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RICHMOND HILL, ONTARIO, WEDNESDAY, JUNE 12, 1974

HOME PAPER OF THE DISTRICT SINCE 1878

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Award Gives York Teachers More Than Metro's

York County Board of Education Trustee, John Honsberger, said that an arbitration award handed down last week to York's secondary school teachers, will give many of them more than their Metro counterparts.

Mr. Honsberger, who chaired the trustees' negotiating committee, said he thought the increase would mean the board would exceed its 1974 provincial spending ceilings.

The increases will range from 15 to 24 percent, over two years, depending on the cost of living and teacher experience and qualifications. The larger increases will go to lower-paid teachers with little experience.

The minimum salary for an inexperienced teacher for this September will be \$8,100. The maximum will be \$19,600, including a cost-of-living bonus of up to \$300 and \$600 for a Ph.D. degree.

The 284 of York's 837 secondary teachers already at salary maximums will receive increases of about 15 percent, plus up to \$300, depending on the rate of inflation.

The award also guarantees that no teacher on permanent contract will be laid off due to declining enrolments or shifts in student course selections. Staff reductions would be made through attrition. A no-discrimination clause guarantees "no prejudice" against participants in last winter's six-week strike.

PROHIBIT STRIKES
On the other side of the ledger, where the teachers are concerned, the award includes a prohibition on strikes or lockouts, slowdowns, mass resignations or withdrawals of services during the life of the agreement. Teachers who violate this would be liable to the grievance procedure.

The three-man board of arbitration was headed by Mr. Justice Lloyd Houlden of the Ontario Supreme Court. It was not bound by the ceilings under Bill 12, which ended the teacher strike earlier in the year.

In the highly-controversial matter of pupil-teacher ratio, the award binds the school board to provide a 17.5 to 1 PTR next term, with a two-percent leeway. The provincial average is estimated to be 17.4 to 1.

Refusal of the board to negotiate the PTR did much to prolong the March walkout. The award guarantees jobs for all permanent teachers in the face of declining enrolments or unavailability of classes in the teacher's area of main qualification, protecting teachers from shifts in courses by students.

A teacher would work as a permanent supply teacher at full pay, if necessary. On December 15, a second joint committee of teachers and trustees is to be established to study all problems arising when teachers must teach outside their areas of highest qualification due to student enrolment patterns.

Principals will be paid between \$22,700 and \$28,000, while vice-principals will get \$20,500 to \$23,500. Metro Toronto School Board Chairman Bruce Bone, questioned the statement by Mr. Honsberger that York teachers would make more than those in Metro. He said half of the latter were receiving merit pay or special allowances up to \$1,200, with top pay \$19,500.



York North Conservative Candidate Stephen Roman (right) has been very active throughout the riding during the current election campaign. Here Mr. Roman meets President Larry Rivait of the Richvale Lions Club

(Photo by Susan Samila) while Mrs. Doris Iris the wife of the club's past president looks on. The occasion was a fair sponsored by the Lions and held at Pearson Park.

Top Liberal Organizer Supports Roman

A couple of interesting political "straws in the wind" were mentioned in the federal election campaign news during the past week. An important political organizer for the Liberal Party in past years announced a shift in his support to the Progressive Conservatives and said he will be working here in the campaign for the party's local York North candidate Stephen Roman.

The switch was by Melville McInnis, 1972 Liberal campaign director for Ontario, formerly an executive assistant to two Liberal Cab-

inet ministers and to the present Liberal campaign co-chairman Senator Keith Davey, one-time national party organizer. Also conspicuous in the Progressive Conservative camp is Jean Chevrier, PC candidate in the Liberal-held Montreal riding of St. Jacques. Chevrier is son of Lionel Chevrier, long time luminary of the Liberal Party who was a key Minister in the King, St. Laurent and Pearson Cabinets before becoming Canadian high commissioner in London, England.

