

toronto citizen

MIDTOWN'S COMMUNITY NEWSPAPER 25¢

New peace plan in NDP crisis

Expulsion threat against Wafflers is dropped. Moderate group backs compromise proposal.

by P.M. MULLINGS

The leaders of the moderate wing of the New Democratic Party have approved a new compromise resolution on the Waffle crisis which could end the threat to the future of the NDP in Ontario.

The resolution will be presented to a special emergency session of the Provincial Executive committee this Sunday.

Although stating that the Waffle cannot continue its present structure and behaviour within the party, the resolution contains no sanctions. Waffle members will not face an ultimatum of possible expulsion from the party.

These last two points formed a key part of a recommendation passed by the Executive Committee last May which triggered the possibility that large segments of the party's left and moderate wings would be forced out through expulsion or resignation.

At Sunday's meeting the Executive Committee will be asked to withdraw its recommendation in favour of the new compromise position. The issue comes up for final handling in Orillia June 24 when the NDP's Provincial Council meets.

The new resolution was debated at a closed door meeting in Peterborough Monday night June 12, attended by the leading members of the moderate group living in southern Ontario. They have been trying to mediate between the party's right and left wings since the Waffle issue reached the crisis stage.

The compromise solution, which will probably become known as the Peterborough Resolution, has two major clauses. The first is that the Waffle cannot continue in its present structure and behaviour.

The second says that it is contrary to the spirit and meaning of the party constitution "for any group within the party to assume a public political identity distinct from that of the party. Groups of members within the party, however, are, of course, free to cooperate and caucus so long as their role remains non-public."

The resolution goes on to define public activities as press conferences, the holding of public meetings, participation in demonstrations and the issuing of public statements about party matters. These things, the resolution says,

may be undertaken only by a constituency organization, the Provincial Executive or the Provincial Council, or other duly-constituted bodies within the party.

Signators of the Peterborough Resolution include:

Walter Pitman, a candidate for the provincial leadership in 1970; John Harney, former provincial secretary and federal leadership candidate last year;

Ed Broadbent, M.P. from Oshawa and another federal leadership candidate last year;

Desmond Morton, a member of the Provincial Executive;

Robert Beardsley, the NDP candidate in Spadina riding; and

Lee Patterson, President of the Riverdale riding association.

Their support for the Peterborough Resolution means that two main suggested compromise solutions — Harney's affiliation or associate membership for the Waffle, and Patterson's detailed rules of conduct — have been shelved.

Two other compromise formulas, originated by the Beaches-Woodbine Riding Association and by Ottawa M.P.P. Mike Cassidy, are also out of serious consideration.

The Peterborough Resolution contains enough for all three wings of the party to allow it a much better chance of being enacted than the other compromise formulas which appealed one side more than the other.

For the anti-Waffle faction — the Party Executive, much of the provincial parliamentary caucus and most unions affiliated with the NDP — the resolution supports the principle that the Waffle's status must be drastically altered.

But, by avoiding reference to the possibility of expulsion, it draws the Executive's position closer to many rank and file party members who were deeply upset by the disbanding recommendation.

For the Wafflers, the Peterborough Resolution assures continued membership in the party and the possibility of some sort of limited caucus activity.

For the moderates it means one main compromise proposal which they can unite behind and which has a good possibility of acceptance. It could also lead the way to the harmony the party needs, and the moderates have been begging

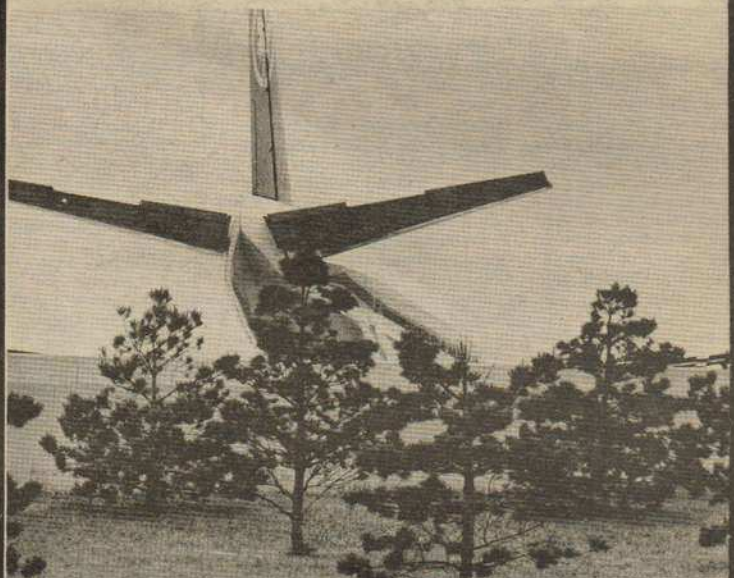
(continued on page 8)

IN THIS ISSUE:



BINGO

Bingo for cash, bingo for prizes, double your fun (page 13)



PEOPLE/PLANES

Does Toronto need another airport? An eight-page supplement written and edited by People or Planes.

photos by Phil Lapides

City schools offer free summer courses

by Ellen Moorehouse

The Toronto Board of Education will offer summer courses for both high school students and adults from July 4-28, from nine in the morning until one in the afternoon.

Central Technical School at Bathurst and Harbord Streets, offers an extensive arts program in airy studios which rival those of any art school in the city. The program is extremely popular, and classes, except for sculpture, are filled. However, there are waiting lists, and since people signed up for courses long ago, the school anticipates a number of dropouts. If you would like to sculpt, or to try your hand at drawing, print-making or painting, phone Central Tech at 531-5781.

At Northern Secondary School, 851 Mt. Pleasant, there will be courses in commercial or technical subjects, physical fitness, if you're male and some arts-crafts courses. The technical subjects cover a full range - architectural drafting, auto mechanics, cabinet making, carpentry, electricity, electronics, aircraft engines and others. Commercial subjects include the usual - bookkeeping, business machines, data processing, shorthand, type-writing. You can also learn to cook and make dresses in home economics; take music or drama courses, if you can already play,

sing or act a little; or study art, photography, effective reading or life science. More information is available from D.E. Farmer, principal of the summer school, at 465-2454.

Bickford Park

Bickford Park's summer school, 777 Bloor St. West, is geared to the high school students, as is Northern's program; but both welcome adults from the community. The school anticipates an enrollment of about 1,000 students in the varied program. There are classes for anthropology, archeology, astronomy or geology. You can take jewellery making and ceramics, basic art, interior design or wood and metal working. You can practise conversational French, party cooking, typewriting, or music. You may want to study journalism, city planning, world tensions, dance routines, dramatics, law or man and his environment. There's a big choice of courses; all it takes are July mornings and a call to J.D. Webb, principal of the enrichment summer school, at 461-3625.

Registration date for all of these schools is officially June 12, but classes are open right up to the day they begin, and even after, if there is still room in a class. You can get information about the complete list of courses from the Toronto Board of Education at 362-4931, extension 428.

Letters

One great task

Dear Sir:

Surely one of the greatest tasks we as citizens face in society today, is to make our institutions and those who run them accountable to those they claim to serve.

David J. Weston,
Director, Community Programs,
Trinity Square

Fascist threat

Dear Sir,

Congratulations to the Citizen on the front page story warning of the ultra-right in Toronto.

Most Canadians abhor fascism - the lives of so many of our citizens were given in the fight against Nazism and for democracy. Unless the facts of what is taking place here and now are placed squarely before Canadians, the myth of Fascism as exclusively a goose-stepping Gestapo uniform will continue. As your article points out, fascism is not a "foreign" problem, we are seeing right here, overt acts of overt and vicious racism and anti-semitism.

Your article however missed an essential aim of fascism - to destroy the work of communists, socialists, and in fact anyone fighting for progress and the social advance of the people of Canada.

In this context of anti-communism and anti-Sovietism

may I first remind you of the vandalism at Bookworld in September last year where some \$3,000.00 damage was done. The police as seems usual were "unable" to find any clue as to who would want to destroy 900 volumes of Lenin; no other titles were touched and not a penny stolen.

Contrary to the aims and claims of the ultra-right actions of this "book-burning" make us and other democratic forces the more determined to combat fascism and the system of which it is but an extreme manifestation.

Canadians should be made aware of the concerted effort to turn politics to the right in this country. I refer to the developing electoral agreement between, the Conservatives, Action Canada, the Social Credit and right wing Liberals. Witness Hellyer's overtures; the editorials of the Sun calling for a right coalition; the similarity of their positions on labour and wages, and the ghastly example of the PC candidate for the Lakeshore riding, Mr. Kupiak. This 'citizen' is on public record admitting to the extermination of people in the Ukraine on behalf of the Nazi occupation. He maintains that their being Communists legalized it all. The Canadian government has protected him against extradition proceedings by the USSR to face trial for war

One day in Don Jail

by Mike Lorbach

I am on my way to the Don Jail. I am beginning a sentence of 30 days.

The transfer from court to jail is something else. Along with 28 fellow "criminals", I am loaded into a "Paddy Wagon". This is a steel plated police van which must have been designed by somebody who got his training in a sardine-canning factory.

The ride through the streets of Toronto is an experience. The drivers, I'm sure, get their jollies by passing over every pot hole, loose man-hole cover and other obstruction in the roads. I am just beginning to enjoy the sensation of having my liver displaced by my kidneys and vice versa when we arrive at the Don Jail.

As cramped as we are in that steel box, nobody is in a hurry to get out. "Awright, awright, get your asses out here. We ain't got all day," a cop hollers.

We are herded into a long narrow corridor that has benches half way down each side and a sink and toilet at the far end. Most of my companions must have been here at least once before because they immediately stretch out on the benches or make themselves comfortable on the cement floor. I find myself a place on the floor.

Another half hundred or so bad guys get thrown in with us during the next hour. About every five minutes one of us is called out by a jailer. The tank is starting to empty. I am thankful for not having to use the toilet when I hear my name.

A guard unlocks the steel bar door; I am pulled through and shoved in front of a table. I give my age, height, weight, place of birth and religion to a sergeant seated at the table and then am taken, by a private, to a small alcove, told to empty my pockets and strip.

The guard searches my clothes and, not finding any guns, knives or whatnot hidden in the seams, tells me to turn around, bend over and spread my cheeks. I guess he's satisfied I'm clean because he orders me to pick up my stuff and directs me to the change room.

Jail Blues

My street clothes are exchanged for jail blues. I am handed a towel and told to shower. I drop my bundle on a bench and step under a trickle of luke warm water.

I am drying myself when this inmate - all menial chores are done by inmates - steps up to me with a spray can that looks like maybe it has insecticide in it. "Lift your arms," he says.

"Hey, wait a minute," I plead. "I'm not lousy." "Everybody gotta get sprayed," he states.

I get dressed, am given a dry towel, comb and toothbrush and am escorted up a flight of stairs to corridor Number Seven.

Now, compared to this corridor, the subway, at rush hour is empty. Sixty three bodies are crammed into an area designed to hold eighteen. I know this because I see eighteen single cells along one side. Here too, like in the holding tank, bodies are sprawled all over the place.

A lot of action is going on here. Prisoners are taken out and brought back continuously. Some get fingerprinted, others are x-rayed, some get a medical.

A few lucky ones are bailed out. Every so often an official dressed all in white comes in to wake up a drunk who doesn't answer when called either because

the drunk can't remember what name he's using this time or he is still under the influence. This is the comedy relief.

It is now my turn to get examined. I am taken to a room, told to undress, sit down and do absolutely no talking. All around the room, sitting on benches are naked guys trying not to look self-conscious. I find it difficult to look nonchalant when I know there is at least one pair of eyes looking at me the way I like to be looked at by a woman.

After ten minutes of staring at the ceiling I get to see the doctor. A big old guy, who looks half asleep, mumbles, "How do you feel? Any problems?"

"I don't feel too good," I answer. "I have a bad stomach."

"Fine," the doctor says, "You seem to be in good health. Bend over and touch your toes." The guy in whites who wakes up the drunks, weighs me and tells me to get dressed. End of medical.

I am back in the corridor, and it is feeding time. A plate of food and a spoon are passed to me. There is room enough for only a few at the tables. The rest are eating either standing or sitting on the floor. I join the floor squatters.

Corridor Number Twelve

It is now sometime after the feeding. The calling out of names starts again. We are all moved to different places in the jail. Where a prisoner is taken depends on how much time he is doing or whether he is on remand. My home for the next month is corridor Number Twelve.

Corridor Number Twelve is not like corridor Number Seven. Each cell holds four persons and the corridor is not crowded. Counting myself the population totals seventeen. There are also more ways to pass time.

Besides sleeping on the floor, I can play cards if I am invited to by the guy who owns the deck. I read parts of a six day old newspaper or listen to stories about big money and good lookin' broads. The telling of these adventures is the favourite pastime in here.

I am listening to these stories for a couple of hours and I am about to go bonkers when I am saved by a shout of "Jug up." This is the way all meals are announced in jail.

Although I can't swear to it, I guess this meal is maybe different from the one I had a few hours earlier.

It is now seven o'clock. Seven o'clock is lock up (bed) time. I get to share cell five with three other guys.

Cell five is about seven feet wide, eight feet deep and eight feet high. It does not have a window. There are two steel bunk beds for sleeping. Each bed has three ratty looking blankets, two sheets, a pillow as thick as one of the blankets folded double and no mattress. There is no running water, and the toilet is 4 pots with covers.

I get to sleep in an upper. Making the beds takes some kind of practise. Only one bunk can be made up at a time. I struggle for twenty minutes. My cell mates have no problems with theirs.

I am thinking that I will be in this cell for the next twelve hours and I am desperately hoping no one will have to use the pots. Fat chance. God - twenty-nine days to go

crimes involving the extermination of over 200 men, women and children. We should not forget too that the Ontario Social Credit Party under the control of the Western Guard has not been repudiated by Real Caouette and the federal organization, or that these fascists were active campaigners in the

election of John Yaremko, now a minister in the Davis Cabinet.

Without overestimating the strength of these groups, all democratic minded Canadians should be aware of the threat the danger of fascism poses to all of us, and together work to demand that the Canadian Government deport

these unwelcome imports from the U.S., the Birchers and the K.K.K., and outlaw the native variety, the Western Guard and the Edmund Burke Society.

Maggie Bizzell
Manager, Bookworld,
Candidate, Spadina Riding,
Communist Party of Canada

YOU'RE ENTITLED TO...

... know who owns land

If you're wondering whether a developer is assembling land in your area, you don't have to consult a lawyer or rely on local gossip. You're entitled to check City Hall records of all property transactions in the city.

If you're looking for a land assembly which has been going on for over a year, the best place to look is in the tax assessment rolls on the main floor of City Hall. The rolls, which are organized according to streets, will show the owner of a property, all tenants living on the property and whether the owner is living on the property.

The tax assessment rolls will not show the most recent transactions on the block; the rolls are usually off by a year or more. If you're interested in a recent transaction for a specific property, you should check the records in the land registry office, on the second floor, northwest corner of City Hall.

Searching titles in the land registry office is a fairly complicated process. You should first of all locate the property in the office's file of city maps. On the maps property is divided into plans and lots. A plan will encompass a number of lots. The plan number is in

brackets; the lot number is a smaller number next to the plan number.

After you have found the plan and lot numbers, you have to pay 50 cents to see an abstract index of all transactions within the property plan. An index usually includes the property plan. An index usually includes about four plans. Transactions are listed in chronological order and are tagged with an instrument number. You can see the instrument, the document which records the transaction, for an additional 25 cents.

