



**interpreting the news**

By Larry Johnston

# Natural justice is denied in Vaughan

"Mr. Emil Husovic is on deputation for Monday evening's meeting regarding 1977 taxi owner licences," said The Vaughan agenda.

"A memo from the town deputy clerk has been included with the council committee members' agenda package with respect to this matter."

Emil Husovic did appear before the Vaughan council in committee last week and tried to explain his predicament. The five councillors had a report on Mr. Husovic's business in front of them a report which Mr. Husovic did not have.

The recommendation at the bottom of the report was read to him. There was more discussion about the shortcomings of Vaughan taxi licences and the recommendation for a two week licence suspension was passed unanimously.

Then Husovic was handed the report which had condemned him.

## Could've been fair

He may well have deserved to have his licence yanked. In summarizing the report, Robert Douglas, the deputy-clerk, told the committee that when two taxis showed up to have their meters sealed,

they were not cars listed as taxis in the town.

Staff in another municipality he checked with felt the proposed sentence was light, said Douglas.

But if Husovic could hire a lawyer for less money than he is going to lose by being out of business for two weeks, he might be able to attack the decision on the basis of the course of natural justice was denied.

His case amounts to someone appearing before a tribunal without knowing the charge against them.

## Not accidental

But it is not just an accident that this happens. It is not just to "little people."

Planning Director John Dewar says the policy of the planning committee not to make staff reports public until after the committee has dealt with them.

"I have seen cases where someone has asked if he could have a copy of a report during the meeting and the committee members say yes.

Then we try to give him one of the extra ones if he can't get a copy.

Dewar said the policy was one inherited by the planning committee when it took over from the old Vaughan planning board. Council decided to continue the

policy on purpose.

## 2-edged knife

"The knife cuts two ways." If the staff recommends against a proposal and they are overruled by the committee, the public generally only finds out about the council decision.

Councillors also don't want to be pestered by applicants on weekends before hearings by applicants arguing over staff decisions, said Dewar.

The planning committee is not the ultimate tribunal in planning matters. The Ontario Municipal Board is available to see that justice is done.

## In other towns

Staff reports are available the day of planning committee meetings in Markham and as soon as they are printed in Richmond Hill.

But in Vaughan, the committee still plays Russian roulette with an applicant's planning decisions.

The committee members hold the gun and only they know if it is loaded with enough ammunition to shoot a plan full of holes. Unless, of course, the applicant is bright enough to ask for a copy of what is being said about him.



**sharon's sunshine**

By Sharon Brain

Saturday the bicycle season officially began.

All winter long, we've talked about the rides we'll take. We even bought a copy of *Bicycling in Toronto*, complete with maps.

For our first time out we decided to cheat a little, and drive part way there. We would save ourselves for the pleasant ride through meandering city side streets.

We found the bike rack and tried to put it on the new old car. However, the rack that is guaranteed to fit virtually every make and model of North American car does not fit our new old car any better than it fit our old old car.

We put the bikes in the trunk and laughed off our skinned knuckles.

We found the chain (which weighs only a few pounds more than both bikes together), and the padlock (whose combination I forgot in December), and the yellow card with the combination on it, and the back pack.

## 2-hour start

These items are all essential for biking. These items took one hour to locate.

We got in the car and drove off, came back to get a wallet, got in the car and drove off.

Only two hours from start to start.

Bicycling is such a convenient means of transportation.

We left the car part way downtown, and got on the bikes.

On the first long hill, my gears stopped

working. There's nothing wrong with a one-speed bike, but 10-speeds tend to raise your expectations.

You are not supposed to have to walk a 10-speed up a hill.

Headed off down lots of side streets, hoping one of them would prove a new and traffic-free route to Bloor Street.

Toronto has a surprising number of dead-end streets.

Saw the Miles for Millions kids with their miles of garbage.

Were chased by a St. Bernard who seemed to need a bicycle to do his business on.

## Cars bothersome

Got honked at by motorists who didn't seem to appreciate our ecologically sound, physically sensible way of getting downtown.

"That's guilty conscience," we said condescendingly.

We were called rude names by a gang of seven-year-old delinquents in Rosedale. Unfortunately, on a bike, you can hear everything people care to say to you.

We finally made it to Bloor Street, and parked our bikes by chaining them to a lamp post.

Walked along to a restaurant and had great Pita, a sandwich of meat and tomatoes laced with onions, wrapped in a pancake kind of bread.