WHEELS WITHIN WHEELS
The St. Jacques riding is even more interesting in that the New Democratic Party Candidate Jean-Pierre Bourdouxhe is married to the former Anne-Marie Pelletier, daughter of Liberal Communications Minister Gerard Pelletier. The NDP is said to be making its biggest Quebec effort in this long-established Liberal working class riding.

document was involved in reports last summer of Liberal fund-raisers soliciting campaign contributions from U.S. companies with subsidiaries in Canada. McInnis' name came up in House of Commons debate. **LIBERALS INCAPABLE**
"Under its present leadership, the Liberal Party is incapable of dealing with the critical problems facing Canada today," said McInnis last week. He said he'd known Roman for a good number of years as a man who came to this country in the most modest circumstances, and who since then has become one of Canada's outstanding businessmen. Roman is president of Denison Mines Limited, leading Canadian producer of uranium.

Three-Day Sports, Auto Show Opens At Richmond Hill Arena

It'll be tantamount to a "sportsman's" paradise at Richmond Hill Arena starting tomorrow (Thursday) and going through until Saturday. The occasion will be the first annual Sports and Auto Show which will feature a scattering of 76 exhibitor booths throughout the twin arenas.

The showcase will include: Sporting equipment, sail boats, sports cars, camping equipment, auto accessories, swimming demonstrations, motor bikes, dog obedience trials, swimming pool and accessories, Richmond Hill Youth Concert Band, "Power Puck" demonstrations, motorboats, trailers, etc.

KAYAK POOL
Dominating the whole scene will be the full-sized Kayak pool which will be raffled off to some lucky spectator around 9 pm Saturday night. An additional \$400 will go to the winner to help with installation costs. Pool tickets will be available for purchasing up to the time of the draw.

That same pool will be used for demonstrations by members of the Richmond Hill Aquatic Club throughout the three days. **FASHION SHOW**
Another highlight of the

extravaganza will be the presence of the Ida Burns Fashion Consultants and the accompanying fashion show which will be held Saturday at 8 pm. The show opens tomorrow night (Thursday) at 7 pm with a "gracious living" demonstration stressing home decorations followed at 8 pm by the Richmond Hill Youth Concert Band. Friday at 7 pm will be a time for "food adventures" followed at 8 pm by members of the Richmond Hill Judo Club who will put on an exhibition of the martial arts.

DOG SHOW
A dog show will kick off things at 3 pm Saturday with another judo demonstration at 5 pm, a fashion show at 8, and the aforementioned pool draw at 9. The twin arenas will be open all three days and nights for spectators to roam around and through the special exhibit booths in between special shows.

The doors will be open Thursday and Friday from 3 pm to 10 pm, and Saturday from 10 am to 10 pm. General admission is \$1, children 50 cents. The twin arenas are located at Lorne and Church Streets, just east of Yonge Street.

Whether Domed Stadium Or Not Jail Farm Proposal Proceeds

A domed stadium for Richmond Hill? Very probably not. In a report to Richmond Hill Council Monday evening Mayor William Lazenby pointed out that there had been no evidence of support for such a facility by the sports-minded sector of the town at the public meeting May 21 and that it is doubtful the City of Toronto would support such a stadium since work is going ahead on improving the CNE facility.

A representative of Pamarta Holdings, who proposed the domed stadium as part of development plans for the Langstaff Jail Farm, owned by the City of Toronto, agreed and asked council to approve their proposals in principle, with or without the domed stadium, but including a major amateur sports recreation facility. Council passed this motion and agreed to support the development company's proposals to Toronto.

Regional Councillor Lois Hancey fought an unsuccessful battle to have the company go directly to the city with its proposals and the support be deferred until the city's reaction is known. Regional Councillor Gordon Rowe, who first proposed a domed stadium for the site two years ago, stated he could not support any proposal unless a domed stadium is included. Councillor Andy Chateauvert warned that council will have to take another look at the density of development in the proposal if the domed stadium is not included. He recalled that when he and the mayor conferred with Toronto Mayor David Crombie, the latter had indicated that Toronto was interested in a proposal from Richmond Hill about the property. "There are other alternatives which should be considered," Mrs. Hancey said. "It has been suggested an experimental farm, a park, an educational facility, could be established there. We should develop our own proposals. The only agency

which can salvage this land is the federal government and that is where we should be making our appeal." "This council is not against parkland," stated Mayor Lazenby. "But there is no way we are going to get any unless that land is developed. The Dunlop Observatory is in a critical situation — they are going to have to move eventually because of light pollution. We will do all we can to delay that as long as possible, but something has to be done to make this land revenue producing." (At present the City of Toronto is not subject to municipal taxation but does pay an annual grant to the town of approximately \$6,000.) "This is an excellent opportunity to get some parkland," stated Councillor David Stephenson. "I was talking to Mayor Crombie at Winnipeg last week," reported Mr. Rowe, "and he assured me that the City of Toronto will be coming up with a plan for this property in the very near future."

