our funds as taxpayers!

In 1968 our payroll had a mandatory charge on all labor burden of 13 percent to cover Workmen's Compensation, Unemployment Insurance, vacation pay, Canada Pension, welfare, public liability and property damage. In 1974 it has risen to 30 percent. The ranks of civil service and public employees has reportedly increased by 17 percent in 1973.

And then the press have the audacity to give tremendous exposure to Socialists David and Stephen Lewis on corporate rip-off. May I ask who the recipient of this great rip-off is?

As a shareholder of stocks in this purported rip-off I cannot claim even a fair gain in the value per share nor the dividends per share. My risk capital, along with other shareholders, has not been properly rewarded in these inflationary times.

Wake up Canada! Do we really have to emulate Great Britain in economic disaster? Stop the give-away programs and make people work to recover the pride of achievement and the joy of living for a better society. K. B. PAULIN, Hamilton.

TWO RED BARS AND THE MAPLE LEAF
Dear Mr. Editor — Now that we have patted daddy sawbucks on the mighty back, let's do a little patting of our own. "Yes" I am speaking about patting Canada and Canadians on the back . . .

Canada, Canada, the best country in the world, from the Atlantic to the Pacific and from the Arctic to "We Stand on Guard for Thee" . . .

We as Canadians, can, without hesitation, be proud to stand up and be counted. For as has been proven time and again, we will respond to any demand, whether it be on home ground or abroad. And asking no favors in return, be it in peril or peacetime we rank second to none. In the creative arts and sports we excel and send our talent forth to give to any audience the ultimate in entertainment and competition.

In commerce, we cover the four points of the compass. And in industry, we produce and have abundances, which we are only too happy to share with those less fortunate, no matter who, or where they be. In medicine, the sciences and research, we train ourselves to be the very best in our profession, so that when we embark, to no matter where to perform our task, we do so with a free mind and haven't any doubts

as to the results of our abilities. Our educational system ranks amongst the finest in the world, and our political structure is such we should be honored to enjoy the freedom of speech that we take for granted and in some cases abuse. As a free people, we should also be very thankful we can cast our vote during election times without the fear of denial or suspicion.

"Yes, even in peacetime, we are of the first to send our peace keeping forces to aid and assist, to help restore and for the sake of humanity to settle any dispute to those at unrest. Even though it be under extreme hazards and ridicule, we are not afraid to go forth and prove that two red bars and the Maple Leaf stands for leadership, freedom and justice for both the individual and nation. Our portals are never barred to those unfortunate seeking sanctuary. They are accepted by Canadians as free people and are welcomed with no misgivings.

We are a nation of many nationalities whose forefathers through years of sweat, toil and endurance, have maintained a precious heritage for us to enjoy here in a land whose climate varies from Arctic to semitropical. Our ancestors made it so that we can hold our heads high with humility and say "Yes" Canada . . . "We Stand on Guard for Thee" . . .

THOM. HARRISON, 425 North Taylor Mills Drive, Richmond Hill

MAKE HIGHWAYS SAFE FOR OUR CHILDREN
Dear Mr. Editor — As a journalist, your support is needed to correct what strikes me as an extraordinarily dangerous situation in the Highway Traffic Act.

Like many citizens I have, for years, been under the impression that the regulations required that:

a) School buses must have flashing lights operating when children are being loaded or unloaded.

b) School buses must have a sign or lettering, indicating "DO NOT PASS WHEN SIGNALS FLASHING".

c) Motorists — approaching from either direction must come to a full stop until the flashing lights stop.

Did you realize that in areas where speed limits are not more than 35 miles per hour none of these regulations are requirements? Indeed, the Act allows the council of any city to exempt highways under its jurisdiction where speed limits may be more than 35 miles per hour.

As a father and citizen, I submit to you that the protection provided a child in a 36 mile per hour or over zone, is just as vital to a child in a 35 mile or under zone.

Being hit by a car at any speed could indeed cost the precious life of a youngster. This week I have written all Members of the Ontario Legislature asking for introduction of a bill amending these inconsistencies in the Highway Traffic Act.

I implore your investigation and public support as a journalist. HUGH CROTHERS, 1 Crothers Drive, Toronto.

Tax Information In 20 Languages

A tax credit information service free by telephone everywhere in Ontario in 20 languages has been established by the provincial government. Revenue Minister Allan Grossman announced last week.

The tax credit information centre can be reached by dialing zero and asking the operator for Zenith 8-2000. Many residents here in southern York Region can reach the centre from Metro local calling areas by dialing 965-8470.

Ontario's tax credit program provides benefits for two out of three residents who file a federal tax return. The three tax credits available are based on the amount of property tax or rent paid in 1973, total personal income tax exemptions, personal income and upon age in the case of pensioners.

Even residents who have no taxable income can claim the credits by filing a federal income tax return.

Bill 275

(Hamilton Spectator)

Now that teachers and trustees have reached settlements in all but one of Ontario's school districts, there is no longer any need for Bill 274 — the emergency legislation that would have forced teachers back to work.

But Bill 275 — proposed legislation that is aimed at a more long-term solution to contract disputes in education — is still very much alive.

Neither teachers nor trustees are especially happy with the bill but that does not mean it is not in the interests of the general public.

Among other changes, Bill 275 would provide for compulsory arbitration in teacher-trustee negotiations that have broken down. It would forbid teacher strikes, at the same time leaving "terms and conditions of employment" to be decided at the district level.

The Ontario School Trustees Council wants the legislation to permit teachers to strike but to outlaw such pressure tactics as "calling in sick" en masse, or boycotting extra-curricular activities. But the Council wants the bill to specify that teachers may not have any say in "terms and conditions of employment".

Teachers also want to retain the right to strike or to resign as a group, saying the tactic is available to many other sectors of workers in Ontario. And they want the legal right to negotiate "terms and conditions of employment", including such matters as class size and the availability of special education such as remedial reading.

On their behalf, it should be noted that it is the best teachers who care about the quality of education. There are teachers who dole out material to whatever classes appear in front of them, collect their pay and go home. It is the concerned teacher who cares about getting to know the special problems of the students, who sees the need for extra help for some and is frustrated when classes are too large to provide that help.

The trustees, too, have a case. They must answer to taxpayers who resent spiraling education taxes. They must try to juggle priorities within education.

And many resent teachers who seek to influence their decision making. Bill 275 has some merits and some disadvantages. Compulsory arbitration is the fairest solution to teacher strikes. Education may not be an essential service in the accepted use of the word but its disruption over an extended period is unfair to students. The imposition of compulsory arbitration is in the public interest.

In the matter of terms and conditions of employment, the bill would permit the government to pass the buck on the question of teacher involvement. It would leave teachers to fight for a voice in the determination of the quality of education with their local boards. And so, instead of one province-wide struggle with Queen's Park, we will see, if the bill passes, dozens of smaller fights with local boards.

In these local fights, the deck will be loaded against the teachers because under the bill they will not have the option of going on strike. Therefore, if the bill passes, trustees shouldn't be blamed if they give teachers some say in determining class sizes, the provision of special education and other questions of education quality.

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