

The Liberal

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"Red Tape" Shock

Official government machinery, going through channels, line-ups, myriad local property regulations, baffling institutions, unfathomable tax forms, snowstorms of paper are all too well known facts of life these days. No doubt some new term like "red tape shock" will soon have to be coined to describe the human reaction to this modern phenomenon, just like "shell shock" proved to be an apt term in wartime.

Undoubtedly just about everyone is familiar with that sinking feeling an individual gets in his stomach when trying to get through the "red tape" to do something, whether it be to start a business, get medical treatment, obtain a public service, seek redress in the courts, or whatever. The experience can be frustrating, nerve racking and patience testing. Sometimes, and it seems almost more and more often, trying to make bureaucracy move can be downright impossible. The extreme of this trend in society must necessarily be something frightening, even horrifying for the individual human being. The collective total of suffering must certainly now be immense.

It therefore generates extreme anger when any instance of terrible and inhuman bureaucratic inertia by any public agency is unearthed, when those intended and paid to the public servants end up being faceless and unreachable torturers of the public. Unfortunately, such has apparently been the case in two recent instances involving federal agencies of welfare, law and justice. One was the failure of public officialdom to deliver from a court

for seven months some seized money belonging to a convicted man and badly needed by his dependents who were on welfare. Possibly not so clear a matter is that of the man found innocent by a Peel County Court grand jury of a threatening charge, but still kept in jail for months, first awaiting trial and subsequently kept in by the parole authority. In the first case convicted drug trafficker Robert Landy, 31, was no lily white saint. Wounder Alexander Davidson, 39, deserved punishment previously. But there was something reprehensible about what happened the last time around.

It is a tribute to Landy's lawyer Raymond Harris of Hamilton that he kept after that \$165 the police had seized for court evidence, no matter how hard it was stuck in the craw of Ottawa's Health and Welfare Department's Bureau of Dangerous Drugs. By their intransigence in this case, these Health and Welfare Department employees in effect were doing nothing but punish blameless women and children for something their bread-winner did.

Such unconscionable behavior in government service must be rooted out. There must be a satisfactory public accounting and explanation.

In the Landy case when it finally reached the office of Solicitor-General Warren Allmand, there was neither public accounting nor explanation. Rather there was delay, inscrutability, immobility. There must be an accounting in such cases. When there is none, every Member in the House of Commons should be considered responsible for demanding it at the earliest opportunity.



(Photo by Stuart's Studio)

German Officer NATO Training

The above group of people just recently arrived in Canada from West Germany. They are the Wittken-Jungnik's and are staying in a Richmond Hill home for the next year.

Baron Major Michel Wittken-Jungnik will be training at the Staff College of the Canadian Forces in Toronto for NATO.

Pictured above is his family (top row, left to right), Gesine, standing with her father Baron Major Wittken-Jungnik in uniform and (bottom row, left to right) Ingolf, their younger daughter and Baroness Wittken-Jungnik.

Read "Spotlight" for full details of the Wittken-Jungkin Family.

ROCK TALK

By PAUL JONES
Elton John - Caribou

Elton John has had many "thumbs which can be considered artistic (musically speaking) successes. Among these are Tumbleweed Connection, Madman Across The Water, Honky Chateau and Goodbye Yellow Brick Road. 'n fact most of his big singles Your Song, Tiny Dancer, Levon, Rocket Man, Benny And The Jets and Goodbye Yellow Brick Road) were from those albums.

Probably the main reason why these albums were of exceptional quality was because the writing skills of Elton John (music) and Bernie Taupin (lyrics) were combined together as a strong unit. Even when Taupin's lyrics were inferior or mediocre, Elton's musical arrangements generally saved the songs from being flops, and in some cases made the songs outstanding successes.

Elton John's latest album, Caribou-MCA-2116, unfortunately doesn't reach the height of excellency normally accompanying his material. It really can't be compared with his last great album, Goodbye Yellow Brick Road. As usual, Bernie Taupin's lyrics were of a large variety. Some were excellent Gimsby and I've Seen The Sausers, some were mediocre 'Don't Let The Sun Go Down On Me and Ticking', and some were quite poor (Solar Prestige A Gammon and The Bitch Is Back).