Searching land titles may sound difficult, but the skill can be learned in a day. The Downtown Action Project at 298d Gerrard Street has been financed by LIP to assist individuals and tenants' groups with title searches. The Project does searches and teaches interested groups how to do their own.

The Project is trying to "demystify the process", says Terry Rohdie, a Project worker. Most people wrongly assume that only lawyers can deal with property records. When the Citizen went to press, the Project had not yet heard whether its LIP grant has been extended.

toronto citizen

The Toronto Citizen is published every other Thursday at offices at 171 Harbord Street, Toronto 4, Ontario. Telephone 532-4456. Price 25 cents per issue. Second Class Mail Registration Number 2448. Editor: Arnold Amber. Managing Editor: John Cobb. Arts Editor: Gary Topp. Photography Editor: Jack McLeod. Advertising Manager: Geoffrey Lye. Production this issue: Jon Caulfield, Ellen Murray, Rosalind Gilbert, Solange Bonnet, Keith Richardson, Rodney Olsen, Phil Lapides, P.M. Mullings, Felix Gifford, Virginia Smith, Kathleen McDonnell, Choy Kim Soo, Sherri Heyding, Marcia Singer, Alfred Freund.

Unjustified rent hikes

Landlords using alleged tax jumps as an excuse for raising rents



Rents have been raised at 469 Palmerston Boulevard.

by Felix Gifford

Recent newspaper stories about alleged large tax increases for property owners have given some Toronto apartment landlords an unjustified excuse to raise rents.

The owner of an apartment house in midtown informed his tenants last month that, "due to the enormous tax raise and other rising costs", he was increasing their rents by ten dollars a month.

The newspaper reports have created the impression that there is to be an average property tax increase of \$100 a year per home. In fact the new City rate is less than five per cent higher than last year's. The taxes on the average single-family home will rise by less than \$30, and the increase for the average apartment will be less than \$15, or \$1.25 per month.

The rest of the difference comes from the change in the provincial system of property tax rebates. The Province will no longer deduct the rebate, which has been on the order of \$75 per household, from the owner's tax bill. So every homeowner will be paying that much

more, which, coupled with the property tax increase, does add up to an approximate rise of \$100 for the year.

But the important point is that landlords were never supposed to benefit directly from the tax rebate scheme. They paid \$75 less in taxes for each apartment but they were obliged to hand it over to their tenants. Most did. And so only dishonest landlords with uninformed tenants are affected by the change in the rebate scheme.

Nevertheless, the scare stories about huge tax increases seem to have given some landlords yet another urge to raise rents. For example, J. Szuszwalak, the owner of 469 Palmerston Boulevard, wrote recently to his tenants:

Dear _____,
Due to the enormous tax raise and other rising costs, I hereby inform you that starting July 1st 1972 your rent is raised \$10 a month. If this is unsatisfactory to you please give me notice no later than May 31st 1972.
Yours truly, LANDLORD

For 469 Palmerston, Szuszwalak paid out \$2,798 in property taxes during 1971. His tax bill this year will be close to \$2,936, an increase of about \$138 or just over a dollar a month for each of the ten apartments in the building. To cover the increase he is raising most rents by ten dollars a month.

It is probable that Szuszwalak's other "rising costs" were fully taken care of in general rent increases he imposed six months ago.

Unusual practices

Of course, to give Szuszwalak the benefit of the doubt, it is possible that he misunderstood the newspaper headlines. But he does seem to have rather unusual accounting practices. He accepts rent payments by cheque but insists that the \$10 a month parking charge be paid in cash. He insisted too that last December's rent be paid in cash, less the property tax rebate.

On the other hand, Szuszwalak may be very much aware of the true nature of the tax increase as it affects him, and he may merely be using it as an excuse to raise rents. He certainly does not seem overly

generous about heating and repairs. Rather than fulfill his obligations as a landlord, he often advises tenants to purchase and use space heaters at their expense and to fix things around the building themselves.

Pay up or move

What can tenants do when their rents are increased unreasonably? One solution is to leave, with its inevitable inconvenience and risk of finding another rent shark. Two of the apartments at 469 Palmerston will soon be vacated. Another response is to refuse to pay the increase. There was an attempt at Szuszwalak's building to organize a rent strike, but the fear of eviction was too strong even to countenance a mild collective letter of complaint. The same fear kept the tenants from complaining to the City about low temperatures last winter.

Szuszwalak could evict his obliging tenants by applying to the County Court for an eviction order. The judge would most likely agree to an order, although there has been no case yet in which all of the tenants of a building withheld what they consider to be an unjustified increase. Costs would be in the order of \$300, probably chargeable to the tenants.

There is no provision in Ontario for rent controls; landlords can charge what they like and, if there is no lease, increase rents when they like. In theory they are governed by the market place. In practice the shortage of acceptable accommodation and the lack of an organized tenantry biases the situation well in favour of the landlord.

One possible way to avoid eviction is to report a landlord frequently to the City for violations of health or safety standards. It is

almost certain that one regulation or another is being violated. The 1970 Landlord and Tenant Act enables judges to refuse to grant an eviction order if it appears that the eviction is requested because of such public-spirited behaviour. Presumably it could be argued under that situation that any rent increase is a sly attempt to evict. Thus a tenant who keeps in touch with City Hall may be immune from rent increases.

Another small way to hassle a landlord is to insist that he observe Section 103 of the Landlord and Tenant Act, which requires him to post extracts from the act in a common place. Most landlords do not comply with this section.

IS YOUR WEDDING COMING UP THIS SUMMER?

FOR THAT EXCLUSIVE PERSONAL TOUCH

FROM CONSULTATION TO THE ARRIVAL OF YOUR WEDDING FLOWERS

VISIT OR CALL FOR APPOINTMENT

LAMBERT'S FLOWERS
485 CHURCH ST.,
964-8118

We do all kinds of typing for all kinds of people. Business letters, essays, etc.

EXPERT TYPING SERVICES
44 Harbord St.
920-5234

ASK LOCAL ADVICE ON EAST ESCARPMENT TUNNEL

Residents in the East Escarpment area will be asked by the City Works Committee to help decide on where a pedestrian tunnel between Marlborough Avenue and Cottingham Street should be built.

The Committee last week passed a motion to build the walkway which is generally supported by Marlborough residents. Opposition was led by Aubrey Wice of Cottingham. He said it was unnecessary because only 20 of the pupils at Cottingham school live on Marlborough Street and Marlborough Place and would use the walkway.

Pedestrians now have to go east to Yonge Street or west to Avenue Road to get across the Canadian Pacific Rail tracks. The \$30,000 tunnel would be paid for by Marathon Realty, the railway's real estate subdivision.

After criticism that a previous questionnaire was inadequate, —

assurances were given that the new opinion survey will be carefully designed to accurately reflect the opinions of the community by offering the full range of solutions from no tunnel to one at any of three locations.

NURSING SERVICE

We specialize in caring for patients in their own home, our carefully screened and dedicated staff of registered nurses, practical nurses, companions and homemakers are available for full or part time private duty. For convenience call Comcare Ltd.

929-3364

The Goose and Duck

TORONTO ISLAND COMMUNITY NEWS
11 Willow Ave.
Ward's Island

Sample copy on request.

"If a thing's worth doing, it's worth doing badly."
Barbara Ann Scott

The rewarding art of Self-Defence.

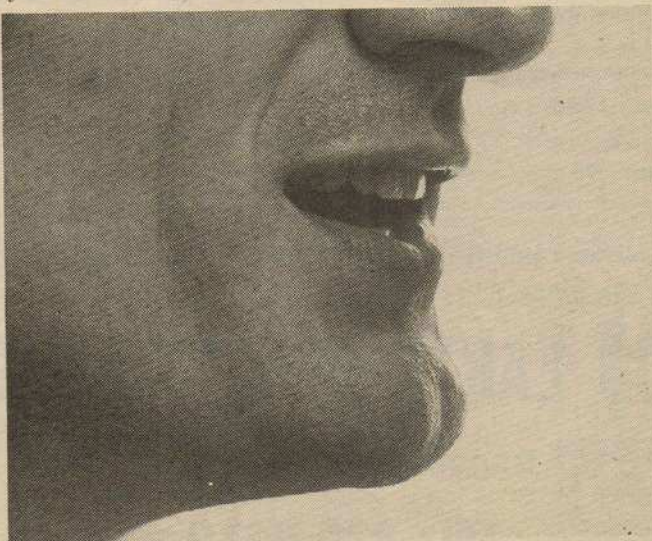
Too many men and women get hurt at work, just because they don't look after themselves.

The secret is to work defensively.

Here's one way to improve your self-defence—talk safety.

Accidents are less likely to happen when everyone is alert.

The sure way to safety is Self-Defence.



Your Workmen's Compensation Board and The Safety Associations, Ontario



GOOD EARTH NATURAL FOODS

OUR CUSTOMERS KNOW WE HAVE THE BEST PRICES

COLD PRESSED OILS

Olive Oil 16 oz.	1.09
Soya Oil 16 oz.	75¢
Soya Oil 32 oz.	1.23
Sunflower Oil 16 oz.	79¢
Safflower 16 oz.	79¢
Avocado Oil 4 oz.	1.69
Wheat Germ Oil 4 oz.	1.15

JUICES AND SYRUPS

White and Red Grape Juice Imported 24 oz.	95¢
Ribena	99¢
Black Currant Syrup	79¢
Papaya Syrup	75¢
Strawberry Syrup	75¢
Apple Cider Vinegar	39¢

CEREALS AND BISCUITS

Alpen	69¢
Familia	1.09
Sunny Nutri Crunch 1 lb.	69¢
Sunny Nutri Crunch 3 lb.	1.85
Country Style Biscuit	35¢
Ak-Mak Crackers	45¢
Familia Biscuit	79¢

TEA AND COFFEE

Alfalfa Tea 4 oz.	56¢
Alfa Mint 4 oz.	69¢
Peppermint 4 oz.	84¢
Papaya Tea 4 oz.	89¢
Fini Reform	55¢
Instant Dandelion Blend	89¢
Pompadour	
Herbal Teas	25¢ 85¢ 1.35

KITCHEN UTENSILS

Steamer Stainless Steel Selfadjusting	7.75
Tea Balls Chrome	99¢
Bio Snack Sprouter	9.95
M.C. Yogurt 2 pints	75¢
Delisle Yogurt small 19¢ large 47¢	

According to tradition Abraham was the first man to make YOGURT. Today about 500 million people make it an item of daily consumption. With the

BALKAN ELECTRIC YOGURT MAKER

you can make up to 1-1/2 quarts of fresh YOGURT 3 - 4 times cheaper. No thermometer, no double-boiler, no guess work involved. You can use regular, homogenized, skim, dry skim or soy bean milk. Price \$12.95

FROM OUR BEES

Honey with Royal Jelly 20 oz.	4.95
Alfalfa Honey 2 lb.	1.35
Avocado Honey 1 lb.	72¢
Wild Buckwheat 1 lb.	72¢
Royal Jelly 50 caps	3.49
Sunflower and Clover 1 lb.	75¢

FOOD SUPPLEMENTS

Halibut Capsules, Calcium and Magnesium, Vitamin C, E and B Compounds — all low priced. So are Kelp, Bone Meal, Protein Wafers and Lecithin Granules.	
100 Ginseng Tablets	5.49

NUTS AND FRUITS

Fancy Cashews 12 oz.	99¢
Cashew Pieces 12 oz.	69¢
Raisins 1 lb.	39¢
Unsweetened Coconut 1 lb.	45¢
A-1 Sunflower Seeds 1 lb.	59¢
Peaches 12 oz.	75¢
Nut & Berry Mix	55¢

SOAPS AND SHAMPOOS

Chamomile Soap	69¢
Coconut Soap	39¢
Sauna Soap	69¢
Orjene Herbal Shampoo	1.95
Algamarin Sea Bath	1.80
Sarrakan Toothpaste	89¢
Honey Protein Shampoo 16 oz.	2.75

WE ARE AIR CONDITIONED. IT'S GOOD FOR THE FOOD AND PEOPLE.

GOOD EARTH HEALTH FOODS

167 Dupont St. (at Davenport)

TEL: 920-8470

Open Thursdays and Fridays 'til 9 p.m.

DISCOVER DUPONT and DAVENPORT

Custom Made Suits

Custom Made Pants

Custom Made Shirts

EASY CREDIT — CHARGE X
For value and quality see us.

DAVENPORT TAILORS

369 Davenport at Dupont

923-2098



SPECIALS

CHUK STEAK **89¢** LB.

BLADE ROAST **69¢** LB.

JELLO or JELLY POWDER REG. 2/27 **IGA 11¢** EA.

UNIVERSAL PINK SALMON 7 3/4 OZ. TIN REG. 45c **IGA 39¢**

OLD FLORIDA FROZEN ORANGE JUICE 1 FL. OZ. REG. 55c **IGA 49¢**

BALKAN JAMS FROM BULGARIA, OUR SPECIALS

ALL KINDS 12 OZ. JARS **39¢** EA.

SWAN PAPER TOWELS 2 ROLLS FOR **\$1.00**

RUNNING SHOES — SPECIAL SALE **\$1.69** PAIR



155 Dupont
at Davenport
925-6079

BOOKWORLD

367 davenport rd., toronto 180, ont.

925-5657

Marxist Leninist Classics
Political Science
Canadian Politics
Canadian History
Canadian Fiction
Socialism
Labour History
Third World
Films & Literature

Periodicals from:
Canada
Quebec & Maritimes
United States
Britain
Soviet Union
Socialist Countries
Africa
Latin America

Children's Books
Only the finest quality.

100% DISCOUNT
FOR STUDENTS

THE
COSMOPOLITAN
SHOPPING
AREA
AT
YOUR
DOORSTEP

George
French
Hair
Stylist



FIRST PRIZE
IN COMPETITION
IN PARIS 1967

Special diploma for colour & permanents.

Long hair.
Wigs & hair pieces styled.

169 DUPONT (AT DAVENPORT)
923-2142

RENTALS

Try a Bike
This Week
OR
Weekend

pedlar cycles

921-2715

169 Avenue Rd.
near Davenport

COIN
LAUNDRY
DRY CLEANING

Reserve action washers, soak wash and 3 fresh water rinses.

196 Dupont
upstairs
West of Davenport

Men For Fine Barbering
Visit
St. George
Barber Shop

178 Dupont (north side)
at Davenport

Annex park decision delayed

by Andy Sos

After more than two years of speculation and controversy about a small parcel of City-owned land near Jean Sibelius Park, the Parks and Recreation Committee further delayed the ultimate decision last week by setting up a Working Committee.

The meeting June 8 was the latest in a long series of debates, public meetings and petitions to determine whether to lease the land to the owners of adjoining houses or whether to turn the property into a community parkette.

The land in question is behind a number of houses on Wells, Brunswick and Howland Avenues and can be reached publicly only through a City right-of-way, a footpath running north from Wells. Abutting home-owners would prefer to lease the land at a nominal one dollar a year, plus taxes, for a 21 year period.

At present the land is in its "Natural State", and it looks almost like an urban jungle with thick growth and pieces of glass and litter. If the land were released to the owners, it would be their responsibility to clean up the area and maintain it.

The counter-proposal, supported by some area residents and the Huron Home & School Association, would have the City turn the land into a parkette "...for the use of toddlers and passive enjoyment". This means no ball-games or running around, for a two year trial period.

