

Violent hockey is way of life

"Violence" is a word being used with such impunity these days that it requires another excursion into the dictionary to refresh your perspective.

To wit: "The exercise of physical force so as to inflict injury on, or damage to, persons or property; action or conduct characterized by this."

And: "An instance or case of violent, injurious, or severe treatment; great force, severity, or vehemence."

Enough, enough. The above explanation seems to fit the bill for such things as war, revolutions, bar-room brawling, or street fighting.

Which brings the subject around to violence in hockey and the present much-debated, much "pro-and-conned" controversy about the game.

Hockey, in a sense, has always been a violence-prone sport for the obvious reason that fast-skating and body-checking is not only allowed, but also condoned.

Add the fact lumber is used for sticks, which makes it all the more likely violence is only one skate stride away.

Therefore it's not surprising or shocking that the history of hockey has been well-documented with blatant instances of "violence" going back to the days of Eddie Shore, Maurice "Rocket" Richard, Butch Bouchard, Bernie Geoffrion, all of whom were involved in more or less celebrated cases.

In other words, violence has been always just around the corner in a hard-contact sport such as hockey. It has just received a fine-honing in recent days by the rise of the Stanley Cup champion Philadelphia Flyers who specialize in it.

The problem, it seems here, is that the Flyers have glamorized violence to the point there are teams actually stocking their line-ups with "muscle" to emulate

them. Nothing succeeds like success, and that spells violence these days in hockey.

Another sad fact is that so much quality has gone out of the game (through expansion) that the only thing which now arouses the average hockey crowd out of its stupor is violence in the form of cross-checking, fighting, slashing, etc.

No one realizes this more than your average hockey owner who is well aware that if his livelihood depended on excellence in skating and shooting his existence would be precarious to the point of extinction.

In other words, society is tuned in to violence and the hockey owners are definitely tuned in to society.

Enter the only answer in the person of Attorney-General Roy McMurtry who has instructed Ontario police to act on overt cases of violence in hockey as they have done in the Dan Maloney-Brian Glennie incident.

The hockey owners have clearly demonstrated (by their statements) that they see no evil, hear no evil, or even acknowledge such an animal even exists in hockey today.

It does exist and the sad part of all this is that it has grown into a monster which overshadows the fact hockey has always been a skating, hitting game, scattered with some spectacular brawls and nasty incidents.

The problem today is the same in hockey as in society. Violence, instead of being a sometime thing, is becoming a way of life. It's being glorified and that's the rub.

Maybe, just maybe, McMurtry's seeming intentions to stamp it out in pro hockey will be one tiny step back to the days when the heroes rode white horses and the bad guys rode black.

Nowadays it's the other way around.

Thornhill, Richmond Hill recycling victories won

Like the weather, everyone talks about the need for conservation of our natural resources which are fast being depleted. But very few people do anything about it.

A group of concerned people in Richmond Hill have opened a recycling depot on Elgin Mills Road east of Bayview where every Saturday morning they are receiving and sorting glass and cans for recycling. They have had a good response from other citizens, but need more.

Another group of good citizens have done the same thing for the Thornhill area, with their newly opened depot on Green Lane east of Bayview Ave., just behind the Thornhill Community Centre.

This depot is open Thursday evenings as well as Saturday morning.

This is not a new thing with most of these people. They have been co-operating for some years in the local schools' efforts to conserve our forest resources by recycling papers. The trouble with that conservation effort was that the market folded.

Now that it is showing signs of a return to life, the collection of old newspapers may also be resumed in the near future.

If the supply of natural resources is not to be exhausted in our lifetime with nothing left for succeeding generations, conservation and recycling on a large scale is necessary.

Let's all get into the act, and not leave it to a few. The new depot may not be a great leap forward, but it is at least a step.



Clarifying points about gemmology

Dear Editor: We would like to thank The Liberal for the interesting article about our goldsmithing craft.

As we have been involved in goldsmithing since 1969, we would like to clarify a few points about gemmology.

For example, alexandrite is an extremely rare and expensive gem of the chrysoberyl variety. If an amethyst changes color in different lights it is synthetic corundum, often called alexandrite.

Small, good diamonds are actually plentiful. Our client had an antique ring with odd-shaped, odd-cut diamonds which were difficult to match.

A collection of our work is included in the George Brown College Jewelry Arts Exhibit on public view from Nov. 9 to Nov. 29 at the Pollack Gallery on Dundas St. W. in Toronto.

(MRS.) JACKIE BRUNEL
Woodward Ave.,
Thornhill, Ont.

Letters

Look east to Ottawa and kneel in pleading prayer for our PET

Dear editor:

The title of your Nov. 5 lead editorial — "Situation Serious — Must Support Inflation Act" — articulates quite clearly the aim of federal government policy which is to support inflation.

The government continues, and shows no indication of deviating from a path that can only lead to greater inflation.

1. You plead, on behalf of the prime minister, support for the government's wage and price program. Fact, the program controls wages — not prices. Is that the kind of leadership you call responsible and want the citizens of this country to support?