Probably the finest out of the album is the song, Don't Let The Sun Go Down On Me. On this song Elton is backed by his tight regular musicians - Dee Murray (bass), Davey Johnstone (guitars) and Nigel Olsson (drums), and also by Dave Hentschel (mellotron) who was also responsible for the engineering of the album. Back-up vocals for this song are provided by Carl Wilson and Bruce Johnston (both from the old Beach Boys), Billy Hinsche (from Dino, Desi and Billy) and Toni Tennille. If this song had the lush strings arrangement Elton has used so well in some of his past songs, it could have been a classic pop song.

On the whole, other than for a few other cuts, Caribou is light rock music with a slight touch of country. The only real problem with Caribou - MCA-2116, is that it succeeds the album - Goodbye Yellow Brick Road, which was undoubtedly the finest album ever recorded by Elton John. How do you follow an act like that?

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To hire a student as mother's helper, landscape assistant, office or sales clerk, factory worker or construction laborer call the Canada Manpower Centre at 884-9230. They will be glad to accommodate you and your needs.

BALLANTRAE: Reconstruction of Highway 28 from Ballantrae to Mount Albert Road is now underway. The work will include grading, drainage, granular base, hot mix paving and structure and grade separation with the CNR tracks at the Mount Albert Road.

Letters to the Editors

POLLING BOOTHS
Dear Mr. Editor - Polling booths should be at ground level. It was most unfortunate that more thought was not given to the location of polling booths in the recent election. Our polling booth was in

Manpower Centre Business Slow For 13, 14, 15-Year Olds

The Student Manpower Centre at 10146 Yonge Street, Richmond Hill, is joining a booming business according to office Manager Betty Bierma. There are plenty of jobs for older teens, but the centre is having problems placing younger students.

Many people are not aware, says Mrs. Bierma that 14-year-olds may legally be employed in offices and 15-year-olds in industry during school vacation times. Students from 13 up may also be hired as mother's helpers, for lawn-cutting and odd jobs around the house.

This should be welcome news to harried home-makers frustrated by the demands of housekeeping and child care, with little or no time left for gardening, relaxing and enjoying the gorgeous days of our all-too-short summer.

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the basement of the Masonic Hall on Crosby Avenue, necessitating our having to go down a long flight of stairs. This was very tiring and frustrating to me (I am lame) and also to the elderly.
DOROTHEA HILL
20 Church Street North, Richmond Hill.

In the Spotlight



German Baron And Family Stay In Local Home

For the next year a very interesting family is occupying the home of Mr. and Mrs. R. W. W. (Robbie) Robertson of 243 Mill Street in Richmond Hill. They are Baron Major and Baroness Michel Wittken-Jungnik and their two daughters Gesine, nine, and Ingolf, five, of Germany.

Baron Wittken-Jungnik will be training from September 3, 1974 to July 4, 1975 at the Staff College of the Canadian Forces in Toronto in preparation for what he hopes will be an opportunity to be stationed in Brussels as a part of an integrated staff with NATO. Learning regulations of the Canadian Forces, which are similar to those of Great Britain and the United States, is a component in his training.

Major Wittken-Jungnik's military career began when he finished school in 1961. From there he joined the German Army and was involved with a mechanized battalion in the town of Goettingen. Following that he was an adjutant for a battalion for two and a half years. He later became training officer for a military school in Hanover. Following that he was an adjutant to the commandant of that same school and then company commander of a mechanized company resulting in his positioning as general staff officer of the German Army in Hanover after a two and a half year training period in Hamburg.

His various positions have taken him to other countries of the world, namely Belgium, France and the Netherlands with none of these sojourns lasting as long as his stay in Canada. Baron Wittken-Jungnik's ultimate hope is that after his year's training in Canada and his subsequent return to Germany, he will be stationed in Brussels as a part of an integrated staff with NATO. He feels that it is a great and important opportunity for any young officer of his position.

Major Wittken-Jungnik was born in Berlin while his wife's, the Baroness' native home town is Leipzig.

The Wittken-Jungnik's find a few differences in lifestyle in Canada. They were surprised at the number of houses with gardens as opposed to apartments or flats. The latter are more numerous in Germany.

The necessity of the automobile soon became apparent to the Major's family. He commented on the long distances in Canada and the way in which it is all spread out, thereby explaining our dependency on the car. In Germany apparently, one can get around without the use of a motor vehicle with many people never leaving their town for quite long periods of time. He was also amazed at the size of our cars and their abundance.

