


The Tribune
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Editorial

Garfield must go

For almost all local politicians, this is a year when they must go to the people if they wish to retain their positions. Unfortunately, such is not the case for the most senior local politician, Garfield Wright.

When York Region was formed, Mr. Wright was appointed Chairman for two terms. He will remain in office until elections are held in 1974.

This might be a good time to review Mr. Wright's record and start looking for a replacement Chairman for the 1972-74 term. Mr. Wright has failed to provide the major necessity of his office - leadership.

It has become increasingly apparent of late that the Chairman simply does not have what it takes to run the Council. At a Finance Committee meeting March 17, and again at a Council meeting March 23, Mr. Wright completely lost all control. As a result, debate went around in endless, futile circles; the former occasion was the first time we have seen Regional Council hissed by the public. Not all of this is Mr. Wright's fault; but, as Chairman, he must shoulder a major share of the blame.

When there is any leadership given to Council, it comes from members of Council, notably Mayors Illingworth and Roman and Councillor Don Plaxton. It has come from Chief Administrator Jack

Rettie. It has not been provided by Garfield Wright.

Not having been elected, Mr. Wright's only solid responsibility is to the Minister who appointed him, Hon. Darcy McKeough. Perhaps it is not surprising that some of the Chairman's most emphatic utterances have been in defense of Mr. McKeough, the Department, and senior provincial officials. This, however, achieves little for York Region.

The Chairman may be a very amiable fellow - "good old Garf" - and may have outstanding ability in certain fields. We do not claim to know on what basis Mr. Wright was selected; but he is not suited to the leadership of Regional Council.

With a budget totalling more than 24 million dollars, the Region cannot afford indecisiveness. There are many crucial problems facing Council, many decisions to be taken which will have far-reaching effects. Just "muddling through" is not good enough.

The Ontario government has committed itself to regionalization. Bill 102, forming York Region, was an important step in this process - but there's nothing sacred about it. Perhaps if Mr. McKeough were to approve an amendment, and appoint a new Chairman, he might start seeing far better results from his 1971 experiment.

Local identity important

The new Toronto International Airport. That's the tag Queen's Park has attached to the project, although the site is several miles from Metro.

Why not Pickering Airport, or Claremont, or Altona, or Stouffville?

Surely, if the area affected is forced to bear some of the disadvantages that a venture of such size will create, then it should also be considered when a few of the benefits are handed out.

Local identity, in our opinion, ranks high on the benefit list.

But to date, in spite of the volume of words spoken on the issue, not one, that we can recall, has even mentioned this

very important fact.

The same goes for the new city of Cedarwood.

By what right - Cedarwood?

Why not Cedar Grove, since according to the Queen's Park map, that community, as we know it today, will be virtually annihilated? The very least the residents should expect is the preservation of an identity that has survived an entire century.

While Members of Parliament and politicians at the municipal level have had little say to date in the planning of either project, this is one area where their voices should be heard - loud and clear.

Editor's Mail

Dear Sir:

I would like to comment upon the inspiring closing lines of your editorial March 9 concerning the proposed airport site. You said: "Now is not the time for wailing and gnashing of teeth. It's a time to face up to reality."

Oh, how very very right you are! I only wish I had been able to read those words a week earlier and avoided the headache and nervous tension which resulted from my own three days of wailing and gnashing of teeth. I would like to add my voice to yours and urge, yes even plead with all those Tribune readers who have not yet done so, to quit wailing and gnashing their teeth and face reality.

Our governments have named an airport site in Pickering Township. This is reality. That it will effect the lifestyles of all of us in the surrounding municipalities, as well as the people whose homes are to be bulldozed under, is reality. But the fact that Canada is a democratic nation populated by a free people, is also a reality, so those of us affected have a choice to make. (1) We can prepare to move to a new and distant location where we can create a lifestyle similar to the one we now enjoy. (2) We can stay and passively accept whatever the gods in Queen's Park decree. Or (3) We can stay and use all the democratic processes available to us to protest this plague thinly disguised in the garb of "economic progress".