2. You go on to say, in part, "is an indication of gravity of the situation" — without recognizing the fact the present rate of inflation in Canada is, in a very large part, a direct result of mismanagement of the federal monetary policy and uncontrolled spending by the present federal government. Let the prime minister and his government show leadership by restraining its spending practices to balance Canada's budget.

3. You take a crack at "big and highly technical industrial and commercial organizations" calling them "autonomous kingdoms" and portray them as victimizing the public. You ignore the broad range of effective, but not enforced, legislation governing such activities. You ignore the massive, punitive bureaucracy ensconced in Ottawa bleeding this country to death!

4. You say the alternative to not controlling inflation is depression and massive unemployment and the only known cure is wage and price control. What nonsense! Balanced budgets by all governments — federal, provincial and municipal — is the kind of alternative that will cure inflation. Nowhere in the world has wage and price controls cured inflation!

5. You suggest "expansion of the government share of the economy where such expansion gives government more power to regulate wages, prices and production". I suppose this is consistent with your suggestion the "free market" and "free enterprise" have almost become public fallacies.

Yet in the same editorial you talk about "in near anarchy, the government has to step in". What the heck do you think is happening in this country if it's not anarchy — imposed by the

present federal government under the guise of social leadership!

6. You simply fail to recognize the people in this country can no longer afford the massive, wasteful, inefficient, ineffective governmental interventions in the economy. Your ludicrous suggestion proceeding with, among others, the Pickering Airport — when we (Canada) have a billion-dollar-plus white elephant called Mirabel which, by the federal government's own estimate, will not become economically viable within the next 25 years! And you want to duplicate that scandal!

7. Yes, there are areas where the government should and must show leadership — such as public transit, housing, transportation, health care, energy, etc. — but I see no evidence of such leadership. Nor can this country

really afford further massive, wasteful expenditures!

8. Had any corporate executive made (even in a small way) the kinds of blunders our prime minister and his government have made he would have been unceremoniously "sacked" — without any of the "guaranteed benefits" the leaders of this country have reserved for themselves.

9. You showed some small glimmer of sanity when you recognized the talents of Robert Stanfield for his warning that Canada was in for a period of destructive inflation advocating a policy of wage and price control as a measure to blunt the economic ills of the country. You conveniently ignored that he also called for balanced budgets at all government levels as a key to controlling inflation; you provided no recognition that he has consistently

been honest with the people of Canada — and, in doing so, has paid the price of that honesty.

10. You do, by the style and content of such editorials, a very real disservice to our country and to your readers. And, just in case you think I don't believe that this country is in a real mess, let me set you straight. Canada is in a mess, a real mess.

If you want to give credit for the serious situation we all now face — then look east to Ottawa — kneel in pleading prayer that our PET and his followers will soon come to their senses by practising what they preach instead of manipulating poor weekly newspaper editors!

CLAYTON MINER,
237 Mill Street,
Richmond Hill, Ont.

Thornhill's first woman settler in 1793

By Mary Dawson

To backtrack a bit, the Nicholas Millers began life on their land in the spring of 1793. They lived first in a wigwam and planted potatoes on the first clearing.

As more trees were felled they began to make preparations to build a log home. But having no neighbors and expecting to raise the house without help, they selected logs they would be able to handle themselves.

The clearing expanded, the potatoes grew; and the summer had turned to fall when one day unexpected visitors arrived.

They were Governor Simcoe and his company, on the return journey from Penetanguishene and Lake Simcoe, on which they had made a preliminary survey of the route for Yonge Street.

Simcoe and his men were hungry (one story has it they had wandered from the trail in the area of the forest and had become lost in the forest) since they had been on short rations.

All Mrs. Miller had to feed them was potatoes and she had them in abundance.

Simcoe's thanks

In appreciation, learning they had the logs ready for the house, Simcoe or-

dered his men to raise them, and this was done in short order.

Mrs. Miller always regretted they had not selected heavier logs which would have made a much more substantial house.

John Lyons' first saw mill was built in 1801 by Jeremiah Atkinson on the main branch of the Don where it crosses Yonge Street.

The next year he constructed a small grist mill with a dam more than 200 feet long and 10 feet in height.

The resulting pond was used during the War of 1812 to conceal articles taken from the government warehouse in York.

To win favor with the settlers, the Americans, after seizing and sacking the capital, presented them with a quantity of agricultural implements belonging to the government.

When the Americans left a search was made. To escape being found with the contraband articles many residents of the area consigned their share of the plunder to the waters of

Lyons' Mill Pond.

Lyons died in 1814 and his mills were purchased by William Purdy, who improved them. His sons and William Wright built a tannery and a grist mill with the Lyons Mill being used as a carding and fulling mill.

Series of Mills

The new flour mill built by Purdy was burned to the ground in 1828 and Thorne (after whom Thornhill was named) & Parsons purchased the whole property. This firm built a new flour mill and a tannery in 1830.

Thorne's business failed in 1847 because of heavy losses on flour shipped to England and he committed suicide. David Macdougall & Co. acquired the property next, but the principal buildings were destroyed in successive fires.