Robert Mathews of the Annex Ratepayers Association told last week's meeting that his group has not taken a stand on the issue.

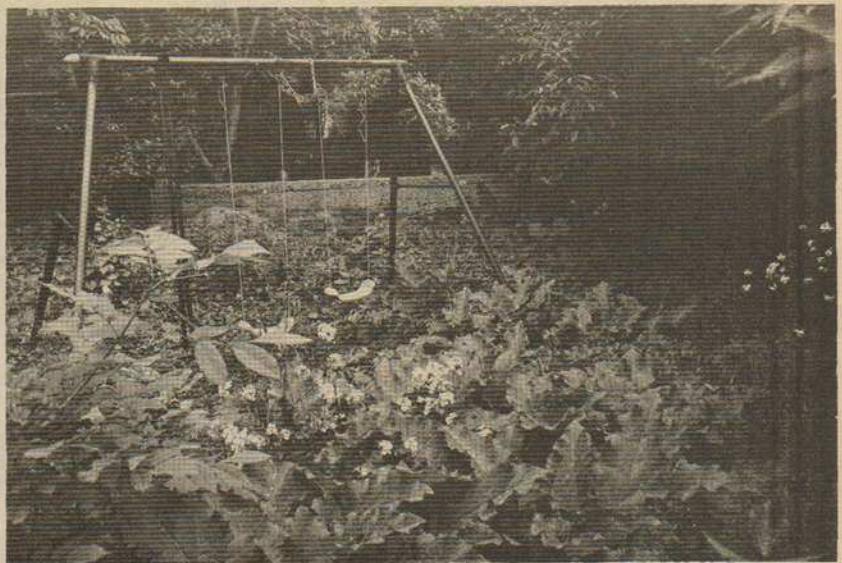


photo by Phil Lapides

A Working Committee of Annex residents and Ward Five aldermen will decide whether unused land in the Howland-Wells neighbourhood will become a park.

It favoured the Working Committee as a means of allowing the people directly affected to decide the outcome.

One of these residents who was at the meeting, Lillian Wuori, described some of the complexity of the situation. She explained that the major complaint of the people who favoured the parkette solution, was the inadequacy of Jean Sibelius Park which is right across Brun-

wick from Mrs. Wuori's home.

The Park was partially renovated five years ago to include a playground, but it is not fenced in and is therefore unsafe for young children. Also, the park was designed for "passive enjoyment", but the signs which prohibit ball-playing and bicycling are ignored.

The composition of the Working Committee will be decided

on a fully representative basis by the Ward Five's two aldermen, Ying Hope and William Archer, in order to come to a satisfactory conclusion as soon as possible.

Alderman David Rotenberg, well aware of the lack of love between Hope and Archer, said "If those two can come to an agreement on who is to be on the Working Committee, the problem will be half solved already."

Judith Major enters Board race

Judith Major, president of the Brown Home and School Association, will run for Board of Education trustee in Ward Five. The December 4 elections will elect two trustees from each ward to the Board.

Bill Charlton, Ward Five trustee and chairman of the board, said he has not decided whether he will seek re-election. The ward's other trustee, Fiona Nelson, will run again.

Judith Major has also been president of the Rathnelly Ratepayers Association during the past year. The 36-year old candidate is the mother of four children and is

married to Leon Major, general director of the St. Lawrence Centre for the Arts. Ms. Major herself has worked in television production.

She believes each school should develop its own kind of education based on what the school's community - principal, teachers, parents and children - thinks is important. She doesn't think that all schools in Toronto have to take the same approach to education.

The Brown school is an example of a school launching its own program. In the fall, it will begin a kindergarten classroom where instruction will be in French.

instead of in English. The program will be used by those children whose parents endorse it.

Major supports use of the school by the community, including all residents of the area, even those without children in school. She believes that with more co-ordination between the city and the Board, schools could also house legal-aid, health and recreational facilities.

She also recommends bringing parents into the classroom as resource people from the community. Parent-teacher programs to train parents for this service should be offered.

After the December elections, Major said the Board members should meet for a weekend to talk informally and set their own priorities on education rather than



Judith Major

waiting for Board officials to raise issues.

Both Major and Fiona Nelson say they share many of the same ideas and hope that they both will be elected. Although they say they will run as separate candidates, people connected with the reform movement say they will run a joint campaign.

Ratepayers will follow land market

Real estate, housing and parks were discussed at a Board of Directors meeting of the Annex Ratepayers Association June 8.

The Board voted to buy a membership to Pollution Probe's subscription of the Teela Market Survey which contains information about all real-estate transactions in Toronto, in order to keep track of all land assembling activities throughout the city.

In the area of redevelopment, the directors voted to investigate the future of St. Paul's Church on Avenue Road. They were uncertain whether the church would soon be sold and if so, what would replace the building.

Several members of the Board will meet with City Council Executive about an alleged housing by-law violation at 83 and 85 Walmer. The house on Walmer has a housing permit for six units, but the Board was told the house is constructed so that it can be converted into 12 units with 12 kitchens and washrooms.

A negligent landlord committee has been established to "make the Annex a more desirable neighbourhood for resident owners and children." It plans to press the city to enforce existing by-laws, to

publicize violations of by-laws, to channel tenant complaints to pressure landlords, and to boycott offending property owners and real estate brokers.

The Board also voted to ask City Council to establish a committee of residents and park department officials to plan a new design for Sibelius Park at Brunswick and Wells Streets. The park could include a playground,

and facilities for bicycle riding or for ball playing, depending on what kind of park is desired. The committee would be similar to one that planned the redevelopment of Ramsden Park, between Yonge and Avenue Road, to the south of Roxborough Ave. At present, the Parks Department is studying Sibelius Park.

The Board of Directors will meet during July and August.

Sell Your Property Without A Real Estate Agent!
AND PUT THE SAVINGS IN YOUR POCKET

NO
AGENTS
NO
COMMISSION

Result you could have thousands of dollars, by eliminating all commission costs with one low fee of

For details and literature, call:

925-8931

4 YEARS serving Ontario with THOUSANDS of eager buyers who purchased MILLIONS of dollars of real property.

\$135

PRINCIPALS ONLY

REAL ESTATE INFORMATION SERVICES LTD.

ARMANDO MICELI

Flower flats, cherry saplings ready to plant in your garden.

Top Soil 3 bu. — \$1.00**Manure 1 bu. — .65¢**

Visit our display at the corner Brunswick and College. For information on landscape estimates —

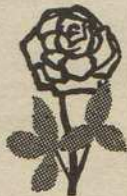
**Phone
920-6116****QUEEN WEST OF BATHURST****Tyrs Wenhrynovych
Graphic Artist**from Krakow Academy will be present at
the opening of his exhibition on
Saturday 17th of June at 6 p.m. **focus gallery**

Exclusively

17th June — 26th June 1972

**KIEV RESTAURANT**EUROPEAN and CANADIAN DISHES
Full Course Dinners — Sandwiches
Pierogi and Meat Take-Out Orders
Catering — Parties and Weddings799 Queen St. West
TorontoPhone:
863-1663**Country Florist**

668 QUEEN ST. W., TORONTO

WEDDING BOUQUETS & CORSAGES
HOSPITAL BOUQUETS
FUNERAL WREATHS and FLOWERS
TROPICAL PLANTS — GARDEN PLANTS
FLORAL DESIGNING SPECIALIST:
GEORGE HLOBILEK

668 QUEEN W. 364-5741

GOLDEN PIG Pork sandwiches cut
direct from roast. 625 Queen St. W.**Vienna
Home Bakery****DELICATESSEN & CAFE**

626 Queen West 363-1278

AT THE BOARD**BY ELLEN MURRAY****French immersion ok'd**

The way French is taught in most Toronto public schools, students do not become fluent in the language even after several years of study. Most schools offer French instruction for 20 minutes a day at the Grade Four level and above, and there are plans to extend this to lower grades.

A group of parents at Brown Public School on Avenue Road decided last fall that they wanted more than token French study for their children. They felt the children should be able to learn Canada's other national language without going to an expensive private school. The parents began to work for a French immersion program at the school, and, while researching the history of such programs, conducted a campaign with other parents, the school staff and Toronto Board of Education trustees to convince them that this was a good idea. Trustees agreed May 29 to begin an immersion program at Brown in the fall if enrollment in it is enough to fill two senior kindergarten classes. This would leave one senior kindergarten at the school operating in English.

Students in the immersion kindergartens will receive all their instruction in French. As they progress in school, more instruction time will be given over to English until at the Grade Five and Six levels they will be taught 50% of the time in English. The program now exists at only one other Toronto public school, Allenby. It was begun there last fall as an experiment, and researchers from the Ontario Institute for Studies in Education are due to produce an interim report on it next fall. Trustees had originally committed themselves to wait for the report before approving more language immersion programs. Similar programs have been conducted in Montreal and Ottawa for several years, and have been judged a success by educational officials there. It is because of these experiences that parent enthusiasts at Brown school feel French immersion is no longer an "experimental program". Paul Swarney, a parent spokesman at the Board meeting, said "We feel this is a perfectly ordinary program, except that at the end of it the children will speak French fluently."

The program requires a large initial enrolment — 40 students or two-thirds of the total senior kindergarten enrolment — to insure that there are enough students left after attrition to make a French stream feasible in upper grades at the school. June 15 has been set as the deadline for enrolment of the student quota and Home and School president Judith Major is confident that they will get the numbers they need. If not enough children from the Brown school district show up, city children from other areas will be accepted.

Parents behind the program say that it should not cost much more than an ordinary kindergarten course; they insist that any extra costs which do result should not be deducted from the ordinary Brown budget. French story books and audio visual supplies must be purchased, but these will become standard equipment as the program continues. Although Board staff have recommended that the French kindergartens get lay assistants — something the English kindergartens will not have — parents say that French-speaking volunteers from the community can take the place of extra paid staff.

Director of Education Ronald Jones had one big reservation about the Brown program. He advised trustees to wait until the interim report from Allenby before extending the French immersion program. He maintains that results from Ottawa and Montreal are not directly applicable to Toronto since both these cities have a strong French-speaking culture to support the program. "Where do you draw the line?" he asked trustees. "You know how many requests you'll get for this next year." The one trustee who voted against the program, Mary Fraser (Ward Four), shared his reservation.

Jones' final recommendation to the Board was against starting the program this fall, when all Brown children will be housed in portables while a new school building is under construction. But he didn't make his objections to the Board very strong; he acknowledged that Brown parents had done a "very thorough job" of research, and he expects the program to be successful. At one point he commented, "After all, it's their own children they're talking about." He seemed to trust the parents' ability to decide the best course.

The research presented to Brown parents and staff and the trustees was conducted by a parent-staff committee of six from the school which has been working since January with the help of Board language consultants. The report reviewed the possible problems which could arise in a French immersion program at Brown and concluded that, although there are several theoretical problems which could be anticipated, the actual experience of people in these programs in Montreal and Ottawa shows that these problems have not occurred in practice.

There were some fears expressed by Toronto educators consulted. If children started learning in French before learning to read and write in English, their development in both languages might be retarded, or progress in other academic subjects might be slowed down. Research cited by the Brown group shows that children in such programs can, by Grade Three, perform any academic task — including read-

ing and writing — as capably as groups studying solely in their native language. The bilingual children also manage to acquire very close to native control of French. Fears that learning problems in young children might go unrecognized in a situation where teachers and children were not communicating freely for some time were smoothed over for the Brown parents by results of the Montreal immersion program. After seven years of operation, they have even successfully integrated students with perceptual-motor problems into the program. There will probably be a screening procedure developed for parents of prospective participants in the Brown course, however, so that parents of children with special learning difficulties can take this into account in their decision.

Some parents at Brown have complained that the campaign and decision-making process for the immersion program have been undemocratic. Major admits that some enthusiasts for the program might have been too impatient with skeptics, but she points out that the issue was discussed at two general Home and School meetings, at a large information meeting and at numerous open Home and School executive meetings. Information went out to parents in many flyers and in the lengthy final report of the research committee. At a meeting of Brown parents and staff, the vote on the program showed 74 in favor and 34 against; an earlier vote from those not able to attend recorded 63 in favor, 13 against.

The Brown decision should have implications for parent groups in other schools in the city. The Board staff as well as the trustees have recognized the right of parents in one situation to make decisions about what their children should learn, even when these decisions have not fallen completely in line with "professional" opinions. Earlier this year the trustees let parent groups who wanted to establish independent schools — the ALPHA and Laneway groups — make such decisions. Now the Board has gone a step further in letting parents whose children will remain in "regular" public schools have some say in the curriculum.

Brown School is a situation where the parent group is made up of upper-middle class professionals, and the program requested will cost very little extra money. The parents from Park School Community Council in Ward Seven haven't yet received such an accommodating response to the program requests they made in their brief to the Board last fall. But, as Jones pointed out, a precedent has been set here, and the Board can expect to hear from more parents who want to have some say in their children's programs in the future.

**Gordon Cressy
Accountability and the
Two Year Term**

The Board of Education decided in a close vote to register objections with Queens Park about a provincial decision to limit municipal office-holders to a two year term.

Toronto aldermen and trustees presently hold office for three years, and a lot of them like this arrangement. Trustee Mary Fraser (Ward Four) made the motion to retain it, and Richard Frost (Ward Two) supported her, saying that two years wasn't "enough time to get a good hold on the material you have to deal with. With an inexperienced board, the reins of power might slide further away from the people — to Queen's Park." Bob Orr (Ward Three) added that a two year term would force trustees to spend too much time electioneering.

Those who supported the return to a two year term said it would make trustees more accountable to the public. Trustee Gordon Cressy (Ward Seven) argued that continuity was achieved with longer terms of office only when there was a party system. He pooh-poohed the idea that more frequent elections would discourage poorer people from running. He felt that more grassroots funding was becoming available for candidates who aren't wealthy. "The most important point," he said, "is whether you're doing a good or bad job. A two year term gives you the chance to show this. Education has for too long been out of the public eye. Now it's coming into the public eye, and that's useful."

The vote showed Nelson (Ward Five), Yip (Six), Orr (Three), Shanoff and Fraser (Four), Lister (Ten), Jordan (Eleven), Frost and Fitzgibbons (Separate Schools) in favor of retention of the three year term. Against it were Scott and Cressy (Seven), Rose (Six), Barnes (Ten), Lowes (Eleven), Barr (One), Johnson (Three) and Matthews (Eight).

Election act allows multiple voting

CORRA, Citizens Forum call for one man, one vote in city elections

by Kathleen McDonnell

The new Municipal Elections Act now in committee at Queens Park calls for a two-year term for municipal officials but does not restrict multiple voting in a municipality.

The Confederation of Residents and Ratepayers Associations (CORRA) and Citizens Forum held a joint meeting last Tuesday to consider amendments to the bill, known as Bill 77. Both groups

voted to support the two-year term, but also approved an amendment which would eliminate multiple voting. CORRA's special committee on Bill 77, made up of Harley Lappin, Pat Adams and Stuart Coles, drew up an amendment which specifies that a voter should have only one vote within a regional municipality (Metropolitan Toronto is a regional municipality) and a total of two municipal votes in the province as a whole. This latter provision pertains to property

owners such as cottagers who may spend a significant portion of the year in another municipality.