I oppose the airport. I am not convinced that a second international airport for Ontario is necessary. I question the value of the accompanying urban build-up, the air pollution, the noise pollution, the very bigness of the scheme. I submit that bigger does not mean better - whether it be with industry, school boards, regional

governments, cities, or airports. I suggest that the prime purpose of man in his short lifetime is NOT to become a bigger and better producer, or a bigger and better consumer. If that is the only goal worth striving for, then we have become very short-sighted indeed and deserve the ulcers, the mental stress, the pollution, the growing rate of petty crime, the apathy, the loss of dignity, the senseless violence these impersonal giants breed.

In this democratic country it IS possible to fight two governments. Davis says that his government listens to the people so let's give him something to listen to. We can start by flooding his mail box and those of both our federal and provincial members of parliament with letters of protest. Both governments will listen. It is a federal election year and that's a reality too.

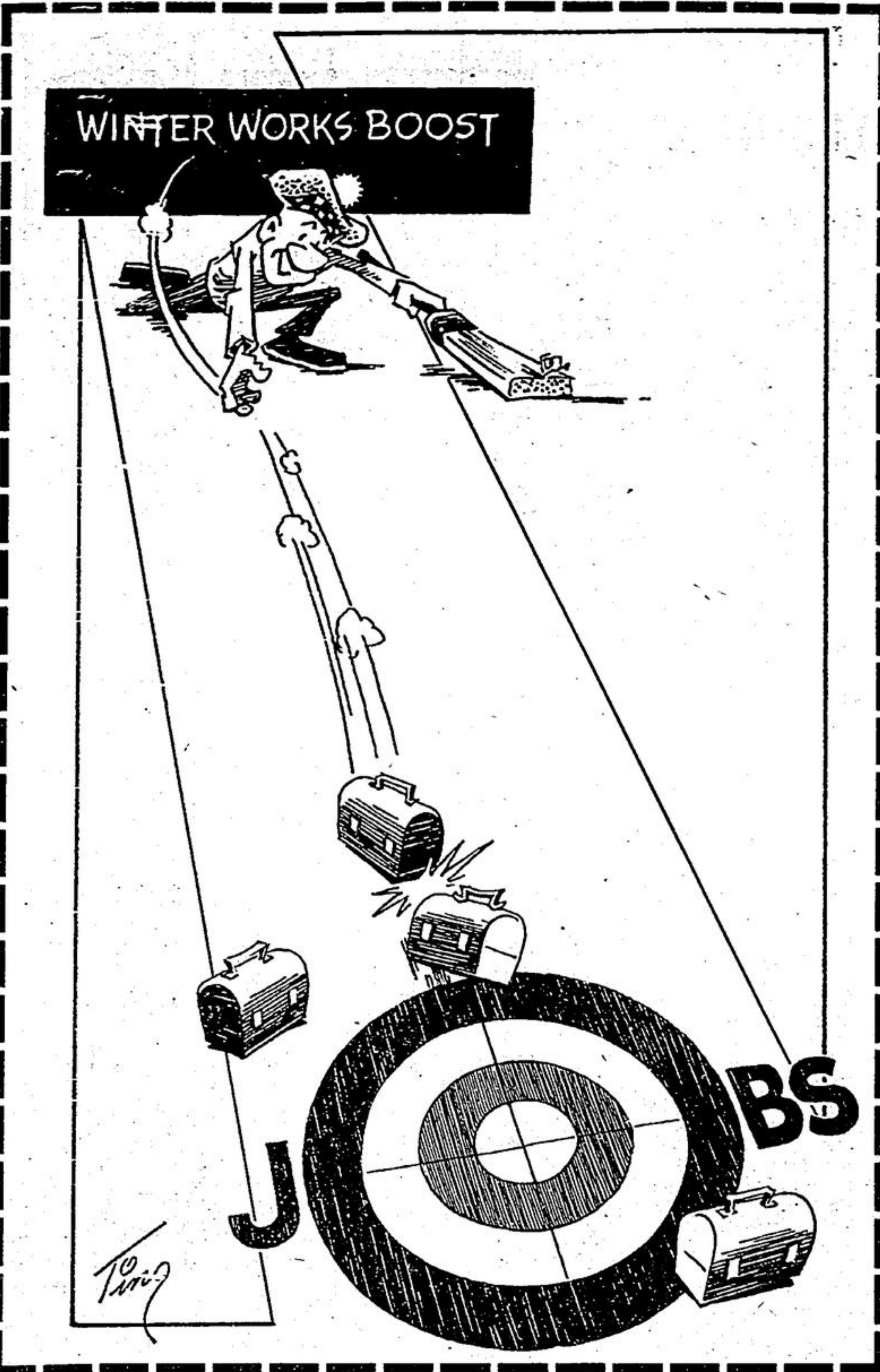
Eleanor Todd,
Goodwood.