Environment Board Approves Dump On 20-Acre Maple Site

By FRED SIMPSON

The verdict may be in but the jury is still out as far as Tom Connolly of the 500-strong Maple Against Dumping (M.A.D.) ratepayers are concerned. That verdict being the decision by the Ontario Environmental Hearing Board on the weekend to permit Disposal Services Ltd., to dump 185,000 tons of garbage on a 20-acre site located just north of Maple.

The jury is Environmental Minister William Newman. "This is strictly a recommendation from the Environmental Hearing Board," maintained Connolly. "It's not an official decision until Mr. Newman approves it. And we'll fight that decision all the way.

Connolly told "The Liberal" that solicitors for M.A.D. have "already been in touch with Minister Newman on the matter. Mr. Newman has already said we would be welcome to talk to him at any time and that's just what we're doing."

The recommendations of the environmental hearing board, chaired by David Caverly, accepts almost in total the evidence submitted by Disposal and rejects most of that by the municipality and its ratepayers.

UNHAPPY
Connolly is not happy about this. "We can't buy this at all," he said. "The board is simply treating this 20-acre site as a continuation of what is already going on. This isn't a continuation, it's a beginning which will turn Maple into the world's largest garbage dump — a dump larger than the village itself."

Connolly was referring to an adjacent 900-acre site, also owned by Disposal Services, which is earmarked for the handling of 60 million tons of Metro's garbage over the next 30 years. "This decision simply paves the way for what's yet to come," said Connolly.

M.A.D. POINTS
Other points by M.A.D.:

"We simply do not believe that Disposal will be able to, or ever intends to, fulfill all the conditions laid down by the board," said Connolly. "They haven't in the past and we see no reason why they should do so in the future. Our concerns are obviously shared by the environmental board or else why would they urge a public hearing after the present 20-acre site is filled?"

In its recommendations, the board suggested that consideration "should be given for a public hearing at the completion of the project to review if Disposal Services has carried out operations in a proper manner."

Connolly maintains this will be too late. He also argues that "such a risk should not be taken at all. Our concerns remain primarily over the incidences of heavy truck traffic, noise, social disruptions, and pollution of the water table. We also feel strongly that Disposal Services will not be able to engineer the site properly to avoid pollution of the water table or will they be prepared to pay restitution for any pollution that does occur," he said.

GARBAGE, GARBAGE
Disposal Services had told the board's hearings held last March in Maple that it planned to use the site for the dumping of 185,000 tons of garbage collected from Metro, Mississauga, Vaughan, Richmond Hill, Markham and Aurora.

The site would be full within a year — and then landscaped. In its report, the environmental hearing board gave the following reasons for its recommendations to allow the dumping on the 20-acre site: From the evidence at the hearing it is possible to engineer the site to minimize ground water pollution. The site would have a very short life span of less than one year. The traffic as a result of the Disposal Services Limited operation is only a portion of the total volume of the truck traffic in the Maple area. The treatment and/or disposal of a municipality's water, sewage and solid waste outside its borders are accepted practices. The landfill site can be made compatible with the industrial development in the area. When this site is completed in the approved manner, the aesthetics of the

area would not be significantly impaired by the addition of the proposed 20-acre site to the existing 40-acre and the Town of Vaughan sites.

● The land will likely never be developed for agricultural use, and is not being removed from agricultural use. ● The lawyer for the applicant obliged his client

New Town Cemetery Will Be Ready For Use By 1977

Richmond Hill's only burial grounds is the Presbyterian Cemetery established in the early years of the 19th Century shortly after the arrival of the first settlers in this area. It is located at the rear of the Presbyterian Church on Yonge Street and is rapidly nearing its total capacity. In recent years a proposal to restrict burials there to members of the congregation was not accepted since it was the only local burying ground.