Lappin and CORRA Vice-chairman Ellen Adams presented this and other CORRA recommendations and amendments to the Committee on the Administration of Justice at Queens Park last Wednesday. There appears to be little possibility of any of the CORRA amendments being adopted.

The most important reform

CORRA is pressing for is the amendment to eliminate multiple voting. Right now in the city of Toronto a person who owns or rents property, including a store or office space, in all eleven wards can vote for alderman in all of those wards. Similarly a person who owns property in several boroughs of Metro can vote in all of them. Presently, says Ellen Adams, the so-called "business" vote in Ward Six, which contains most of downtown Toronto, is "tremendous". She thinks that it may well be the deciding factor in several city wards.

CORRA supports the principle that people should vote only where they live. The CORRA amendment might also help to modify the heavy "suburban" influence in decision-making in the city, since it specifies that a person is allowed only one vote per regional municipality. This rules out the possibility of, for example, a North York resident voting anywhere in the City of Toronto.

The only other substantial changes in the Election Act proposed by Bill 77 call for enumeration of voters in municipal elections and a uniform province-wide election day, the first Monday in December. CORRA has no quarrel with the provision for enumeration, since presently voters lists are made directly from a city's assessment rolls and there is no separate enumeration of voters for an election.

But Ernie Holwell, of the Metro Tenants Association, objected that there was no reason for a uniform election date and said that the municipalities should decide on their election days individually. CORRA subsequently voted to suggest that the City of Toronto hold its election on the first Monday in November, following the argument of Citizens Forum leader Vern Burnett that the earlier date and better weather would result in a larger turnout.

CORRA is also attempting to insert a clause in the bill regarding the mandatory declaration by candidates of sources and amounts of campaign contributions, both before and after the election. The meeting also discussed ways of getting candidates to declare their

sources of income and business interests, but everyone agreed that the question was complex and no firm clause could be written. Both CORRA and Citizens Forum voted to adopt the statement on declaration of income sources as a general statement of purpose rather than as an amendment to Bill 77.

Another of CORRA's proposed reforms is to place a ceiling on campaign spending. The CORRA brief suggests allowing a candidate to spend a fixed amount of money, say one dollar, per elector in the municipality or ward where he or she is running. The meeting also discussed ways in which the municipality could subsidize campaign expenses to some extent, so that personal wealth or hefty campaign contributions need not be a factor in whether a person runs for office. No consensus was reached on how this could be done.

The timetable for Bill 77 is uncertain, although it is known that the Conservative government wants to get it passed in time for the 1972 municipal elections. Arthur Meen (PC, York East), the main government spokesman for the bill, has let it be known that he has 50 amendments to propose to Bill 77, and that the Committee would probably be hearing further submissions on the bill before it goes into second reading.

City Hall

by Jon Caulfield

A very strange thing

A man who owns and is holding for development some land near Yonge Street between Granby and McGill Streets decided a while ago to use his property for a parking lot. This is something that people sitting on plots of downtown land find worthwhile. A parking lot is a good money-maker during the time between assembly of land and construction. It's being done on the rubble of the old Gerrard Street village, between Yonge and Bay Streets, by the redevelopers of that land. It has happened and happens in quite a number of downtown places.

There are spoilsports who wonder whether we really want the downtown full of cheaply maintained, unlandscaped and unsightly temporary car lots. When you add it all up it seems as if approximately half the land between roughly Queen and Wellesley Streets and University Avenue and Church Street is used for parking cars. Add streets and lanes and other land used for car-related business, and you begin to understand what "reformers" are talking about when they say the car is the dominant feature of our cityscape. And, with all this, a large part of the City Hall establishment still wants streets widened and people shuffled off into "malls" indoors or underground — "malls" designed mostly to service retail stores. Alderman William Archer's Yonge Street mall and Alderman Ying Hope's mall in the Chinese business area are a nice change of pace, but they're not more than the first signs of shifting policy toward cars.

But back to the man on Granby and McGill Streets. A permit is needed to use land as a temporary parking lot. There's a vague machinery that looks like an effort to control these things. Got to keep up appearances, you know. Well, this man didn't have a permit. His car lot was illegal. And the city began proceedings against him. He then applied for his permit.

Council decided not to grant the permit a few meetings ago, but Alderman Horace Brown — who represents the ward involved, Ward Six — for reasons he didn't explain, reopened the issue at Council June 7. Alderman Art Eggleton spoke and said it would be a very strange thing to give a permit to someone who had gone about things as this man had. The applicant had known there were objections to his plan but had just gone ahead and done it anyway and had not come to Council till he was being prosecuted. The objections, mentioned last time Council talked about this, were from people who still live in houses in the neighborhood. They're stranded amid a sea of parked cars. It's a very plain way of blockbusting. One of those little things that prompts people to move out is tearing down everything in sight — trees, buildings — and surrounding them with asphalt that's a bed for a constant smoky din of cars parking and stopping and starting and idling.

The motion to grant the permit lost on a tie vote. Mayor Dennison and Alderman Rotenberg, Beavis, Marks, Lampport, Grys, Piccininni, Brown, Clifford and Bruce didn't see why this temporary car lot shouldn't be allowed. Aldermen Jaffary, Chisholm, Kilbourn, Scott, Crombie, Hope, Boytchuk, O'Donohue and Pickett agreed with Eggleton.

Council's dope debate

Council took a stand on marijuana June 7. They debated whether or not to endorse a statement by Toronto's Board of Health, based on a statement by the Renfrew County Board of Health, which opposes legalization of "soft" drugs. Aldermen June Marks and David Crombie wanted Council to take no position at all. They pointed out that dope is a very complex business; that the federal government, which is responsible for the criminal code, had spent quite a lot of money and time on a very detailed study of the issue through the LeDain Commission; and that a hasty resolution by Council about something outside its jurisdiction would be inappropriate and silly.

Alderman Horace Brown agreed and went further. He said frankly that he believes marijuana should be legalized for the same sorts of reasons that the

moderate drug-law reformers mention. Brown said a few unkind things about liquor which clearly mystified the anti-legalization aldermen. They didn't know what he was talking about. (An exception here was Tom Clifford who's a teetotaler and never misses an opportunity to speak about demon rum. Clifford was Council's lone vote against a licensed beverage place at City Hall, and he opposes both legal dope and legal liquor.) Alderman Reid Scott, a lawyer, said he's defended many young people on drug charges, and in every case, he said, they have had no respect for the anti-marijuana laws, and neither have most of their parents. He mentioned the enormous rise in drug "offenses" that come to courts. Unenforceable laws that people don't accept, said Scott, shouldn't be laws at all.

Arguing for a position against legalization were the mayor and Alderman Tom Wardle. Dennison spoke about the inevitable joy ride from marijuana to hashish to heroin and described the evil effects of the cannabis weed on family life. He talked admiringly of the turn-in-a-pusher programs that have begun in other cities. In reply to a question from Crombie, he said he didn't see much difference between a grade schooler who sells his pal a joint for a quarter and a professional druggie who makes lots of money wholesaling heroin. Pushers, the mayor believes, must be stopped. Wardle said he knew a doctor who told him that marijuana was a first step on the express train to depravity.

Council voted 12-9 to take a position against legal dope. Dennison, Rotenberg, Beavis, O'Donohue, Pickett, Lampport, Wardle, Boytchuk, Grys, Clifford, Piccininni and Bruce were the majority. Jaffary, Hope, Eggleton, Marks, Scott, Kilbourn, Brown, Crombie and Chisholm were opposed. Archer didn't vote — he was standing off to one side — and Sewell had been expelled from the evening's proceedings.

Gothic-Quebec revisited

Cadillac Developments will be building a 30-storey high rise apartment house amid their several others in the High Park and Pacific Avenues neighborhood. Council reaffirmed its support of the by-law which deals with the Cadillac building in spite of receipt of a number of new objections from local residents. The basic issues when you cut through the argot of density coverage and zoning categories seem to be whether St. James Town-style developing is good planning and whether local people should have a voice in neighborhood development. While the broad city plan written in the early Sixties designates the High Park-Keele subway station area for high density redevelopment, there hasn't been a detailed district plan — a Part II — done for this end of town.

The decision is one of the several isolated moments in Council which, taken together, indicate the basic polarity among the aldermen on the issues of development and planning. Interestingly, the vote was almost a carbon copy of that about the neighboring Gothic-Quebec development. Dennison, Rotenberg, Beavis, O'Donohue, Pickett, Marks, Lampport, Wardle, Piccininni, Bruce, Clifford, Brown and Archer voted to support the bylaw. Hope, Eggleton, Chisholm, Kilbourn, Jaffary, Scott and Crombie voted against. Grys and Boytchuk, who are the aldermen for the ward in question — Ward One — didn't vote; they declared conflicts of interest. It's an odd situation when the elected representatives of some people can't vote on an issue concerning those people because they have financial involvements with one side of the question. Sewell, expelled, didn't vote in Council; he had been the spokesman for the opposition when the by-law was at the Buildings and Development Committee.

This particular division of the house is regarded as very significant by the "reform" group at Council and across the city. A few aldermen, particularly Archer and Brown, who have an ambiguous relationship with the "reform" movement, will find themselves opposed strongly in the coming election by people who might otherwise want to be their friends because of their position in votes based on this alignment.

RIDE TO THE
COURTS ON A
TEN
SPEED
BIKE
from



Watson

and enjoy your

NEW

TENNIS RACKET,
TENNIS CLOTHING
AND TENNIS SHOES



Watson

Sports

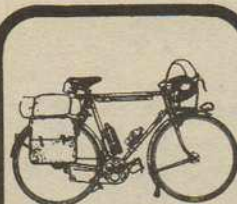
437 YONGE
(South of College)

Fasting Can Save
Your Life

Fasting can keep you well. A
must for every health seeker.

95c and 15c for mailing costs.

Natural Hygiene Books
Terminal A
Toronto, Ont.



Touring & Racing
Bicycles
Expert Repairs

Bicyclesport

175 King St. E.
363-0525

NDP CRISIS

(continued from page 1)

for, on the eve of a federal election campaign.

The 40-member Waffle Steering Committee will confer after the emergency Executive meeting to decide what position to follow at the Provincial Council Meeting. Although Wafflers won't commit themselves definitely until then, there are numerous signs that the spirit and possibly the wording of the Peterborough Resolution will be acceptable.

During the numerous meetings held by the party during the past month on the crisis, the two leading Wafflers, James Laxer and Mel Watkins, have gone on record agreeing to changes which draw the Waffle position close to the intent of the Peterborough Resolution.

These changes include a willingness to hold events and make proposals under the auspices of the party and riding associations, not to hold press conferences, and to direct criticism of other party members through party channels rather than in public.

Party sources told the Citizen that the one major stumbling block to acceptance of the Peterborough Resolution might come from the union representatives on the Executive Committee. Although Provincial Party Leader Stephen Lewis and Provincial President Gordon Vichert are known to support the resolution, there is no certainty that they will be able to sway the other 16 non-Wafflers on the Executive.

Ward Seven Alderman Karl Jaffary, an NDP national vice-president, and a moderate on the Waffle issue, says solution of the problem rests squarely with the Executive. "If they want to make a deal there's nothing that will stop them. It's all up to that majority on the Executive."

If the Peterborough Resolution is not accepted by the Executive, both the Waffle, which advocates more socialistic and nationalistic policies, and its opponents, are ready for a floor fight at Orillia. Watkins says that three out of four riding associations will support the Wafflers' right to stay in the party and vote against the original disbanding recommendation.

At a discussion by members of all Metro riding associations of the issue at Bathurst Street United Church, June 4, Jim Laxer said that the "rank and file through their riding associations have signalled the party leadership that they don't want the Executive resolution." He said the Waffle has canvassed all riding associations and a number of union groups too.

Vichert, meanwhile, told the Bathurst meeting that favourable reaction for the Executive position was coming in from a majority of the riding associations and a much higher percentage of the unions.

When the Citizen went to press, most of the riding associations in the midtown area had not yet held their final meetings to instruct their delegates to the Orillia conference. But it's a foregone conclusion that, if the original recommendation to disband the Waffle reaches the floor, they will vote against it.

The Waffle dispute has been a major issue in nearly all southern Metro ridings for the past few months. Most of them have a higher than average proportion of Wafflers and large numbers of moderates who have threatened to quit the party if any expulsions are carried out.

Some of the riding associations have submitted strongly-worded resolutions of their own defending the Waffle to the Orillia meeting. But if the Executive agrees to the Peterborough Resolution, none of the secondary proposals may reach the voting stage.



James Laxer (right), a Waffle leader, and Gordon Vichert, Ontario NDP president and chairman of the provincial committee which called for Waffle disbanding or expulsion.

Talking the left together

It's been difficult but the most serious rift in the CCF-Labour marriage appears to be healing.

by P.M. Mullings

photos: Phil Lapides



Hundreds of party members participated in discussion groups during the June 4 meeting of Metro riding association members at Bathurst United Church.

the past few months.

But because the roots of the conflict are so involved, good intentions did not prove enough on their own. It was not until this week, when leading members of the party's moderate wing coalesced behind one compromise proposal, that party chieftains began expressing optimism about the outcome.

There are still a number of rough spots to be crossed before a temporary peace, at least, can be nailed down at the Provincial Council meeting in Orillia June 24-25.

Ideological or radical movement divisions are not unique to the NDP. Nearly every major left wing party in western Europe has experienced intra-party disputes of some kind.

Party expulsions are also not new to the Canadian left. In the 1950's the CCF, the forerunner of the NDP, expelled some members who were Communists. During the sixties a small number of people were kicked out of the Ontario NDP for their affiliation with the Trotskyites.

But this is the first time that such a large group within the NDP has been menaced. The Waffle situation is also different in that the Wafflers are democratic socialists who have no ties with anybody besides the NDP. Their opposition within the party is indigenous and, at this stage at least, they are prepared to fight to the last amended resolution to stay within the NDP.

Since it started three years ago the Waffle has called for more socialism and more Canadianism. It wants various industries to be nationalized and calls for a more aggressive approach to the protection of Canada from foreign, particularly American, encroachment.

Ontario NDP leader Stephen Lewis said that these ideological and policy differences would not have bothered the party. It is used to spirited debate and confrontation from the left wing, he says and cites the debate on Canada's involvement in Nato in the early Sixties as a case in point.

Where the Waffle has gotten into trouble is that it has organized for battle within the party, has fought hard, and has chosen some very important segments of the party with which to fight.

Seen from the eyes of the party hierarchy this means the Waffle has organized its own structure as a "party within a party;" that it has seriously hurt the party's image and credibility with its public utterances; and it has attacked unions and union leaders who have made substantial contributions to the NDP.

Many party insiders, including Walter Pitman, believe the relationship between the union movement and the Waffle is at the heart of the current dispute. The charges and counter-charges from both sides have been well aired but the view of one NDP veteran is worth noting again.

He says that in addition to their actual policy disputes the unions and the Waffle have difficulty talking to each other because they are using different frames of reference. "The unions go back to the origins of the NDP, the Waffle goes back to the CCF," he said.

The unions are operating in the context of the marriage of the Canadian Labour movement and the CCF. It was designed to build a broadly-based, moderate left of center party which could gain electoral success, he explained.

In comparison, the Waffle stretches back to the ideological socialism of the Regina Manifesto which launched the CCF on its way. Wafflers are involved as much in a movement as a party, he said.

How well the party can recover from its near disaster depends on many factors. The NDP obviously will not be quite the same again no matter what happens at Orillia. On this Lewis, Waffler Mel Watkins and the moderate wing leaders agree.