Dear Mr. Thomas:

If "face up to reality" is what we in Pickering Township should do, what about The Tribune? With about 1,000 of its faithful readers expropriated, another 1,000 moving to get away from the hectic mess that used to be our beautiful peaceful countryside, how are you planning to make the best of it?

Somehow, I can't see not fighting for what I believe in. Grass, trees, birds, animals and quiet countryside means more to me than noise, pollution and strips of cement.

Mrs. John Alfred Pegg,
Claremont, R.R.2.



Dear Sir:

Your apathetic attitude regarding the supposed inevitability of the proposed Pickering Airport sickens me, and does great disservice to the community. This airport is neither desirable, nor inevitable.

If built, it would create considerable pollution and congestion and completely destroy the heritage and coherence of the region.

Stouffville, the future "crossroads of the world" as your editorial page suggests? You dreamer! Does the present village of Malton even remotely resemble such a thing? Stouffville 1980 will be a noisy, smelly, semi-depressed area, trapped between two long runways and continually belched upon by those "powerful, beautiful, hand-crafted metallic beasts" you seemingly idolize. Local businesses will profit little. All hotels and industry would be located far to the south and few air travellers would ever set foot in town, since probably 90 percent of all trips would either originate or end in Metro.

Fortunately, however, the airport can and will be stopped, as have other mis-planned airports near other large cities such as London England, and Minneapolis Minnesota. It requires only a cohesive group of determined people willing to pool their time and talents, with or without the support of the local newspaper editor.

Glenn Tarver,
R.R.3, Stouffville.

Dear Sir:

Who could be worse off than the people who have homes in the Claremont airport area, and are having them expropriated?

The answer is, the people who live on Dickson's Hill at the END of the runway, and are NOT being expropriated! Imagine jets taking off right over your house, and only 500 feet in the air as they reach Highway 48!

The residents of the 40 homes on the Hill are talking of putting up \$250.00 each to create a \$10,000 jackpot. It is not unnatural to anticipate that SOME of the jets won't make it off the end of the runway, and will demolish two or three homes at a time. The surviving owner wins the \$10,000 and uses it to obtain a new head transplant. The old head would be useless as the eyes would be gone watching waves on the TV from the vibrating antennas, the ears would be silent having been bombarded with regular takeoffs, and the voice would be shot through complete lack of use, as well as the throat having been coated with tons of pollutants.

Is anyone at Queen's Park or Ottawa listening?

Ronald A.P. Moran,
R.R.2, Markham.

Dear Sir:

I find it extremely difficult to understand the complacency in your attitude towards acceptance of a new airport. Can you imagine what it would be like living where there were no birds or wild animals to be seen? Where blue sky was never visible because of the haze of pollution?

Apart from that, our government is about to demolish the communities where the airport is going to be situated. Destroy them, just like dropping a bomb part of our heritage gone forever. We have so many beautiful old buildings - homes, farms, churches and schools that we should all be striving to preserve. A lot of these structures were built in the early 1800's, and in a country as new as Canada, a very important part of our history. Something we should be proud of.

THINK! I believe in progress and planning for the future but not by being destructive in a manner which the proposed airport will surely be.

If the airport is built, we are responsible and we should all feel ashamed of ourselves for allowing it to happen. I don't want to feel guilty - do you?

Joan Blackwell,
R.R.3, Stouffville.

