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Young musicians can play competent rock

By JOY MORNING
Two full rock bands and five separate vocal groups just don't appear overnight. Yet, Whitchurch Highlands Public School teacher, Bob Burrows, has fashioned just that in six months with many hours of extra-curricular work.

There are no hesitant or off-notes so commonly associated with beginning school groups. The "Loons" and "Thundering Pickles" play more than competent rock. The "Misfits," "Moonshiners," "R.B.'s Angels," "Red Hots," and "Four Tones" harmonize and blend with the many band combinations Mr. Burrows so deftly makes.

The former professional musician has used the local church's coffee house to test three of his groups before the public and will bring at least three others to the June 4 coffee house that operates in Wesley Church's basement, Vanderhof, 8-10:30 p.m.

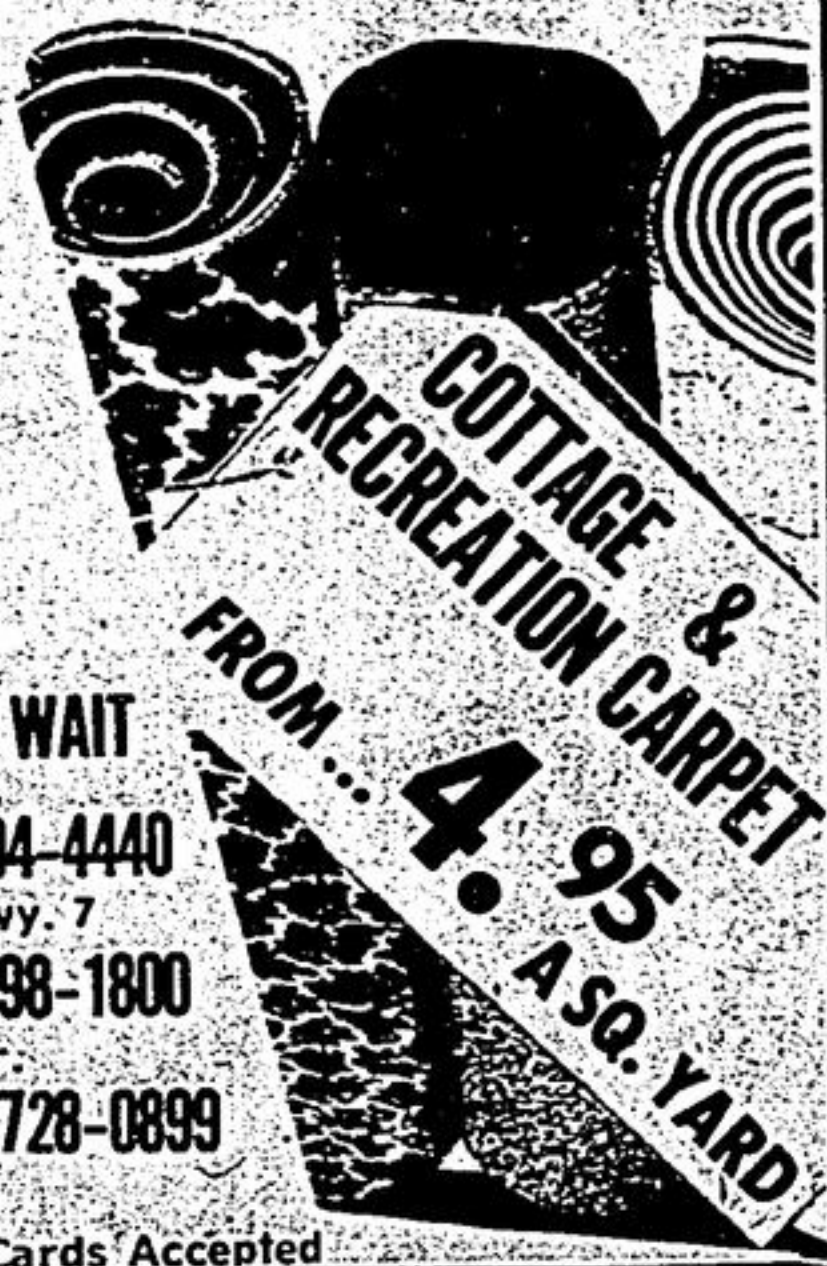
Now, in his second year with Highlands, Mr. Burrows has had to start from scratch each time as his musicians, invariably senior students, graduate to the area's high schools.



