

# Letters to the Editor

## Long-standing citizens passively quiet

Dear Sir:  
It appears that once again Stouffville is going through a period when a noisy minority is in the driver's seat, this time over an airport, that may or may not, ever be built. At the same time, the long-standing citizens who have spent many years here and done a pretty good job of forming this pleasant community are passively silent.

The alarmists are having a field-day, with wild slogans and stories, all with little or no substance in fact. Local politicians too, are making hay. After all, you would hardly expect Sinclair Stevens or Don Deacon to do anything

else but knock the airport when the proposal for it comes from the government in power, to which neither of them belong. This makes real political meat for them.

The fashion today is to be a knocker and the group in and around Stouffville are making the most of it.

If even half this energy could be expended in co-operation with the planners to see that the proposed airport runways are pointed in the right direction, that a proper access road is provided to Clearmont, it would mean something. After all planes landing in an east-west direction south of Dickson's Hill, or north-south east of the 2nd of

Uxbridge, are going to give little annoyance to Stouffville. After all, noise from a plane travelling in a parallel direction to the community is insignificant to that immediately overhead.

Air travel by Air Canada saw another reasonable increase in 1974, and this is only one airline servicing the Toronto area. Air freight traffic continues to increase by leaps and bounds.

It is highly unlikely that all the noise coming out of Stouffville at the

moment will have much to do with the decision on the airport. Jobs to be created over seven or eight years of construction with thousands more of a permanent nature, the need to service an expanding travelling public, and the giant disruption of enlarging Malton will undoubtedly be the major factors in the decision. Present economic conditions could reduce the initial stage of the airport or eliminate it, but government must take the long-term view. I'm sure the

government anticipated a racket from the floating population of this area which appears to make up the big percentage of the protesters, many of whom are virtual newcomers to town and many who should realize they will be long gone before any planes could ever be expected to fly. Local noise I don't believe will have much influence — we have not yet reached the stage of government by protest.

GUNTHER HARCOURT  
Stouffville

### Airport protest

## Childish, illogical

## Lying officials, gutless politicians

Dear Sir:  
On Wednesday Feb. 5 Mississauga Council passed a resolution backing fully the proposed new Airport at Pickering.

For 15 years I have enjoyed the lifestyle we have in Pickering and as many others have come to love it. The imposition of an airport there will be devastating, and to think it could have been avoided. We are faced with this monstrosity because gutless politicians allowed continuing expansion of communities close to Malton, because officials of Transport Canada lied about the extent of aircraft noise and because mindless people moved under the flight paths and then acquired an acute sense of hearing. For one will only listen to the complaints of the people who lived in the area before Malton opened.

It is fine to try to solve problems by attacking Ottawa in a newspaper, it is

regards to present noise levels, but for a Council to resolve that another community be thrown to the wolves in an attempt to save their own skins is beneath contempt.

Two Mississauga Councillors, labeled as Progressive Conservatives, who spearheaded this cry baby resolution, should ask their friends at Queen's Park about Cedarwood, a new community of 90,000 to be built, you guessed it, 1 1/2 miles from the nearest runway at the new airport.

It is all too clear that the cycle is to begin again. Gutless politicians will allow construction of homes too close. Officials of Transport Canada have and will continue to lie about high noise areas, and all we need to complete the picture is 90,000 poor souls to fill the houses!

KEN SPATLEY,  
Councillor  
Town of Pickering.

As an interested observer of the much publicized demonstration against the airport, (which consisted of little more than a third of the 300 estimated by the paper and T.V.) I couldn't help wondering how much harm this would do to the reputation of Stouffville as a sober, clear-thinking community. Remembering that the population here is around 5,000 the noisy turnout represented a very small minority of the townspeople, and they had to include toddlers and babies to achieve that!

This has become an emotional issue, with those opposed to the airport, to the extent that they are now employing childish slogans and illogical reasoning in trying to drum up support. Isn't it time we took a second look at the facts, and faced up to reality? Where is the logic behind the signs "Stouffville declared ghost town by government edict" or

"Hell hath no fury like Stouffville removed." All the Gibson report says, in effect, is "O.K. we accept your expert's contention (which cost us \$25,000.) that noise levels may be more noticeable in quiet communities than in more urban districts. Therefore the government should offer to buy the property of anyone in the noise zone, who objects to this, and re-sell to people who do not have this objection." What could be fairer than this? As for the cry that 'they deceived us', the complainants should refer again to the government supplement, published as a special section of The Tribune, March 24, 1972. — Airport Information. How the new Toronto Airport could affect you. The maps included therein clearly show Stouffville and Clearmont in the shaded noise zone. There was little objection voiced then, and hundreds of new residents have bought homes and properties here since that.

Again, what of the sign "Stouffville Yes, Noiseville No." have the noise experts ever measured the decibel level as the giant gravel trucks and transports grind through town, and the snowmobiles howl through the streets and fields, (when we have snow.) If noise kills many of us would have expired long ago and from traffic noise alone! This noise pollution has been blown up out of all proportion by P.O.P.

supporters. In Malton, with the airport occupying only 4,000 acres, the noise factor has not deterred people from settling as near to the perimeter as the government would allow. Most residents admit that the noise is 'not all that bad' and you soon get accustomed to it. My daughter has lived for years about the same distance from the Malton runways as we will be here, and they never even notice the planes that are flying overhead constantly. Yet here the government planners have wisely set aside 18,000 acres for airport land to secure a wide buffer zone around the actual flying facilities, so that nothing but unprotecting farm crops will absorb the high take-off sound.

I love the semi-rural advantages of Stouffville as much as anyone but, let's face it, we cannot expect the river of population progress to stay away from our door, and if we are as honest in appraising its advantages as we are in protesting its disadvantages, we would realize that the airport could prove to be a great asset to this district. In fact, it may well be the only means of maintaining open country around us, instead of wall-to-wall housing, by developers from the encroaching city!

Let's study, both sides!  
Name withheld by request.

## Airport threatens lives

Dear Sir:  
(The Town of) Whitchurch-Stouffville has been betrayed by the Canadian government.

The government inquiry into the proposed second international airport at Toronto has disclosed that Stouffville will be in the high noise zone, and therefore recommends that the town be acquired (not expropriated) and the rural areas surrounding our town be expropriated.

This is not what we the citizens were informed by the government when the airport was first proposed. We were told that our town would not be affected by the noise — some of us disagreed at that time, i.e. People or Planes.

Fortunately our town council had a study carried out to determine what noise might affect our town. These findings were accepted by the Gibson inquiry and, in doing so, discredited the previous government findings.

Now we have a problem to deal with our lives are threatened but the problem is so much deeper than the destruction of people's lives, because our town will no longer liveable.

Firstly, I have to deal with the fact that the government has a right to my land, if the use is for the Canadian public.

I cannot accept that taking up prime farmland to build an airport is a benefit to Canadian people.

I cannot accept the fact that some government officials (maybe civil servants) want this area to have more growth. We do not need that growth. We do not want that growth.

Our planet is struggling to maintain an existence. Destruction of

the environment, increased spending, uncontrolled and unplanned growth, population increases all contribute to our eventual death even sooner than expected.

The plight of Stouffville must make our government and ourselves look at the global problem of increasing uncontrolled

growth. Let us meet the problem together.

Together, let us stop the airport for a step towards recovery of mankind.

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LOVANNA SANDERS  
O'Brien Ave., Stouffville.

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