When talking to a car salesman Major Wittken-Jungnik asked to be shown a small car, but the one the car salesman pointed out was rather large by the Major's standards. He also noticed that traffic in Canada moves more slowly in comparison to German traffic as our drivers are slower and, according to the Major, more polite.

Baroness Wittken-Jungnik commented on the numerous shopping plazas in Canada instead of the familiar markets and individual stores that she was used to in Germany. She added, however, that plazas of the Canadian type are being built and do exist now in Germany, but not in the great numbers.

Problems of varying degrees are only to be expected when one moves to a foreign land, but one problem that could prove to be a rather difficult one, is that his two delightful daughters, Gesine and Ingolf, don't speak any English but will nevertheless be attending grade 5 at Pleasantville Public School and kindergarten at MacKillop, respectively. This problem should, however, resolve itself fairly quickly with both children returning to Germany with an excellent understanding of the English language.

Baron Wittken-Jungnik expressed a very intelligent and optimistic philosophy about what appears to be the free world's incurable problems of inflation and unemployment. The Major said that although inflation and unemployment are both dangerous and difficult problems threatening the free world, they also provide an opportunity - a chance for the free countries of the world to come together, to discuss these problems and attempt to solve them as a unit. It is an opportunity to find a common way out of the free world's present predicament. Inflation in Germany, he hopes, is on the decline.

Baron Major Wittken-Jungnik and his wife and his two daughters are very open, approachable and delightful people who are eager to make new acquaintances as they look forward to the coming year with anticipation. It will be a year to make new friends and to learn about Canada and our people. We hope everyone makes them feel welcome and they enjoy their stay here in Canada. It is an opportunity for all of us to get to know some people from a foreign land who have a different way of life, culture, government and language.

Vaughan Turns Down Taximen's Plea For Licensing Commission

A request for the establishment of a taxi licensing commission, was turned down by Vaughan Council Monday Afternoon July 8 which, at the same time, approved the granting of licenses to 10 more applicants.

The request for a licensing commission was made last month by representatives of the taxi industry in Richmond Hill, Vaughan and Markham. The taxi men wanted a licensing bylaw that would allow them to move from one town to another and pick up fares without having to have separate licenses.

The spokesmen also asked that Vaughan hold the number of licenses to 65, as

A VC That Should Come Home

(Hamilton Spectator)

In Sotheby's auction room in London today one of the lots will be the first, Victoria Cross awarded to a Canadian in the First World War. The bidding is sure to be lively. The Canadian Government has been urged to buy this historic relic before it passes into a private collection. It should not hesitate to do so for this VC is one of the symbols of the nation's history.

VCs are avidly sought by private collectors. The last one sold at Sotheby's in 1970 brought what was then a record price of \$5,000.

The VC to be sold this week was won by Capt. Edward Donald Bellew of the 7th Canadian Infantry Battalion (British Columbia Regiment) for valor in the Ypres salient on April 24, 1915. The BC Regiment, without funds itself to buy the medal, is anxious that the federal government should do so.

By coincidence, the first VC ever awarded a Canadian was also auctioned at Sotheby's. It was awarded Lieut. Alexander Robert Dunn for valor in the famous charge of the Light Brigade at Sebastopol on October 25, 1854. Twenty-year-old Dunn, born in Toronto and educated at Upper Canada College, was described as "six feet three inches in stature, a most powerful and skillful swordsman". He became a professional soldier, saw service in many parts of the world and rose to the rank of colonel.

For reasons that are unclear, Dunn's VC was put up for auction at Sotheby's among other medals on July 31, 1894. Canadians living in London called the attention of the Hon. J. C. Patterson, then Canada's minister of the militia, to the auction. He cabled Sir Charles Tupper, Canadian high commissioner in London, ordering him to buy Dunn's VC and any other of his medals for Canada.

The whereabouts of all Victoria Crosses and George Crosses awarded Canadians since the inception of the medals were traced four years ago by the Canadian War Museum.

The intrinsic value of the cross itself is possibly a dime. It is awarded for valor, without distinction of rank. Instituted by Queen Victoria on January 29, 1856, the VC was awarded retrospectively to 1854, and the first crosses were presented by the Queen in Hyde Park on June 26, 1857. In 120 years only 1,352 VCs have been awarded. They are made from the bronze breech of a Russian gun captured at Sebastopol in the Crimean War. Since their inception, the crosses have been made by Hancock, jewellers, of Vigo Street, London who describe the metal as "very inferior" and "virtually worthless". They do however, make a beautiful cross.