Although viewed as the strong, overbearing figure determined to smash the Waffle, Lewis says he's convinced that more members will leave the party if the Waffle is expelled than if a reconciliation favourable to it is effected.

"If the original Executive recommendation goes through, I am convinced a goodly number of party people will quit. I'm not nearly as



More than 500 NDP Metro riding association members were at a June 4 meeting at Bathurst United Church to discuss the Waffle issue.



Karl Jaffary



Desmond Morton (right)



Mel Watkins

sure that people will pull out if the Waffle stays in. Among our union supporters, loyalty goes deep and for many of them it's unthinkable to leave the party," Lewis told the Citizen in an interview.

Lewis says the recent tone of the debate on the Waffle makes him optimistic about the future. "Moderation on all sides has become the dominant theme. I am very encouraged by the tones and thoughtful approach now being expressed."

Another point on which all three sides agree is that a solution to the problem has to be worked out soon. Lewis has come under attack for allowing the crisis to reach its height just before a federal election.

He defends himself on the grounds that it had become impossible to "cool" the situation any longer, that because of the "Waffle fact" some riding associations were immobilized, and that the Executive was forced to act on a motion brought forward by the Hamilton Mountain riding association calling for the Waffle to be broken up.

Lewis says that the Orillia meeting must come to a conclusive decision. The issue cannot be delayed or just partly resolved because, if it is, the party will have to continue the difficult process it has been going through for the past three months.

Watkins is even more determined that Orillia should mark the end of the dispute. "I want something that everybody at the conference can vote for. It's essential that we come out of the Provincial Council meeting with the actuality and appearance of unity," he said.

The thoughts expressed by both men in interviews with the Citizen make it appear that a certain amount of direct negotiations have been going on. In fact, Lewis and his colleagues have not held any closed meetings with the Waffle leaders.

Rather it's been at the open party meetings where the two extreme sides have exchanged views. Through their intelligence networks the views of key men, as expressed

on meeting platforms, have been taken back to both headquarters.

Meanwhile, the moderates keep hammering at both groups that not just their interests but the life of the party itself is at stake. Besides the words, the moderates have proved adept at whipping up compromise proposals to ease the situation.

The most important, in its own way, was John Harney's affiliation formula which would have granted the Waffle a status within the party similar to the one enjoyed by unions. The concept eventually was abandoned because it met with resistance from both the executive and the Waffle. But the fact that Harney circulated a petition seeking support for affiliation helped raise the consciousness of the moderate members who, once they went into action, enormously increased the pressure for a compromise solution.

There has also been a great deal of behind-the-scenes manoeuvring. Lewis himself has not taken part in many public meetings but has relied primarily on Provincial President Gordon Vichert and his former aide, Gerald Caplan, to present the case for the executive. Desmond Morton, a former provincial party secretary and member of the Executive Committee, has also been very active within the moderate ranks or the "militant middle" as they are sometimes called.

In a recent article on the Waffle question, Morton referred to the obvious need within the NDP for constitutional and structural changes. On this subject, too, there is general agreement among the party's three wings. The Waffle has been adamant for revisions to "democratize" the party and make it easier for individual members to affect policy decisions.

Other amendments submitted to the NDP's constitutional committee, for consideration at the party's conference in December, deal with:

The relationship of the party to its union affiliates;

Tighter rules governing the selection of delegates to councils and conventions;

More representative expression of different political points of view in the party's official publication, the New Democrat.

The only point of contention now are counter-claims as to where the impetus for these and other changes has come from. The Waffle says it's responsible, while Lewis maintains they are part of the ongoing series of reappraisals that the party normally carries out.

There are only ten days to go until the meeting in Orillia but even this short survey of the various positions within the party shows that the situation is heading toward some central point.

This first serious threat to the Labour-CCF marriage 11 years ago will obviously have consequences throughout Canada. If no compromise is reached and Wafflers are eventually expelled, the federal party will probably have to take similar action for the sake of consistency and harmony at next year's federal convention.

Stephen Lewis says the issue came to a head in Ontario because the Waffle leadership is centered here. But the Waffle is also very strong in Saskatchewan and British Columbia and there is no indication any action will be taken by those provincial parties.

Lastly, the right of Wafflers to remain in the Ontario NDP is important because, as one member asked a recent party meeting, "Where will left wing dissent be able to go if the NDP is closed off to us?"

The question led to a general discussion of the role of a democratic socialist party in providing a legitimate and spiritual home for the radical left — particularly the young. Many speakers from the audience agreed that this is necessary. They said the history of the CCF and the NDP as left alternatives made politics in Canada much richer and more stable than in the United States.

"That," said one young nationalist in the audience, "is reason enough to keep the Waffle in the NDP."

RULES of the Game

by Bruce Rogers

Do you want to know how come your house is assessed at \$3,000 when you know you could sell it for five times that amount? Or do you want to know who to call at City Hall about the weeds in the lot across the street, or about the garbage that was not picked up? Or would you like to know how run-down neighbourhoods get that way just before the high rise apartment developer moves in? For the answers consult the new handbook for tenants and homeowners called *Rules of the Game*.

It is a soft cover, newsprint magazine with illustrations, photos and charts put together by David Clark, Dana Cook, Marilyn Cox, Dorothy Kidd, Tom Murphy and Betty Parish. It examines issues like assessment, zoning and development in order to give people who subscribe to the "city is for people" philosophy a better understanding of how Toronto is run. Concerned people will welcome *Rules* to the reference shelf along with City Hall annual and the Municipal Handbook.

But *Rules* probably will not convert Torontonians who still believe there is a middle or moderate ground between the reform and development sides at City Hall. The book is highly opinionated with an aggressive, critical tone throughout. This will turn off some. It could have been more attractively packaged for the average citizen who could use a handy, point-form reference book with a comprehensive index. Perhaps, like a reform majority at City Hall, that book will come. *Rules of the Game* is an important step in that direction, and it may be unfair and impatient to regret that this publication is not an encyclopedic guide through the municipal maze.

A major weakness is the brief treatment of Toronto's complex zoning regulations. This section will disappoint informed ratepayers and add little to the casual observer's understanding of the battles fought in Buildings and Development Committee or Committee of Adjustment.

A minor weakness is the surprising omission of individual aldermen's phone numbers. There is a map showing who your men are at City Hall, but even the general Aldermen's office number is missing. It's 367-7480.

If "the game is growth," and developers can be quoted as saying "We're only playing by the rules," it is a good idea to study the rules of their game. This handy primer does that and offers basics on how your house gets taxed, how your tax dollar is spent, what the Official Plan means to you, and the tactics of developers.



If you want to know who owns that house that is falling apart down the street or who just bought the place next door, *Rules* tells you how to use the files of the Land Registry Office or the Tax Rolls. Real estate terms and building permits are explained. Alderman Sewell has donated a list of ten block-busing tactics which may help you recognize the symptoms before your neighbourhood falls before the developers' bulldozers. Gordon Gray of A.E. LePage Realty is quoted giving advice on how to manage a secret land assembly. He advises the developer's landbuyer, "You are often faced with a measure of hostility which you must overcome." So *Rules* offers some of Gray's helpful hints and examples which were not originally intended for those who will buy this book, but for an audience of developers.

The traditional assumption that high density re-development will lead to a larger tax base and thus more revenue without putting up the mill rate is challenged. In San Francisco researchers found high rise was paying \$4.8 million less than it was costing the city. And the Price Waterhouse Report for the Metro Borough of York said that, in certain areas, high rise would have little or no effect on overall revenue. So York slashed potential high rise development by 83 per cent.

This handbook tells you what you get for your tax dollar and there are a few surprises here. You get more for your money if you already have enough to live in Rosedale as opposed to Riverdale. Other areas in the study were Grange Park, Kew Beach, Bedford Park and the Annex.

Really interesting and upsetting is the story of how companies like Shell, Dickenson Mines and Cadillac Development have been making profits in the millions while paying no taxes.

The centre-fold page is a monopoly-like game in which there are Chance cards reading, "Land Assembly! Go to property of your choice. But lose one turn organizing block busters. The game gimmick established by *Psychology Today* comes off — as a highly editorial decoration which is probably not to be cut out and played.

Rules of the Game will not cheer you up if you are looking for the manifesto for the citizen's revolution. The rules certainly give the growth worshippers and development supporters a built-in advantage. But here at last are the rules. Pollution Probe, at 928-7149, is asking for only twenty five cents to cover printing costs. It's a bargain.

QUEEN WEST VILLAGE

WHERE THE BUYS ARE GREAT
AND THE SHOPPING UNIQUE
FROM UNIVERSITY TO SPADINA

VANGUARD FORUM

A regular Friday night forum promoting a free exchange of views on the major issues of the day. Programs vary from a talk by an individual authority to symposiums or round tables. Many contributors voice radical & socialist opinions, other points of view are welcomed. See the citizen calendar for upcoming discussions. 334 Queen St. W. near Spadina.

Vanguard Bookstore

the only radical bookstore of Queen West Village. We feature books, pamphlets and periodicals on women's liberation, Vietnam, Third World, Red Power, Quebec history, Cuba, the student movement. Prominent authors include Marx, Engels, Lenin, Trotsky, and Mandel. Open Monday to Saturday 11:30 - 5:30. Phone 363-9618. 334 Queen St. W. near Spadina.



FINNISH BAKERY

290 QUEEN ST. WEST
— Continental Rye Breads —
Donuts, large round ones like
in Europe — Various health
candies from Finland.

KENSINGTON FURNITURE

The best deal in the Village on used furniture. Especially our ready-to-paint items.

Stoves and refrigerators including Gurney at bargain prices.

365 QUEEN STREET WEST
Drop in and see us.

Canada Craft House

METAL CRAFTS
WAX CRAFTS &
CERAMICS

319 QUEEN WEST

864-9292

BAKKA

ASCIENCE
FICTION
BOOK SHOPPE

286 Queen St. West
595-1161

SPECIALIZING IN SCIENCE FICTION AND FANTASY.

SMUGGLER'S DEN

247 QUEEN ST. W. 364-6761



NAMDA RUG
(INDIAN)
13.95

NAMDA RUGS — Very popular

GALA RUGS — Seldom seen

COTTON BEDSPREADS — Hand printed

COTTON DRESSES — All kinds of Sunshine Fashions

KOHLEPURI SANDALS — Water Buffalo Leather

Cheapest Prices in Town

SELL — BUY
TRADE — ANTIQUES

*Thrift
Gallery's*

Antiques

Art

Bygones

Curios

&

Framing

227 QUEEN ST. W.
TORONTO 2B
368-9435

MAGIC LANTERN

ANTIQUES & PHOTOGRAPHICA

335 QUEEN STR. W. TORONTO 2B

TEL: 863-9641



WHERE NEW LIFE IS GIVEN TO THINGS OF THE PAST



Jack's

SHOP FOR MEN

Free Parking — Queen West of University
Tailoring made-to-measure.
241 Queen St. West, Toronto, Ont.

PHONE 366-2456
AARON CLAIRMAN

Bourbon Street

180 QUEEN STREET

The greatest in Jazz Stars

The finest in Italian Food

Fully Licensed

Dining & Dancing

Lunches

864-1020

ART AND ARTISTS

by Merike Weiler

FINGER-LICKIN' MEDIA

About five decades ago, James Joyce published a verbal Portrait of the Artist as a Young Man, using poetic images to make statements about what he saw, felt and understood. And now, at the Electric Gallery, Michael Hayden presents the technological equivalent: a visual Self-Portrait, symbolically subtitled *Homage to Colonel Sanders*.

This portrait consists of a triangular environment, where such three-dimensional receiving and transmitting devices as a television, screens, film projector, videotape player, and two slide projectors operate simultaneously to reveal Michael Hayden doing — the Arm Trick. You probably did it as a kid: twine your arms, clasp your hands, and ... oh never mind, go and check it out yourself.

In the middle, the eye of the triangular media "storm", is an arresting, life-size acrylic figure of Hayden, like a frozen, cut-out television image.

Then there is a potpourri of smaller, flat items, rendered with horizontal print-out lines: the artist as a poster, decal, sticker, postcard. The best of the series is

Michael Hayden as a postage stamp (it really has a certain grandeur; why shouldn't Canadian



artists be as well known as Queen Elizabeth?)

At 29 ("Canada's definitive electric artist", according to his media hype sheet), Hayden has been feted and praised enough to turn the head of any mortal. Yet he still seems to retain a rather fresh and easy-going attitude to art, marrying the human factor with electrical technology, yet disavowing any role beyond that of catalyst or mediator. Perhaps this is ingenuous, perhaps not.

Visually, the exhibition leaves me rather cold, with the exception of that powerful acrylic cut-

out. But the core message Hayden is presenting — that's something else.

Using the finger-lickin' good Colonel as a brilliant analogy, Hayden contends (without bitterness) that society today knows an artist through technology, through the media. We're familiar with the read-out, not the actual image it's focused on.

"Man conceives and makes (shapes) tools, and these in turn alter (shape) man, their maker," says Hayden. "The use of video is a good example of this relationship. To the artist, technology is the mirror-image of man."

"Because I am an artist, part of my output, if not all actually, is me. Each sculpture, or whatever I produce, is an embassy of my existence, my presence, my being.

"The mass media has rendered a person's visage far more important than his products, as far as recollection in the masses is concerned; i.e. fried chicken was nothing until it was Colonel Sanders'.

"But then an artist is traced through his self-portraits. The totem in this piece is me, my identity. Because I am not a painter, this portrait shall not be of me painting, but rather because I am a catalyst who loves to produce objects, the outcome of my concern shall be of me doing some-

thing. This something is simply an arm trick. It is an innocuous task that can be easily recorded and easily enough represented in various media that can be multiplied. And I suspect that most of the people viewing the piece will attempt it — thus making the piece a participatory one."

Every day, hordes of public school kids (one boy with his baby sister in tow) surge through the Electric Gallery, doing the arm trick, rolling on the floor, giggling and poking. They love the show.

Self-Portrait continues at 272 Avenue Rd until the end of June (Tuesday to Saturday 10:30 — 5:30, and Sunday afternoons). A new series of Hayden's Mazda light sculptures and a pair of phosphorescent vinyl wallhangings are also included in the exhibition.

The ONTARIO ARTS COUNCIL has taken a really progressive step by giving a \$5,000 grant to the Electric Gallery. The money will be used for educational projects: writing an information booklet, setting up workshops during exhibitions and a much-needed library, from which you can borrow free biographies, catalogues, taped interviews and super-8 films on electric and kinetic artists.

The Carmen Lamanna Gallery

has received a similar grant and hopefully next year the Ontario Arts Council will extend the grants to other innovative private galleries. Since the Art Gallery of Ontario has such a lamentable contemporary Canadian collection and such a callous attitude to Canadian artists, it's largely up to the commercial galleries to keep the Toronto art scene alive.

If you can't stand the size and bureaucracy of most art classes, then you should visit TEMPUS ART CENTRE, a tiny, multi-media studio at 6 Dartnell Avenue, near Spadina and Davenport. The whole atmosphere is warm, intense and personal.

Marty Gross, an expert in ceramics, teaches pottery, graphics, sculpture, film-making, wood-working and photography to small groups — never more than 10 people. Costs for four sessions are \$20 a month, including all materials.

For further information, call Marty Gross at Tempus, 489-3626 or 924-7556. It's a great place.