The new Whitchurch Highlands rock group, The Loons. Rick Bohajra, top, left, Pete Bass, Chris Kane, Scott Campbell, Eric Winter and Hillary Richardson.

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Opposition on road expansion

(Continued from page 1)
moved to another spot on her property, a move which she claims will lower her property's value.

Doug Hadcock, a Kennedy Road resident for 30 years, told the committee that "no amount of money" the region might offer would be compensation for the damage done to the extensive landscaping both he and his wife have done.

Construction of the road would destroy the route as a means of bringing customers to his vegetable farm, Jack Burrows told the committee. He now counts on people driving to his 110-acre market garden for a sizeable part of his income, he said.

Jessie Chase, who owns a Kennedy Road horse farm, pointed out that her kitchen window is only 38 feet from the roadway now, and that if the region brought it any closer she would have to "have everyone in for dinner."

And Jean Manchee, who also spoke before council last week, told the committee earlier that the problem is one that faces Whitchurch

Stouffville as much as it does residents of Markham.

Pointing out that the development was only "down the road from arriving at Whitchurch-Stouffville," Mrs. Manchee questioned the wisdom of expanding highways in light of what she called a "coming energy crisis."

Although it heard all presentations, the committee decided to

approve the plan, noting that engineering staff had attempted to weave the road around as many homes and trees as possible.

When the matter came before council last week for final approval, the residents' arguments swayed councillors sufficiently to delay approval for 30 days.

Meantime, the engineering committee has been instructed to set

up a meeting with area residents to once more explain the plan and answer questions about how the widening will affect individual properties.

Following the decision, residents present at the meeting expressed satisfaction that the decision had been delayed, and said they would attempt to rally support for their objections before the proposed meeting is held.

York region

\$40 million budget

(Continued from page 1)
the remaining budget looked like this:

- general government and administration \$1,633,700
- health and social services, \$1,689,400
- grants to public hospitals, \$1,218,000
- planning, conservation and reforestation, \$1,058,700
- land division, \$138,000
- engineering, \$3,989,200
- and police, \$8,393,200

That brought the regional cost of the projects to \$18,116,600. But with the revenue from those departments - fees for land division, for example - expected to total \$352,000, the region faces a cost of only \$17,764,600.

With that total calculated, the region adds the moneys available through last year's surplus, a general provincial support grant, and from regional municipal grants.

When that total of \$6,967,160 is subtracted from the \$17,764,600, the region faces a cost of only \$10,797,440.

That total is called the region's net levy, which means the total it

must raise through taxes - and is all that the region pays for the \$40-million worth of debts and projects it has planned for 1977.

And how do they collect that money? The total is divided among the region's nine municipalities, according to the assessed value of their property.

So, for example, Vaughan will face the largest increase in regional levies, paying 11.8 per cent more than it did last year.

The reason is that growth in Vaughan was enough to raise its assessment, making it responsible for a larger share of the regional debt.

Newmarket, which did not grow proportionally in its assessment value, faces only a .5 per cent increase over its regional levy of 1976.

The entire budget approved by the council in committee comes before regional council for final approval June 9.

The council meeting is open to both the press and public.

Three candidates meet to debate

(Continued from page 1)
would be equally disastrous under an NDP government in Ontario.

Hydro rates between urban and rural residents of Newmarket long sought by the town will be equalized in the next session of the Legislature.

Liberal Jim Wilson touched on the election unemployment, transportation, education and regional government.

Mr. Wilson said: "minority government was working well, and a total of 105 'good bills' had been passed - the Conservative government cannot deliver 'anywhere' near

the number of jobs it has promised.

The Conservatives were wrong to grant an American bus company preferred routes, while the Canadian transit company Gray Coach was passed by, and that only Liberal pressure caused them to reconsider.

Small business must be encouraged in York North to remove its status as a "bedroom community."

Teachers should be allowed to teach and not be encouraged to move into administration; regional government must be re-examined.

Speaking last to the group of about 150 was Ian Scott, who dwelt on unemployment, pollution, and farmland.

Mr. Scott said: "the Conservatives have had ample time to create jobs, and have failed."

tax credits for corporations could be used in job creation, and in particular for home-insulation programs that would save energy;

Ontario must take a strong stand on the renegotiation of the auto pact;

the province must return to self-sufficiency in agricultural production;

reforestation programs must be improved;

corporate polluters must be forced to stop manufacture of mineral resources should take place in this province.

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