Dear Sir:

In your editorial on the airport site controversy, you direct those of us who will lose our homes and our way of life to stop "wailing" and "face reality".

It is regretful in my view that you regard our search for accurate information and access to government research as weeping and wailing. Is it mere self-pity to force two levels of government to justify a project of this horrendous proportion which will uproot and displace a generation of people? With arrogance, high-handedness and ultra-secretiveness they are attempting to displace us and destroy the flavour and the character of an area becoming more precious and unique with each passing year - and this from governments which spout the slogans "People before Transportation" and "Participatory Democracy!" - Fuddle, duddle!

As to facing reality, sir, I believe we are doing just that! We are facing the reality of insufficient arable land to feed the world's population by the year 2000, while governments wish to put 43,000 acres of the best under pavement and houses.

We are facing the reality of a surging megalopolis of unrelieved population density without open space or greenbelt areas. We are facing the reality that the airport maybe obsolete in 10 years. Where then will they build the next one? How big will it be? With our rural uniqueness gone, how hollow it will sound to say, "we were wrong!"

ROAMING AROUND

Unity - at last

By Jim Thomas

I attended an ecumenical service at Markham, Sunday evening.

The worship, that joined together six denominations under one roof for a single purpose, was held in the beautiful auditorium of St. Patrick's Roman Catholic Church.

For me, it had to be the ultimate in a personal religious experience. For I had never as much as visited an R. C. church before, let alone worshipped in one. Quite a thrill.

Whether we like to admit it or not, most Protestants have, through past generations, looked on our Roman Catholic brothers with inbred feelings of mistrust.

And no wonder, with all the weird and frightening stories that have been handed down.

As a lad, I used to think of a Priest as some kind of 'boogey-man' who, when you weren't watching, would grab you by the seat of the pants and hide you away in a deep, dark dungeon.

That's why, I suppose, I always stayed clear of any 'father', whose first name started with a capital 'F'.

Perhaps similar terrible tales have been told about the Presbyterians, the Baptists and the Anglicans. I hope not, for it's taken me thirty years to learn the truth.

On Sunday, I shared the same pew with one.

We read from the same Prayer of Confession.

We listened to the same anthems.

We sang from the same song sheet.

And so did 800 others - no restrictions, no prejudices, no barriers.

Six denominations, as one.

Unity - at last.

Where there's hope, there's life.

Dear Sir:

Re: Your Article - Reclaiming Gravel Pits, March 16, 1972.

Point of clarification in regards to your article where you stated that a Mr. Stephen C. North and Mr. Anthony R. Laws were associated with Consolidated Sand and Gravel. This is incorrect. Both Mr. North and Mr. Laws are principals of an Environmental Control firm of L.W.D.S., and are not in any way connected with C.S.G. Our present combined interest is that C.S.G. own gravel pits in the Uxbridge area and that they could be suitable for our process if all the necessary approvals were obtained.

I sincerely hope this will be noted in the next issue of your paper.

Anthony R. Laws, A.P.I.D.

Dear Mr. Thomas:

Since the announcement that a new international airport is proposed for an area near Stouffville, I have had the opportunity to research the effects.

I conclude that we have nothing to gain, and much to lose.

Housing and land prices will drop, unless close to the terminal. Existing home-owners will take the worst beating, because they cannot alter the zoning. Farms zoned rural will also depreciate in price.

Stouffville, situated between two flight paths, will be in the noise zone.

The people of Stouffville, Markham, Richmond Hill, Goodwood, Gormley and Claremont, are being required to accept these economic and social losses, to convenience those few Canadians who can afford to travel frequently.

I trust The Tribune will inform its readers in the area that they can anticipate a drop in property values if the airport project goes ahead.

L. D. Almack,
Claremont, R. R. 2.

Face reality you say! We are, sir, so that my children's children will not have to ask, "Where can we play?"

Respectfully, sir, to see the value of land only in terms of money is also becoming obsolete. If we are to survive as a race on this planet, the worth of our wild and gently rural areas must be judged by how they affect the souls and minds of men!

Please help us stop the airport!

William B. Cowls,
Whitevale, Ontario.