R.O.M. — ON EXHIBIT

by Harry Marsh

Noah Torno, president of Jordan Wines, former head of Cemp Investments, buddy-buddy of the Bronfmans, and vice-president of the New Mount Sinai Hospital, was Peter Swann's choice for the chairmanship of the board of the Royal Ontario Museum.

Swann, it seems, wanted Torno there because he was sure he'd be able to manipulate him. But Torno, who came up by as tough a route as anyone in Toronto, wasn't about to be manipulated by the former Keeper of the Ashmolean Museum in Oxford.

He fired Swann June 1, told everyone who asked for an explanation that it was none of their business, and then left the next day for South America.

How the chairman of the board of an institution as important — presumably he would regard it as important — as the ROM can fly away at a time of crisis like this is baffling.

But then the whole business of Swann's dismissal is baffling. No one denies that he did a great deal for the museum from the public's point of view. No one denies that he was a good curator. No one can honestly deny that most ROM employees had a high regard for him — early last year, for example, 34 of the most senior professional staff signed a letter to the trustees saying they found it alarming and disturbing that Swann's contract might not be renewed and reaffirming their confidence in him as director. And even the trustees can no longer deny that the management consultants' report, which they kept secret for months, held them, more than Swann, responsible for administrative problems.

Why, then, was Swann fired? I don't know, but I have heard some fascinating explanations. One was that Swann sold bones on the side. Another was that he — and some of the head curators — got sick and tired of over-valuing articles donated by people of consequence and told them to pawn their stuff elsewhere. Donations are made, of course, for income tax purposes.

A third explanation involves Torno and the Eaton Centre. The

centre is being developed by Fairview Corporation, a subsidiary of Cemp Investments Ltd., which is controlled by the Bronfman family. The story is that Fairview wanted the museum moved from University Ave. to the downtown superblock it's developing.

What has this to do with Swann's firing? Who knows. I mention it simply as an indication of the stories being told in the absence of a realistic explanation for the trustees' abrupt action, and also as an indication of the interests represented in the board of the museum.

Of the 13 appointed and elected members eight are businessmen and one is a retired businessman.

J.H. Crang, 70, is a retired stockbroker and director of several financial organizations. He was born into a family of successful

Toronto land developers, was educated at Upper Canada College, and was noted for his traditionally masculine pursuits, particularly shooting (he didn't miss the annual grouse shoot in Scotland for 20 years). The Crangs live in Aurora, in a good house with some nice pictures and some excellent silver. He married twice, both times very well indeed.

Mrs. Don Early is a Texaco heiress, a very amiable, cheerful, charming socialite, with one of the best collections of porcelain in Canada and a good-looking home on Old Yonge St. She organized a big baroque ball at ROM a few years ago. Shortly after Swann's dismissal was announced she flew to her Florida home.

John E. Langdon is a Toronto investment dealer and collector of early silver.

Richard G. Meech, Q.C., has been associated with Loblaw's for more than 30 years and was chairman of the ROM board before Torno.

Stephen Roman is chairman of Denison Mines Ltd., the world's largest uranium mine, and a director of several other companies. He was born in Slovakia, lives in an ornate home in Unionville, and is running for the Conservatives in the next federal election because he's sore at the Trudeau government for not letting him sell out to the Americans.

Clair Stewart is president of an industrial design firm in Toronto. He married into Canada Packers, one of the first Canadian companies to back Canadian art.

Mrs. Edgar Stone is the top of the board in knowledge of museum fare. She probably knows more about early English furniture than anyone else in Canada. She is married to the former director of Hart House — before that she was married to a wealthy Cleveland — and lives in a house full of beautiful things on Inglewood Drive.

D.C. Webster is president of Helix Investments Ltd. He's a tall, blonde, good-looking, voluble man with a passion for parapsychology. He took a medically-supervised LSD trip in 1960.

Col. D.B. Weldon, 77, is chairman of the board of Midland-Osler

Securities of London, Ont., and a director of many other companies. He is, or has been recently, chairman of the board of governors of the University of Western Ontario, a director of Beck Memorial Sanatorium, Fathers of Confederation, Memorial Citizens Foundation, National Ballet Guild of London, and the Red Cross, and a member of more committees, boards, clubs and organizations than one cares to list.

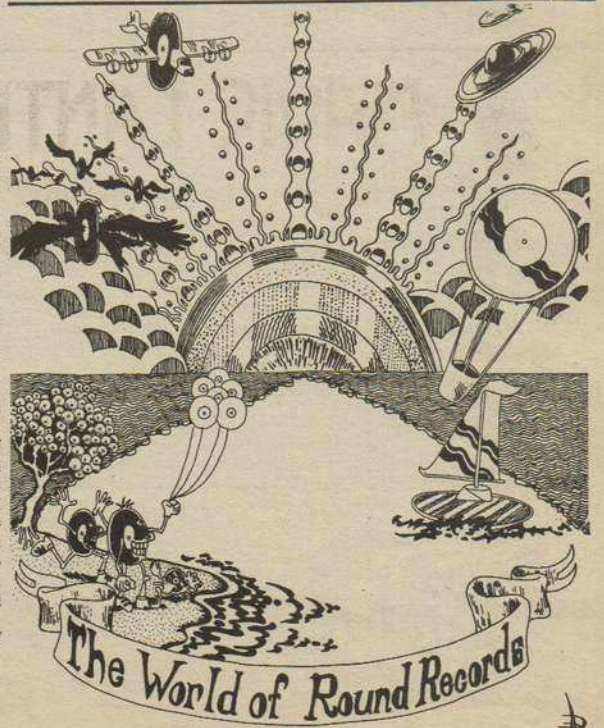
Other ROM trustees include former Ontario Premier Leslie Frost, W.B. Harris, chairman of the U of T's governing council, and his wife, and a man called Roy Cole and a woman called Mrs. A.J. Grout whom I know nothing about.

At a meeting in the St. Lawrence Centre June 7, organized by the Citizens' Committee to Save the Museum and attended by nearly 1,000 people, there was more concern about the nature of the board and the way trustees are selected than about anything else.

Speaker after speaker argued that the board as a whole was not representative of the people of Metro, let alone Ontario, that its ways were old fashioned, and that it ought to be more accountable to the public.

Certainly the museum's life members — who have demonstrated an interest — should be represented; and there is a good argument for a ROM committee similar to the women's committee at the Art Gallery of Ontario — for a committee, that is to say, of people who are involved for the enterprise's sake itself and not for social climbing or prestige reasons.

The best comment at that St. Lawrence Centre meeting came from a 12-year-old boy, who told moderator Dalton Camp afterwards that it was "embarrassing to live in a city as advanced as Toronto is supposed to be and to have to put up with such silly people as the museum trustees."



110 Bloor West / I Flight High / 921-6555

DO YOU KNOW WHAT I MEAN?

by Tom Hendry

ODDS AND ENDS

Visiting Firemen: One of the six visiting American critics who recently toured various Ontario centres of theatrical Kull-Cha at the expense of the Department of External Affairs was Richard Leberherz, an affable late-thirtyish novelist who currently occupies the drama desk of the Frederick (Maryland) Post. At breakfast the other day, Leberherz had a few well-chosen suggestions to make regarding the schedules imposed upon such itinerant pundits by, presumably, the Cultural Affairs Division of the External Affairs Department.

To begin with, Mr. Leberherz felt, there was too heavy a stress laid upon the traditional side of things: during a too-brief week here most of the time was spent reviewing the latest efforts of the major Festivals, too little in experiencing and evaluating the burgeoning Toronto scene, particularly the work of the independent theatres. This column, itself, arranged for some of the critics to attend Tarragon's Sunday-afternoon performance of *Leaving Home*, about which the six had not been informed. In fact, their only scheduled dip into the bubbling Toronto stew was *Passe-Muraille's Buffalo Jump*.

"Any critic worth the name

would rather see new plays than old plays," said Leberherz, "but in the case of a tour such as ours, it would be acceptable to have an even balance of new and revived material. It doesn't make sense to get us here in the middle of a boom in new playwrights and then give us one day in which to see their work. Further, I feel very strongly that we would all have benefited from a detailed briefing from a Canadian theatre specialist so that we might have indicated knowledgeable preferences in terms of what we wanted to see." He also suggested that External Affairs might benefit greatly from a post mortem on the visit. The incident and another impending disaster in similar terms — the July visit of the important Danish critic Svend Kragh-Jacobsen who, in two weeks here will not see a single example of Canadian drama, we are informed by the Playwrights Co-op — underline the need for External Affairs to begin recruiting drama advisers from among persons who know something about the Canadian theatre scene as it exists now.

At the moment, we are informed, External gets its advice from National Arts Centre, which apart from being the most conservative producing-and-booking organism in the Western Hemisphere, has managed in addition to remain completely uninformed about Toronto theatrical developments, despite the presence in Toronto of

resident NAC staffers. One wonders for how long External Affairs will continue its habit of insulting serious critics by inviting them on Mickey Mouse junkets designed not to help place Canada on the world scale of theatrical evolution, but to generate copy on behalf of the tourist-oriented Festivals; one wonders further how long Canadian playwrights will continue to overlook the superciliousness of a department of government supposedly dedicated to advancing their interests, but in fact ignorant of their very existence.

Playwrights Co-op: More positively, the Playwrights Co-op has now brought out its third catalogue since getting into business four months ago; they now list some fifty titles and are able to point to between fifteen and twenty professional productions of Co-op scripts which have been announced since February. The plays are slated for Montreal, Edmonton, Ottawa as well as Toronto. Clearly, the Co-op is proving its worth daily as a focus for Canadian dramaturgy; as a centre for information about Canadian plays and playwrights it is now second to none; could not Cultural Affairs Division, for example, when planning tours for distinguished critical visitors, afford a phone call to Daryl Sharp at the Co-op? A few minutes of good advice would save a good deal of embarrassment and might even

help to generate the kind of copy these junkets are supposed to engender.

Canadian Theatre Centre: in the wake of unsubstantiated reports of Board resignations, Jack Gray of the CTC has agreed to brief this column on the Centre's current aims and objects, programme of activities and schedule of publications. The word is that a mass desertion of the Centre by small-theatre group members has already begun. A pity: the boys in Ottawa — Canada Council, Secretary of State, NAC, External Affairs and all the rest — need all of the pipelines available in order to be constantly aware of what's happening in the present volatile theatre scene. A sympathetic, knowledgeable Canadian Theatre Centre adequately briefed by a full spectrum of theatrical manifestations, could be of inestimable help in finding the way out of the present subsidy mess, and the current informational screw-up. More on CTC next issue.

International Book Year: Hold your breath! 1972 is IBY. And what more suitable country in which to celebrate the event than right here in Canada where, in any bookstore, you can find a stock of books 99 per cent International, 1 per cent Canadian.

Festival Lennoxville: The Canada Council has once again broken its well advertised set of ground rules and (a) given money in advance of opening to a theatri-

cal event (Festival Lennoxville) and (b) given money to an event receiving subsidy from other Governmental sources (Bishop's University bankrolls the Festival). The news is irritating to the many small theatre companies who have been told interminably to "come back when you've been in business for a while." Can it be there are different rules for different people? Perish the thought. In any event it's all in a good cause — revivals of Mavor Moore's Canadianization of a translation of The Inspector General — The Ottawa Man, Ann Henry's re-written and interesting Lulu Street and George Ryga's *Captives of the Faceless Drummer*, seen last season at the St. Lawrence Centre. A conservative list, given the material we've seen over the past two years here in Toronto; a beginning. Frances Hyland will direct the Gogol adaptation; John Hirsch is at the helm for Lulu Street.

Theatre Ontario Conference 2: At North Bay, June 16 to 18, delegates from mainly amateur and educational theatre will gather to discuss, among other topics: Should the Canadian playwright receive more support from Ontario theatre? A highlight of the Conference will be Mary Stuart given by Espanola Little Theatre. The translation is not by a Canadian. O Canada. O Ontario. O North Bay. O Espanola. O...

THE STAGE

GODSPELL

by Alan Gordon

A little while ago in this space, I was commenting on the strange phenomenon of *Mary* as produced by the Charlottetown Festival. I was wondering what could possibly top the death of a singing Queen of Scots, in rotten subject matter for the musical stage. I had no idea my question would be

answered so quickly with the arrival of *Godspell* at the Royal Alex.

Here we have the story of that loveable story-teller, Jesus Christ, told in the language of today's youth... so we can understand it. I thought Matthew did a pretty good job of it, but his gospel was missing the one sure-fire element, songs. So *Godspell* has songs. No plot. Lots of fables, pardon me, parables, but no plot. As a result, the first act of this circus is just a stew of Jesus' stories sung and parroted by some hard-working, out-of-breath youngsters.

The writer-conceiver John-Michael Tebelak forgot that there was a plot in Matthew's gospel. Later on, we get a musical number with Christ on the cross, one that seems to tie the whole thing together. Presumably, everyone is to feel a lot better about the whole thing.

Well, the whole thing doesn't quite work here. The first act pastiche is messy and confused, and it isn't until about halfway through the second act that the show gets any sense of its own direction. Until then, director Howard Sponseller sees fit to use his actors like puppets. They Mickey-mouse the script. The text says shout, they shout. The text says jump, they jump... on the words and meaning of the parable. The actors in the show could be cartoons, for all the room they're given to develop characters of their own. At intermission, we go on stage to meet some tired, excited puppets, no characters.

This is, I'm sure, the fault of



the director. There are several talented actors in the show who are not being used to their full advantage.

Only Gerry Salsberg as John the Baptist and Judas manages to inject some personality into his workings. He seems to have been left alone to work out his own stuff and his stuff is just fine. He and Victor Garber, who is also working at about one-tenth of his potential in the thankless part of Christ, really shine in a vaudeville number. Then it's back to those damn parables.

The thing about *Godspell* is the lack of thought at the top. The kids are good, the songs are good, but the feeling is lousy. The profanity of Jesus Christ, Superstar

wasn't around, but then neither was the excitement or brilliance of, say, the *Story Theatre* or *Your Own Thing*. Too bad. Mind you, you could always play the album and read the book.

CORRUPTERS

by Gethin James

The Backdoor Theatre Workshop reopened at its new location at 474 Ontario Street on the first of the month. Artistic Director Gino Marrocco has a penchant for social relevance and it is no surprise that the two plays chosen to launch the new premises are biting commentaries on the evils of our day. The *Corrupters*, by Gertrude Samuels, purports to take the audience by the nose, and lead it through the final cycle of arrest, imprisonment, release, and re-initiation of Carol Ramirez (Ayesha Ashiq), heroin addict and small time prostitute. In nine rapid scenes, we are whisked from court to Eastern State Prison, to Harlem, and then to the final jab for Miss Ramirez. The cycle is, as ever, a downward spiral; the role of justice is seen as exacerbator of

the inevitable. The action all falls under the stern perusal of the Court Clerk (Howard Christenson): He repeats the hollow phrase, "This is a court of Help", thus underscoring an inhuman penal system. He is inflexible in his sense of responsible justice, and devoid of mercy.

Gertrude Samuels' message has been made many times before; the law corrupts in its very attempt to purvey justice. The law provides its own grist for its own mill. But if there is to be responsible law enforcement, there must be responsible theatre, if the latter is to play the pedagogic in the way that Miss Samuels wishes to do. Where, in the play, was there some hint of a viable alternative? Negative didacticism is unsatisfying: it is not enough that a play mirror the age in some way. This in itself is skillful, but it is not truly creative. The cast of *The Corrupters* projects all of the passion and misery that the play demands. Ayesha Ashiq is splendid as Carol Ramirez; in the large cast none can be seriously faulted. The stage hands had a rough night, and there were a few uneasy moments here and there with the lights, but the pace of *The Corrupters* is such that the action was at no time marred.