Practised breathing in each other's faces to see who would faint first. Talked about fitness and virtue, feeling healthy

and happy and in love with bicycling and Toronto.

It was getting late. Back to the bikes.

## Tires slashed

Someone had slashed his tire, just for fun.

He rides my bike all the way back to the car. He will then drive down and rescue me and the dead bike.

I wait. I shop at Honest Ed's. It isn't any fun.

I read a book in the rapidly disappearing sunshine. Two hours later I am getting a little nervous.

I thank heavens for my red striped knee socks. They repel men most effectively. The sandwich is wearing off. I open the knapsack to look for an apple.

I find one.

## Oh, disaster!

I also find the car keys. When he finally returns in a borrowed car, he is livid. I am cold.

As we drive home, we discuss the weather, the election, the dinner menu.

We do not discuss the need for bicycle paths, the joys of physical fitness, the problem of vandalism, or the charm of downtown Toronto.

On our next excursion, we may go as far as Thornhill Pond. We can feed the overweight ducks and then pedal quietly home.

Then again, the bicycle season may have officially ended.

# Official bike season sure finished fast



**yesterdays**  
by mary dawson

# Some Richmond Hill royal visits recalled

In this year of celebration of the 25th anniversary of the reign of Queen Elizabeth II, I believe it would be well to recall Richmond Hill's associations with royalty and nobility in the past.

William Harrison recorded that David Bridgford built a hotel northwest of Yonge and Centre Streets which catered only to officers and persons of high rank.

He also wrote that many titled persons stopped off in the Hill on their way to and from northern areas.

And of course there is the story of the visit by the Duke of Richmond, which Harrison did not believe since it did not surface until the 1880's.

I am very much inclined to agree with the Hill's early historian and second reeve since the Duke died of rabies in 1819.

The church building, whose construction the duke is reported to have admired, was not erected until 1821.

## Prince visited

In the 1920s Edward VIII (the uncrowned king), while Prince of Wales, drove through Richmond Hill on his way to and from entertainment farther north.

The populace stood on the curbs of Yonge Street to cheer him as the car in which he was riding swept quickly past.

Then there was 1939, when the first reigning monarch to visit Canada, George VI accompanied by his consort Queen Elizabeth, arrived in Toronto on May 22.

Hundreds of Richmond Hill residents greeted them there, some in veterans'

groups which lined Yonge Street, at least one piper.

The others sought vantage points along the route Their Majesties would follow.

## Hill sent roses

Richmond Hill roses graced the state dinner in Ottawa. Provided by H.J. Mills, the local rose-growing firm, the bouquets included Joanna Hill and Talisman varieties.

The same firm provided Pink Delight roses, a new variety, for the bouquet presented to Her Majesty by the City of Winnipeg.

I will tell you more about that bouquet next week.

More than 5,000 people gathered at the Richmond Hill CNR station on the morning of June 6 in the hope of catching a glimpse of Their Majesties as the Royal Train travelled southward towards Toronto on the return from the West Coast.

Included in the thousands was North York MP Col. William Mulock and the village's Reeve J.A. Greene — and two pipers.

## Royal visitors

Scheduled to pass through at 12:03, the train was only 10 minutes late. It crept through the station at about 5 m.p.h. with Their Majesties standing on the rear platform and smiling and waving to the crowd.

Little Miss Margaret Scott had been chosen to present a bouquet of roses to Her

Majesty. But when it was realized the train was not going to stop, she was urged to throw the roses to the Queen.

Unfortunately, the bouquet fell short and The Liberal of June 8, 1939, reported that within minutes it was torn apart and roses and ferns were carried away as souvenirs of the occasion.

Determined Her Majesty would have some Richmond Hill roses to enjoy, Harold Mills Sr. sent a large box of the same kind of blooms to the Royal Train in Toronto in care of the then Prime Minister William Lyon Mackenzie King, who was travelling with the Royal couple.

He reported the Queen was delighted with them and also that both Royal visitors were greatly interested in the Dunlop Observatory which he pointed to them as they passed.

## Queen was lovely

The Liberal reported Queen Elizabeth was looking her loveliest in a pink outfit and the King was handsome in a grey check suit.

Other crowds gathered at Vandorf and Gormley.

They were rewarded with smiles and waves from Their Majesties.

It was at royal request the engineers of the Royal Train were instructed that wherever they saw a group of people gathered alongside the track they were to reduce speed to a crawl and warn His Majesty. A buzzer had been installed in his car.

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