This matter has become of concern to Mayor William Lazenby and other members of Council and the Toronto General Burial Grounds have been approached to advance their plans for the opening of a cemetery on 200 acres in the southeast quadrant of 18th Avenue and Leslie Street, property they have owned for several years. It is leased to the Gee Brothers at

present. Highway 404 is the easterly boundary of the property. A meeting with Howard Clark of the Toronto General Burial Grounds, it was reported to council June 10, revealed that these facilities could be available by the fall of 1977 — following termination of the present lease to the satisfaction of all parties, establishing an adequate water supply and preparation of the site, etc.

The Official Plan (Markham) designates this area as rural and under this designation a burial ground is permitted. But the zoning by-law zones the property agricultural and a cemetery is not permitted use in an agricultural zone. Council agreed to initiate the legislative steps necessary to permit the establishment of a cemetery on this property.

David Schiller Runs For Mayor Again

This week David Schiller announced his candidacy for mayor and declared that Richmond Hill's most urgent task is freeing the town from the grip of developers. He also called for safeguards to ensure councillors remain accountable to the public, for acceptance of grass roots involvement in planning, and for more equitable distribution of services in the community. He warned that developers have taken over the direction of the town. "Almost all planning here is done at the initiative of developers as opposed to the initiative of the community," he said.

The 37-year-old engineer, law school graduate and former town councillor emphasized that he is not opposed to growth but wants the rate of growth controlled and geared to the interests of the community as a whole and not to the financial interests of a few. A recent graduate of Osgoode Hall Law School, Mr. Schiller is also a professional engineer, a 1960 graduate of the University of Toronto. He lectured at Ryerson Polytechnical Institute from 1961 to 1962, obtained practical experience with General Electric from 1962 to 1967 and was in private consulting practice until 1969.

At law school he specialized in municipal law and undertook assignments with the provincial Departments of Justice and Municipal Affairs. He trained with the RCAF and was commissioned as a Pilot Officer in 1959. He was elected to Richmond Hill council in 1969 and served on all its committees. In 1972 he was a candidate for the mayoralty but was defeated by William Lazenby, the incumbent.

He owns a home at 51 Markham Road, where he lives with his wife, Marilyn, and sons, Mark and Trevor.



DAVID SCHILLER His Second Try

Markham Plans Last Thornhill Segment To Include 7,000 More People, Industry

Proposed plans for about 7,000 additional residents and over 100 acres of industry in the Thornlea area will be aired at a Markham Town Planning Committee public hearing June 24 at 8 pm in Thornlea Secondary School. This area lies north of the Bayview Fairways and German Mills neighborhoods.

Markham councillors review preliminary work on the plans for Thornlea (Thornhill planning phases 3 and 4) on Thursday afternoon of last week. Planning consultant Geoffrey Fryer of Fryer Planning Services, Toronto, said he could have his work completed and ready for presentation to the public June 24. Council previously aimed an earlier date for the hearing but had to delay it some weeks.

Also being delayed are other major planning public hearings on the Old Markham-Unionville Villages area and the Village in the Valley plan. Planning Director William Power told committee work on plans for these hearings appears now have made it necessary to delay these hearings until fall. Planning Director Power,

however, said the town's work on the complete municipal Official Plan is on schedule. All local towns here are required by the province to produce new Official Plans in conjunction with the York Region Official Plan which is required to be finished this year.

OUTLINES PROPOSALS
Consultant Fryer outlined a proposed pattern of streets and land uses for the Thornlea area. The town planning committee, which includes all members of Markham Council, for several hours studied and criticized the preliminary planning ideas. Councillors contributed opinions and discussed the possibilities to give guidance to Planning Director Power and the consultant.

The area being planned adjoins the province's proposed Parkway Belt which in this area generally follows the present Highway 7 alignment. The Parkway Belt is proposed to include the Highway 407 east-west expressway which is to replace Highway 7 for through traffic, plus the proposed controversial Nanticoke to Pickering Hydro Power Corridor.

In fact, some of the Thornlea land the town hopes to develop is included in the preliminary plan for the Parkway Belt. But Markham Council hopes to get all, or part, of the Thornlea land excluded from the Belt.