The second play in the program is Terrence McNally's satire on the American Way, via a visit to the Vietnamese Confrontation. The action revolves; about the crated body of G.I. (deceased) Jimmy, played by David N. Low, laying on a living room floor, somewhere in the USA.

Black the humour; all too obvious the plot; bad, in the extreme, the taste. The remarks from the corpse were inane; the "truth" from the press (Rhoda Jonson) unlikely; the reaction, from the mother (Tara Delaney) too demanding on audience and cast. To make a whole play depend upon the anguished shriek of a bereft parent is a dramatic risk with the odds piled against it.

NOW IS THE TIME TO SAVE
On
Carrier
AIR CONDITIONING



For
HOME-OFFICE-STORES
FREE ESTIMATES
No Obligation

Call now for one of our fully qualified air conditioner experts to discuss your cooling problem in the home, office, factory or whole house air conditioning.

Call ...
924-2526
COLYER-McKEE
1422 YONGE ST
924-2526
1422 YONGE ST. (at St. Clair)
Toronto, Ont.

Office and Studio
Space for Rent

700 SQ. FEET (3 OFFICES)
\$200 MONTH

Tarragon Theatre
30 BRIDGMAN AVE. 964-8833

Bingo For Cash, Bingo For Prizes Double Your Fun

by Virginia Smith
and Doris Hryn

Bingo is an entertainment, an investment and, for some, a way of life. During the past year, bingo parlours have blossomed all over Toronto. Strong men and sensible housewives have become addicted; some say that they just can't stay away. Bingo has graduated from a humble parlour game to a social scene, a fad — more expensive than frisbee, less dangerous than glue-sniffing.

Since the federal law permitting only "occasional" bingo games was relaxed in 1970, provinces and municipalities have been issuing bingo licenses to a wide variety of religious and charitable organizations. Late last year, Anglo Leaseholds, a British company, began running nightly bingo games at the Palace and Runnymede Theatres — for profit and for Canadian Mental Health, the Rehabilitation Foundation and the Rheumatism Society. Many Toronto churches sponsor regular fund raising bingos. Shell Oil has begun luring customers with gas station bingo, and the Toronto Sun is running a legal numbers game — bingo to aid leukemia research.

The Palace Theatre, at Pape and Danforth, is a converted movie theatre. A new visitor to the Palace bingo may be shocked to find, not groups of little old ladies gathered chummily around small tables, but hundreds of customers sitting in orderly rows, waiting like eager students for the caller's instructions.

The bingo equipment on the stage looks like sophisticated IBM machinery. The numbered bingo balls bound continuously within a large glass case; they look like protons and neutrons hopping around in a museum model of atomic energy. As a further insurance against cheating, the caller flashes the bingo ball onto the television screen. The number then lights up on a large scoreboard beside the screen. The Palace is hooked up to the Runnymede on a cable TV circuit. The games which are played simultaneously at both theatres create a high level of tension. This bingo is big business, no doubt about it.

When bingo is called, alert runners instantly dash down the aisle to check the lucky winners's card. The runners add a

sense of urgency, excitement, and high stakes to the proceedings.

The Palace Theatre attracts about 600 customers a night, the Runnymede about 400. Connoisseurs of bingo consider the Palace funkier than the Runnymede, with a more informal, relaxed atmosphere. At the Runnymede, which is a more middle-class hangout, the big business feeling prevails completely. Even the Palace feels at times like the stock exchange.

The crowd at the Palace looks a little out of kilter with all the high powered equipment. Most customers appear to be people of modest means, who have come for a night out, hoping that the machinery and the stars will favor them.

There's a heavy sprinkling of elderly ladies and housewives in the crowd. More women than men seem to have caught the bingo habit. One worker at the Runnymede, however, estimates that a typical crowd may include up to 40 per cent young men. Bingo has begun to attract even long-hairs. One hard core hippie told me that he spends every Friday night at church bingo. The game has little romantic flavour, and there are few lovebirds in the audience. No hand-holding, of course, while the game is in progress. Many come alone to bingo and sit alone with their bingo cards throughout the evening. Those who know the scene more intimately say that the halls are more subtle versions of singles bars. Romances flourish between games and bingo marriages are not uncommon.

About half the crowd are regulars, who come three or four times a week. One big winner at the Palace admitted that "it gets in your blood" and she'd feel that "something was missing" if she didn't come every night. One customer at the Runnymede has spent \$5 a night on bingo for months. During that time she has won one \$25 prize, but she keeps going. Many losers — even bingo has its congenial winners and losers — cheerfully return again and again, hoping they will hit a lucky streak.

Even, or especially, the staff at the theatres catches the bingo bug. One runner at the Runnymede plays bingo at the Palace

on his nights off. Another worker, who spends time at the Toronto racetrack, says that she often meets bingo freaks at Woodbine. Some begin the day with the horses, and move on to more sedate bingo betting in the evening.

Bingo, like horse racing, is supposedly an entertainment as well as a gamble. I found little spirit of fun at the Palace. The caller encourages audience participation with a bit of word play on his numbers. When 22, "two little ducks", is called, the audience responds "quack-quack." "Legs 11" is invariably greeted with a spate of hoots and whistles. 66 is "clickety-click"; 88 is "two fat ladies". An occasional loud dispute over a number creates a sense of solidarity among the audience.

But the bingo is generally grim. All concentrate closely on their cards; customers who arrive in groups might as well have come alone. While the game is in progress, you can hear a pin drop in the auditorium. Everyone has come to win, and no one is going to let a number slip by while he exchanges pleasantries.

Many customers make no pretense about the fun value of bingo. The winner who has bingo "in her blood" said that she doesn't have to plan the spending of her \$154 prize money, since her husband has been on strike for two months. A solitary customer told me that she doesn't come because she likes bingo, but because she doesn't like it. "I have nowhere else to go."

A newcomer to bingo may be repelled by the big business operation and depressed by the heavy air of concentration, but he can hardly avoid being caught up in the game. Bingo at the Palace is not a homey amusement, but a speed reading contest; no matter how detached you may be initially, you're soon rushing along as frantically as everyone else. The game is played on a long card, filled with six boxes of numbers. Every number shouted by the caller appears somewhere on the card. The problem is to locate it before he moves on to the next — no mean feat, as you soon discover. Many bingo veterans, with professional eye and attention spans, handle two or three cards at once.

Before long, you feel annoyed if anyone interrupts you with even the briefest remark. One member of my party was surprised to find that she couldn't help responding "quack-quack" to the caller's "twenty-two". Even those who come to scorn may be infected with bingo mania before the evening is over.

The stakes are high enough and the winners numerous enough to keep you working feverishly at your card. Every night about 40 winners take home \$25 for a complete line and \$75 for a box. Customers pay extra to participate in the evening's three special games, where the prizes run as high as \$1000. It is also possible to pay out quite a bit for an evening's bingo. The full complement of cards for the night costs \$5. The minimum is \$2. Enthusiasts who arrive early or stay late can drop quite a bit more at tele-bingo, quick bingo games played on machines reminiscent of one armed bandits.

Most workers at the Palace and Runnymede Theatres are neither ambivalent about bingo fun nor cynical about the crowds that return night after night. Many lower echelon employees, who are paid just over the minimum wage, "live bingo", as one ticket teller puts it. When an evening of work is over, they drink and talk bingo until four in the morning. Most become interested in the personalities and problems of regular customers. Another employee realizes that bingo is "systematically controlled" and that "people are manipulated", but she doesn't feel that the friendships she develops are tainted by the business situation.

The callers are the stars of the bingo halls — the evening's MCs and entertainers. The callers, according to the ticket seller, are "like movie stars" to many customers. They control the pace and tone of the games — perking up or soothing the crowd as the mood of the evening changes. They are equipped with jokes, "stopper lines" for tough situations, and "package lines" to keep things moving. The callers occasionally make spectacular mistakes, but most of these errors are intentional. At a dull moment, for instance, the MC may spill all the bingo balls from their glass case to achieve that always treasured human touch.

THE GROOMING BOARD

Home foods restaurant & caterers.
Soups, salads, etc.

home-baking casseroles Sunday brunch
154 Cumberland cheeses (crepes)
upstairs 925-1977



Goulash

VILLAGE RESTAURANT

EUROPEAN & HUNGARIAN FOOD SPECIALTIES
SERVED IN A NATIVE ATMOSPHERE
We are open from 10 - 10:30 daily.
Sunday noon - 8 p.m. only.

106 Queen E.
Just east of Church.

368-6630

OPEN 24 HOURS
Church and Wellesley
Coin-op Dry Cleaner

924-6010

DOWNTOWN DOG SCHOOL

450 SPADINA AVE. (COLLEGE)

TRAINING STARTS

NEW CLASSES START EVERY THURS. & SUN.
CALL 366-0881



The Underground Railroad

Soul Food Restaurant

408 Bloor Street East, at Sherbourne
Telephone 964-8300

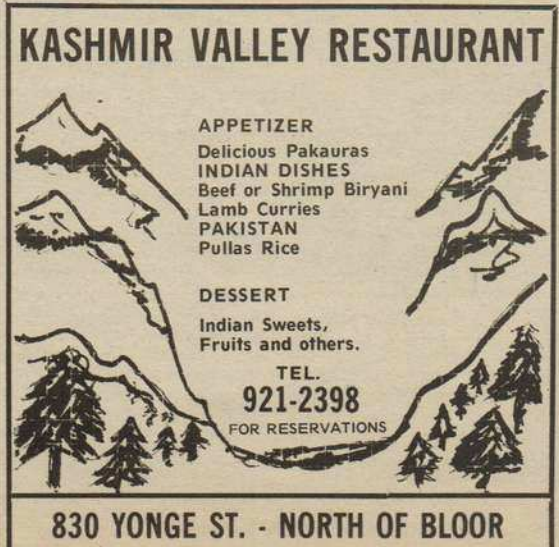
The Toronto Globe, Star and Sun all hail it as the city's top Hungarian restaurant.

CONTINENTAL RESTAURANT

50 people
Wedding and party catering service on request.

521 Bloor St. W. Tel: 531-5872; 531-0081

KASHMIR VALLEY RESTAURANT



APPETIZER
Delicious Pakauras
INDIAN DISHES
Beef or Shrimp Biryani
Lamb Curries
PAKISTAN
Pullas Rice

DESSERT
Indian Sweets,
Fruits and others.

TEL.
921-2398
FOR RESERVATIONS

830 YONGE ST. - NORTH OF BLOOR

SUMMER DATES?

SINGLE, separated, widowed or divorced and looking for the right types for dating or marriage? Try CUPID computer. It scientifically assesses and matches each individual with the best potentials who are compatible in character, ideals, philosophy and interests. Not a "Lonely Hearts" club and therefore not advisable for the very shy or those with other emotional problems. For rational, intelligent individuals of all ages, occupations, races and religions. Cupid has different programs guaranteeing regular dates and/or marriage — or money refunded. In actual computer time it takes only minutes to find dates for most individuals and costs only pennies per day. Most important Cupid Computer eliminates the costs, frustrations and time required in the usual methods of meeting and dating. We have many customer references as proof of past performance. Don't spend this summer with just anyone!

CUPID
Computer Dating Service,
17 Queen St. E., Suite 237, Dept. 31,
Toronto 1, Ont., Canada
364-0094

JAZZ AND POP

JAZZ BARGAINS FROM C.B.C.

by George Mark

Great news for jazz fans: outstanding Canadian musicians now available on lp's for only two dollars! Apart from one or two dixiecup confections this music presents imaginative works from men like Paul Bley, Sonny Greenwich, Don Thompson and Brian Barley.

Designed to satisfy all tastes from big band to avant-garde, this music is published by the CBC's Transcription Service to bolster a creative area suffering from long neglect. Recent policy provides for the recording of a number of jazz artists every year, and so far there are over ten titles ready for your collection.

PAUL BLEY TRIO, no.305

Paul Bley, piano; Mario Pavone, Bass; Barry Altschul, Drums.

Paul Bley is a Montreal pianist who has found success in the U.S.A. and Europe where he has performed and recorded extensively. Completely ignored by Canadian talent purveyors, his experience includes a 1952 TV appearance with Charlie Parker. Since then he has moved into the avant-garde and is regarded as one of the most important jazz pianists in the world.

The kind of playing Bley is noted for sings of breadth and spaciousness. He surrounds his ideas with a variety of sounds, but prefers the slow unwinding of large chordal patterns, letting each note or cluster linger in the air until effects are complete. When he plays intensely, one marvels at his technique and the inspiring freedom with which he applies it to improvisation.

"Paul", a latinized portrait of the artist, displays Altschul's expert use of percussive devices. There is no rigid tempo like 4/4 or 3/4 to restrict him, and the drummer capitalizes on this by strengthening the design of the composition with interesting figures. Altschul has recorded with the best of the new musicians including Chick Corea and Dave Holland (both formerly with Miles Davis' band).

The rapidly paced "Blood" gives the players an opportunity to stretch out in free blowing. Bley contrasts abrupt and incisive jabs with long vicious strings and notes. Pavone solos energetically much the way the pianist plays, and Altschul follows. These are not so much solos in conventional jazz sense as they are continuations of the performance minus the other voices. New modes of playing jazz have lifted many formal restrictions from the roles of each member of a group thereby encouraging a steady flow of original ideas from them. Unlike a bebop arrangement, there is no real break in the continuity or four bar alternations unless these features are introduced for a particular artistic reason. This transformation of the jazz form has opened the music up for expressionism rarely achieved outside the true New Orleans collective improvisation.

With the exception of "Pigfoot", Annette Peacock - singer and composer and wife of bassist Gary Peacock - produced all the tunes. "Nothing Ever Was Anyway" slowly counts out the lonely reflective hours of a day. Close harmonic union between bass and piano leaves Altschul with the assignment of meaningfully filling the wide spaces. He succeeds, of course, and even manages to adhere to the melodic structure by following the dynamics of the other instruments, at times anticipating their next level with re-

markable intuitive accuracy.

"Pigfoot" and "Touching" fill side two with twenty-one minutes of stimulation that will quickly turn the heads of anyone who thinks Oscar Peterson is the only jazz player the modern age in Canada has produced. Certainly, Peterson's skill and stature in jazz can never be minimized, but Paul Bley does things O.P. never dreamt of.

Bley's reputation deserves to be heightened to approximate his large personal contribution to the art of the improviser. This album is a must.

SONNY GREENWICH/DON THOMPSON (2 lp's)
(Commercially available only as Sackville 200 1/2)

The Old Man And The Child
Sonny Greenwich, guitar; Don Thompson, piano; Michel Donato, bass; Clinton, bass; Clayton Johnson, drums.

For many people, Sonny Greenwich represents the fullest realisation of spiritual search through music. He became known to Toronto jazz club habitués during the late fifties when places like The House of Hamburg served as a local "Bohemia-after-dark". While most of the musicians from that rich period in local jazz graduated to studios and became fat, Sonny remained true to the jazz forms which expressed, for him, the universality of human emotions - melancholy, nostalgia, sense of loss, love, fear - and with his own growing consciousness of himself, reached out to touch those emotions in others.