John Lyons' sons Barnabas, built a saw mill in 1830, which ran for about 30 years.

In all there appears to have been 12 saw mills, seven grist mills and three distilleries built here on the Don in the early years of settlement.

Viewpoint from the regional desk



BY JIM IRVING

Look up in the air; it's a bird, it's a plane, it's the Pickering Airport! And all the time you thought the Pickering project was grounded; its hangars hung up; its planes perpendicular; its plans pretentious.

The latter, as you will recall, were thrown out the window with announcement of the cancellation of the airport the end of September.

It was the contention of such groups as People or Planes, plus the majority of York Regional Council, that the airport would contribute little but noise, and they quickly intimated, in lieu of any resolutions, it should be cancelled.

The region, in fact, voted 9-5 last May against a proposed two-year hold on construction until the impact was fully assessed in its area.

Obviously it felt it had all the facts it needed; why allow the planners at any more time to study the pros and cons?

And ironically enough, it was the anti-airport people who favored the delay, while the pro-airport people felt enough time had been wasted already.

What more was there to learn? It would be a noisy venture, obviously, would eat up considerable

agricultural land, and quite possibly convert the town of Whitechurch - Stouffville into a runway.

Further studies, though, would unlikely reveal much other than bigger and battier decibel counts.

So the region (nor did anyone else around) didn't exactly push for the airport and the federal government, for once attuned to the tension in the air, called a halt to the \$204 million dollar project.

No sooner had the announcement been made, than the region jumped back on the runway, the engineering committee passing a motion that would have council ask the provincial government to reconsider the matter.

The motion was twinned by Newmarket Councillor Ray Twinn after Richmond Hill's Gordon Rowe, chairman of the engineering committee and a pro-airport man from the outset, expressed shock at the federal government's announcement. Rowe said he hoped council would make an attempt to re-activate the matter.

At the same time, Chief Administrative Officer Jack Rettie said he suggested postponement of proposed (public) meetings with

area councils to discuss the region's official plan, so the impact of the airport cancellation could be assessed first.

He didn't feel they could have meetings discussing the nine growth options of the official plan when they couldn't answer as to the effect cancellation of the airport would have on them.

The latter could have great implications on development and job opportunities in the Metro area, eliminating a possible 60,000 to 70,000 jobs, Rettie said.

That was really the first time such forebodings were advanced, and possibly because of the ballpark figures used, not much attention was paid to the matter when it came up again before council; the engineering committee's motion to have the matter re-opened was voted down.

So as it so often is with council, no stand was taken on the matter; at least so far as descending on any of the various governments was concerned, and demanding that they either proceed or get off the tarmac.

But how could they take any sort of definite stand when about all they were basing their opinions on was

whether those descending aircraft would shatter all the dishes on the bottom shelves of nearby residences, or whether it would be just a few on the bottom shelves that would be affected?

So it wasn't until after Trudeau and company said no that it was decided more information on the subject was needed, and the staff was put to work preparing a report on all the various implications.

So the staff complied, with a vengeance. With the kind of report, in fact, that council should have had at the beginning, and would have, if it had only thought to ask for it.

Because the report puts an entirely different complexion on the matter; it is no longer just a matter of airports and expropriation, but a matter of survival.

For, if you read the report elsewhere in the paper, you will see that the report released by the region's planning, engineering and administration departments said loss of the airport would slow development, lower industrial assessment and reduce by 10 to 15 per cent the number of jobs projected for the year 2000.

Murray Pound, planning com-

missioner for the region, said that with an airport would come a commercial corridor which would give them a better chance to attract extra employment.

If the airport were taken away, would the government achieve its employment objectives? Mr. Pound asked. Would they continue with their road programs — Highways 403 and 407?

The region will have a better idea Nov. 17 when it meets with three provincial cabinet ministers to discuss this and other issues, Pound said.

Council itself will discuss the matter this week at its regular meeting. However, one of its "I told you so" members, Councillor Rowe, won't be on hand.

Rowe will be in Atlanta, instead, looking into another issue that could bring its share of grief to the region in a few years.

And that's the matter of garbage, which apparently will be the region's biggest natural resource by 2000. And Rowe will be attending the National Solid Waste Management Conference from Tuesday to Friday, to see what he can do to get the region out of the dumps, as it were.

But Rowe had a parting shot before he left. "If we'd had that information we would have influenced a lot of people who were in between," he said.

"I think the region was as much to blame as anyone," he said. "The government was looking for input from the region . . . and we got caught with our pants down."

"Nobody thought the government would just end it like that . . . bang."

"I think Trudeau, himself, was just waiting for a push," Rowe concluded.

So the airport, which seemed to be just a simple matter of people or planes, now takes on more than emotional concern. And the region, it seems, may have to extend both its welcoming hand and a paved runway yet.

But as Councillor Rowe said, it was as much to blame as anyone; it might have solicited its study beforehand.

If it had, it would have had to take a definite position, one way or another.

As it stands now, while the airport may not be quite so grounded as first appeared, the region is as much up in the air as ever.