This is because Thornlea was long ago planned as the final phases of the Thornhill community in Markham. The additional Thornlea lands are needed to complete the town's over all Thornhill concept. **HOUSING AND NOISE**
Thornlea housing in the preliminary plan is to be 750 feet from the proposed superhighway from 10 am to 10 pm. Fryer said such a 90-decibel expressway should have at least a 750-foot setback from homes, even 1,000 feet if possible, to get the traffic noise down to the level of an ordinary office. This is the level which he said is considered acceptable in a residential back yard. He said 750 feet is a lot more than is usual along this sort of road.

Leslie Street is proposed to link up with Concession 3 from the east side of the Thornlea ravines. Green Lane will link with Concession 3 northward

along the other side of the ravines. Fryer said the Thornlea GO Train station is now more likely to be located at Highway 7 since the province is seeking a 1,000-foot platform, twice as long as normal for a subway. But there is still a possibility the GO station could go at Green Lane.

GO RAIL STATION
The plan is for about 23 people per acre exclusive of open space in Thornlea, or an average of six units per acre. There will be a need for two or three, possibly even four public schools. Two drumlins (glacial hills) in the Thornlea area are expected to be kept as open space, along with the ravines. Consultant Fryer said about 1,000 people in the area immediately south of Thornlea Secondary School can be served through the John Street sewage treatment plant.

The residential development is proposed all on the Bayview Avenue side of the land area, with the industrial area to go on the east side next Woodbine Avenue (Don Mills Road). The

residential development proposed would be 43% single family dwellings, 30% semi-detached dwellings, 22% townhouses and 5% low density apartments are about 30 units to the acre.

SENIOR CITIZENS
The low density multiple land area should be set aside as a site for senior citizen apartments, said Unionville Ward 3 Councillor Mrs. Carole Bell. She said a proposed apartment site behind Thornlea Secondary School would be ideal for senior citizens, being near shopping and several major transit routes. The other apartment location proposed at Concession 3 could also be good for senior citizens, she said.

North Thornhill Ward 2 Councillor Roy Muldew said the new residential area should be oriented toward the shopping centre at Romfield Circuit since there is a surplus of commercial space there. "We don't need more commercial," he said. Regional Councillor Robert Adams of Thornhill said ghetos of various residential types should be avoided by mixing

various types of home units and lot sizes together. There was some discussion of whether this would be possible. The consultant said this kind of detail was a bit beyond the primary stage of planning. But since there was an area of at least 6,000 to 7,000 people it should be possible in later planning stages to mix the various types of units without problems. This was because there would have to be a variety of lot widths and more single units than semi-detached.

Fryer said for the low density multiple it might be a good idea to consider some types of stacked maisonettes for families of the kind that have been built in neighboring municipalities. These could be condominiums, he said.

PLAYING FIELDS
Mayor Anthony Roman wanted to know where the flat land was being reserved for recreation. Fryer said finding flat land for sports fields is a very considerable problem in the Thornlea area because none of the

area is completely level anywhere." * * * Mayor Roman said the town already has the mistake in North Thornhill of having little or no flat land for recreation. He said with the new development there would be as many as 12,000 people in North Thornhill with little or no ball fields, etc.

"We should be looking for substantial acreages in this area for playing fields," said the Mayor. * * * Consultant Fryer said the answer to this sports field need could lie in the adjacent Parkway Belt where the town and province should be looking for substantial acreages for playing fields.

COMMITTEE AGREES
"I think the mayor hit upon a very good point regarding park area," said Planning Committee Chairman Adams. He said it was obvious the committee felt the consultant should make provision for sports fields and that possibly in the area

designated for the Parkway Belt. Mayor Roman asked about the possibility of including in the plan the redevelopment of the jumbled industrial area on the adjacent south side of John Street.

"It wouldn't take very much to blow them out of there," said Roman, suggesting the industrial land owners on John Street could be offered some kind of medium density residential development alternatives. Planning Director Power said John Street redevelopment had not been considered with the Thornlea plan, since such redevelopment would take as much time and work as the whole Thornlea plan and would hold the one part up.

MANY TRAINS
Consultant Fryer said the railway lines through Thornlea are carrying 26 and 23 trains per day respectively and this train traffic will double in 10 years. He said the plan must take this into account. An east-west pedestrian and bicycle corridor across Thornlea is also proposed.