At a time when Canada can find money of negligible worth, it would be shameful to allow Capt. Bellew's VC to find its way into a private collection of medals in some other country in the world, for this, of all medals, is ardently desired by collectors. As a symbol of history, its place is in Canada.

Good Fishing At

Conservation Areas

Going fishing? Bass and trout are biting and just waiting for anglers at seven Metro Conservation Areas within easy driving distance.

Albion Hills: five miles north of Bolton on Highway 50.

Bruce's Hill: two miles east of Don Mills Road on the Gormley/Stouffville Road.

Claremont: two miles east of Brougham on Highway 7 and 1 1/4 miles north on the Westney Road.

Claireville: on Highway 7, one mile west of Highway 50.

Greenwood: five miles north of Pickering off the Westney Road.

Glen Haffy: south of Mono Mills and Highway 9 on Airport Road.

Heart Lake: approximately four miles north of Highway 7 on the Heart Lake Road.

Glen Haffy's two ponds are stocked several times a week from the authority's hatchery. There is a two fish limit per angler there. Regular provincial limits apply in the other areas.

Bait is restricted to worms and flies - no minnows allowed.

In addition to shoreline fishing, rowboats are available for rent at Heart Lake. All five areas are open from 10 am to sundown and the charge is \$1.50 per car.

AURORA: The dramatic new civic complex over Tanner Creek on Wellington Street will flood about 75% within the flood plain, a spokesman for the South Lake Simcoe Conservation Authority claims, and could create serious flooding hazards and set a dangerous precedent for development in flood plains in Aurora. The new building which will straddle the creek will house both the town offices and the York County Board of Education offices.

Hedgerows Needed To Provide Cover For Wildlife

"Where have all the hedges gone?" It seems only a few years since most farms throughout Ontario had rows of giant elms along the fence rows and infilling of shrubs and grasses which provided food and shelter for many kinds of wild life - birds and animals. But the Dutch elm disease killed off the stately trees and the efficient use of modern farm machinery has dictated that the remainder of the hedgerows had to go. The removal of hedgerows by modern agricultural technology is an ecological loss. To some, hedges may be a nuisance - to others, hedges have an aesthetic appeal. But to growing numbers of

people hedges have an important ecological value. For years now Ontario wildlife biologists have been bemoaning the fate of hedges in Southern Ontario. They feel that living hedgerows become oases for wildlife. **WILDLIFE DWINDLING** Because of the vast forest tracts of Northern Ontario and even parts of central Ontario and because of our recent pioneering history when the objective was to clear as much land as possible, many people cannot grasp what has happened to much of our wildlife cover in Southern Ontario. It is a fact that in parts of the south wildlife is fighting

for a place to stand and a place to live. Three of the places where wildlife can still exist are in small woodlots, river valleys or ravines and hedgerows. The latter may be made up of trees, shrubs, vines and grasses or any combination of them. The greater variety of plants results in a greater variety of animal life such as song-birds, small mammals, game birds and snakes. Biologists realize that first class farmland is costly and to accommodate the use of large machines the farmer often feels he cannot afford to lose even a few acres to hedges. They also point out that croplands invite pests,

but the presence of a hedgerow provides cover for insect eaters such as snakes, spiders and song-birds which will control pests. **GOVERNMENT EFFORT** For a number of years the Ontario Ministry of Natural Resources has been planting shrubs and trees along old barren fence rows in some of the provincial wildlife management areas such as Tiny Marsh, Nonquon River and Luther Marsh. It is also encouraging maintenance or establishment of hedges on poorer agricultural land.

The English hedgerow has been described as one of the last big remaining nature reserves in Britain. These are complex mixtures of trees, shrubs, flowering and simple plants, simple mammals, song birds and a host of invertebrates. They serve as a reservoir for the vanishing fauna and preserve plant specimens which might otherwise disappear. It is rather startling to learn that they also account for one-fifth of Britain's home-grown timber. Wild, complex hedges can be established easily. They require little maintenance, but once formed are an asset to any rural estate, large or small. Once established they should not be cultivated. Nature will look after that.