During his life, jazz formidables like John Handy and Miles Davis have paid tribute to Sonny Greenwich by inviting him to join their bands; but as I said earlier, the guitarist never felt the same ease and communicativeness when performing out of someone else's bag. His concept of music and its powers to recreate primordial peace within men's troubled spirit is a uniquely personal vision that requires him to be free to follow his own instincts at moments of creativity. Working as a sideman would not satisfy his artistic

need, there is nothing strange or incomprehensible about the music, except perhaps its very ethereal and transparent delicacy which the age of acid-rock and muscular amplification has practically excluded from our lives. Every tune is abundantly melodic, for melody is the key to the heart and the emotions Sonny strives to arouse.

Universal accessibility and utter simplicity characterize the three cuts on side A: "Stranger in the City", "When the World Was Young" and "Haunted Heart". These tunes are remarkably similar in structure with the guitar at first up front, then fading back as the rest of the band slowly surges forward like the shoring sea. All playing is unaggressive. No political argument or evangelical come-on detracts from the openness of the art. Rhythms emerge of their own accord attracting no conspicuous attention to their sources.

Side B, "The Old Man and the Child", is a long suite for guitar written by the well-known artist, John Williams. Subdivided into four movements - Birth, Awakening, Manhood, Death - it opens with silence that is broken by symbols and a tiny flute-like sound. The rendition is highly expressionistic, each player exploring his instrument for the appropriate mode. There is no time signature and the music flows naturally on the broad legato of Donato's arco bass. Greenwich gives way to Thompson whose fluid piano lines quickly become restless, eager forays of intentionally incomplete ideas. Donato and Huston play a bass duet that is notable not only for the musical empathy it demonstrates, but also for the skill and apparent ease with which such a difficult task is completed. The group collectivizes after this, shakers, tambourine and drums leading to the reappearance of Greenwich and the sensitive conclusion which repeats the opening mood. Totally without fanfare, this music makes little fuss over itself. Yet that is the secret of its potency. The melody is a lullaby, its theme the eternity of sleep that precedes and follows chaotic life.

Love Song For a Virgo Lady
Don Thompson, piano; Ron Park, tenor saxophone; Michel Donato, Bass; Jerry Fuller, drums.

Part two of this review, like part two of the album, showcases the formidable talent of Don Thompson. He began his career in Vancouver where he played regularly with drummer Terry Clarke. The two then joined John Handy and gigged all over the States and Canada; they later left Handy, and moved east, working between Montreal and Toronto at a variety of musical chores. A number of

er's repertoire. Working strictly within the form of the popular song, both Thompson and Greenwich acquit themselves well and give the listener a refreshing break from the more demanding unfamiliar material.

"Mumba" goes fast and hot. Michel Donato (again!) and Jerry Fuller on drums kick Thompson's composition into high as he pours out ideas in single note lines that are occasionally punctuated by deep chords. Another surprise is Ron Park, tenor player very, very into Coltrane at the time. He sails across the melodic piano into full view. Expansive and inspired, beside technique, he broils and fulminates for two solid choruses. Ron joined the ranks of unemployed Toronto jazzmen several years ago when no one with the power to hire him would do so. For years his great promise as a saxophonist was recognized only by his peers and a few listeners with big ears. He took up electric bass in order to make a living, and it was as a bassist that he became known mainly to clients of George's Spaghetti House during that restaurant's jazz days, backing major U.S. artists like tenor man Booker Ervin. (Times were when there was some question as to who should be playing horn!) Personal difficulties as well as blind refusal of the establishment "jazz" community to accept his saxophone style severely interfered with his artistic life. Ron Park died from a lingering illness the same summer as Brian Barley, marking 1971 as a doubly tragic year for jazz art in Canada.

"Love Song For a Virgo Lady", a Don Thompson original, finds Ron's tenor in a very "Trane-like" mode leading a rising and falling rhythm section toward moody avenues of sound. Thompson caresses the melody, awakens its quiet lyricism with gentle chords that tingle in their upper ranges under his fingers. Structurally, the tune alternates choruses between tenor and piano, an effect which lends a conversational asymmetry to the performance mainly because either player can go on until he feels like quitting whereupon the other takes over. In my opinion, "Virgo Lady" is the loveliest song in the collection.

The final track called "Loving" is a free chart by Sonny Greenwich set off by a solo bass introduction. Loosely based on three chords that can be played in any order, the tune is total simplicity and all effect. The a-tempo lead-in switches to a 4/4 walking beat accented by punchy drumming and obligato piano riffs. Greenwich's vigorous playing and unique tone dominate.

The only criticism I would direct at this collection is its tendency to sound the same, especially the modal compositions. Other familiar songs should have been included to break the monotony, contrasting their beautiful rigidity against the free-form of the other pieces, thus enhancing both types of composition in an interesting program.

Secondly, there is not enough textural variety inherent in the raw sounds of guitar, piano and bass to sustain a long work of this sort. Greater use could have been made of Ronnie Park to contrast their sustaining natures with the brute force of hard blowing tenor, (and knowing how passionately Park could play, the diminutive size of his contribution is regrettable). Such excessive softness is unbelievable except where the saxophone, like reality, intrudes on a dream. Neither dream nor reality suffers from the kind of interruption that brings a true awareness of each, and to a large degree, that is exactly what's miss-

ing here.
BRIAN BARLEY TRIO, no.309
Brian Barley, tenor & soprano saxophone; Daniel Lessard, bass; Claude Ranger, drums.

This trio differs from the previous groups because the piano is traded for saxophone as the lead instrument. Pioneer experiments in this format by Lee Konitz ("Motion", Verve V-8359) and Sonny Rollins ("Brass/Trio", Verve V-8430 and "Way Out West", Contemporary S-7530) placed new requirements on the players. By the time Brian Barley



Brian Barley

recorded this set a couple of years ago, there was a Canadian drummer ready for the challenge - Claude Ranger - and an able bassist, Daniel Lessard. Both these men are Montrealers while Brian was from Toronto.

Rollins is the obvious director of Barley's style. The bold tone, harmonic daring and innate feel for Caribbean rhythms derive from the Master, and are felt most strongly on Claude Ranger's composition "Le Pingouin". Here, a four note descending bass pattern forms the pulse against which first drums then tenor play. It is a clever concept excellently performed, full of wit and subtle rhythmic sensuousness.

"Schluicks" opens with a roomy, free saxophone ramble, very slow and investigative. Abruptly, the tempo leaps ahead and the same territory is covered again, this time Barley's playing uninhibited and bursting with energy. The frenzy calms itself. Bass and drums resume their a-tempo interplay and the tenor moves into a very quiet conversational blues, readdressing the original mood.

At this point one can see how bass and drums really control the time of new music, for although Barley plays rapidly in brief passages, utter silence or widely spaced single notes from Lessard and Ranger keep the composition in low gear, creating exciting, swinging effects. A seasoned listener will recognize the influence of Thelonious Monk living in this device.

Group playing is at its best on "Schluicks", of additional interest as it presents the leader on soprano saxophone and shows him to be one of the few instrumentalists who do not imitate John Coltrane.

"Two By Five" and "Oneliness", both penned by Barley, close the second side, ending more than forty minutes of the best Canadian jazz music ever recorded. This disc is essential not just for the musical content alone, but because it remains the only testament to the genius of Brian Barley, musician of exceptional virtuosity, who died suddenly in the summer of 1971, twenty-eight years old.

To obtain these excellent records at two dollars each, send your cheque or money order to Transcription Service, Radio Canada International, P.O. Box 6000, Montreal 101, Quebec.

"The Old Man and the Child" and "Love Song For a Virgo Lady" are only available at The Jazz and Blues Record Centre, 893 Yonge Street, just north of Davenport.



Sonny Greenwich

needs, so in instances like that, Sonny prefers not to perform. Because of this, Greenwich infrequently stands before the public. Furthermore, it is hard for him to find musicians capable enough in every way to play his music. Getting into Sonny's music means the player literally has to change his life style to suit that of the leader who lives communally with a coterie of disciples in Montreal.

In spite of the esoteric personal details that attend any living le-

jazz figures like Bill Evans and Scott LeFaro have exercised powerful influence over this young Vancouverite; equally capable on string bass and vibraharp as on piano, Don's personality becomes clearer here as he plays the keyboard instrument in settings slightly different from the expressionism of Sonny Greenwich's music. "Emily" is a tender ballad from the pens of Johnny Mandell and Johnny Mercer that has become a standard in every croon-

SCREEN GEMS

HENDRIX AT BERKELEY

by Gethin James

It's easy to trot out the usual sentimental superlatives about Jimi Hendrix, the man who played his life away on guitar and so on. This film, which was shot at a concert in Berkeley on Memorial Day, 1970, is a rare opportunity to relive one of Jimi's electric performances, and is also free of any superfluous comment. What you do get are close-ups of how Hendrix played. The guitar and all the devices attached to it, fuzz, wah-wah and so on, became not so much electronic objects as part of the man.

This much you can see, by the tortured way he mouths the guitar sounds as he plays them. But there is also a rare insight as, in the extended intro to "Purple Haze", he runs through all the sound effects and then shouts "big deal". It's very much the study of a unique guitarist: the film focuses almost entirely on the personality which is being expressed through the guitar and there are a few embellishments.

The colour has a similar quality to that in Gimme Shelter and captures beautifully the swirl of Jimi's trailing, all-white stage gear and his contortions as he twists himself around the guitar, falls on his knees and points the phallic effigy at a near-swooning chick in the front row, hanging over the front of the stage.

But the strange thing is that Hendrix off-stage becomes almost de-personalised. Riding in the limousine to the gig swigging a can of coke and smoking a fag, his arm around his chick, his face is implacable and betrays nothing. You don't get any more idea of the man's personality in the rather confused opening scenes behind stage as Jimi tunes up and jokes around with his mates. And the tenuous links between Jimi's short "get together" rap to the audience in the middle of the performance and footage of the Berkeley

campus riots intercut with "Machine Gun" are no more illuminating of his essential personality.

For Jimi has nothing to do with riots or even social wars on a wider scale. Offstage, he remained a shadowy figure; it wasn't until he stepped up in front of the audience with his guitar that he became the giant. Jimi's personality was his guitar. Offstage it remains shrouded with mystery — which is as it should be. The opening number, "Johnny B. Goode", says it all: "He never ever learned to read or write too well, but he could play the guitar just like a-ringing a bell".

THE ONLY THING YOU KNOW/ CHARIOTS OF THE GODS

by Wyndham Wise and Anne Service

Two shorties this week, one which has been totally ignored and the other, over-exposed to the point of boredom. The Only Thing You Know came and went last week at the Cinecity without so much as a wink or a nod. A shame really, for many people missed this fine debut by the young Toronto director, Clarke Mackey. Set entirely in Toronto, the film follows a young girl's (Anne Knox) struggle with her parents, her suburban environment and the man she decides to live with. It's a rough film, obviously done on a low budget, with none of the technical finery of a more commercial production. Yet the characters and situations are believable and alive, and for once, a film portrays young people intelligently. The conversations between Anne and the man she chooses to live with ring with truth and honesty, not some 50

year old Hollywood script writer's version of the scene.

It would seem that Mackey has studied Godard and makes use of similar techniques, such as the episodic nature of the film. Here Mackey is weak, but makes up for it with two stunningly filmed conversation scenes that follow one another. Again Godard, but with a warmth and beauty all their own. The faults of the film are obvious, but where it ultimately succeeds is in its unpretentious attempt to come to grips with a problem that has been used and over-used by every 'youth' film ever put out by the Hollywood machine. If it ever comes to town again, which unfortunately would seem unlikely due to its uncommercial nature, try and catch it; it will be well worth the effort.

Chariots of the Gods has been playing at Cinema Lumiere for sometime now. The main hypothesis of this long and pseudo-documentary film is that extra-terrestrial beings have in the past been to earth and made their presence felt in various ways. We are taken to Egypt's pyramids, Easter Island's sculptures, and Peru's plains, where an attempt is made (from objects in the surroundings) to justify the existence at one time or another of extra-terrestrial beings.

The film is a catalogue of visits to one place, then another, and eventually becomes long and boring. More convincing evidence such as the drawings on the plains of Peru, which can only be seen from an elevated height, are left to the end. Some evidence is given so quickly that the viewer is not allowed enough time to examine the objects, nor to question their validity. The script for the film is poor and rhetorical questions such as 'is it mere coincidence that?' etc. are at first amusing, but become ridiculous. The panning of the camera throughout and the lack of focus makes the film tiring to watch.

Chariots of the Gods has an interesting message which would have come across with much greater impact had the film been shorter and tighter.

CITY LIGHTS

by Mark Sarnar

Another Chaplin film, City Lights, is at the Chaplin (née Eglinton) theatre. In this one, the second in the current series of re-releases, the tramp falls in love with a blind flower girl for whom



he procures enough money to pay for a sight-giving operation in Vienna. One wonders about Vienna. Was the operation perchance done by Dr. Freud? The girl returns to the city, by some miracle opens a flower shop on a

busy downtown corner, and waits for her hero to come in and reveal himself. Due to circumstances which the tramp encourages her to believe, she thinks that her benefactor is a millionaire.

It goes without saying that Chaplin is the master of small gestures — the bowler-tipping, stair-climbing and tentative smiling trademarks of his tramp. And it must be praised again and again because the effect is always startling and articulate. He's so damned good!

But the film is not without its weaknesses. The chronological sequence of events does not mesh together into a totally harmonious whole. The subtitle cards stay on the screen long enough for a foreigner to learn the language. One is thankful that there are few speeches. In fact, one becomes impatient with the presence of speech at all. Language becomes, with Chaplin at least, an insubstantial tool of communication. Some of the slapstick touches are overdone.

The film is a success though. It overcomes these minor deficiencies in the last few moments. Chaplin, released from jail, returns to the spot where he first found the girl selling flowers. She isn't there. Disconsolate and more dishevelled than usual, he wanders the streets aimlessly. Beseated by some newsboys and attacked by their peashooters, he gets angry and chases them away. Astoundingly enough, all this action unfolds before the eyes of his now-sighted love. She, not knowing who he is, offers him a flower, and some money, echoing their first encounter and paying him the change she owed him with interest. He is starry-eyed and speechless. She hands him a flower, touches his hand, and...

It is, quite simply, a perfect moment. The foiled sentiment built up in the audience over the preceding hour surfaces and asserts itself as a genuine and beautiful response to the scene. Sentiment meshes with sacrament in the final frames and the audience leaves touched deeply and slightly transformed. Speechless. Another perfect gesture by the master.

ARTICLES FOR SALE

Canoe: First quality, brand name, weighs 40 pounds, fiberglass, 11 foot, never used, good for one man and baggage. \$90. Call 962-4495.

2 double wardrobes, walnut finish, mirrors on front doors, \$35 each. Also glass-beaded movie screen on stand, new, \$10. Call 366-5009.

Chesterfield, green, opens into a double bed, good condition, \$50. Also a 4-seater brown sofa, needs recovering, \$20. Call 929-5508.

Camera: Leica M3 and 2 summicon lenses. Asking \$400 for everything. Call Bill at 766-1900 after 6:30 or weekends.

Bicycle: AMICA, folding Italian Unisex 3-speed. Brand new, worth \$125 for \$85. Call 366-5009.

ARTICLES WANTED

Antique, china, glass, bric-a-brac, furniture, or whatever. Phone Ronnie at 488-2264 in the afternoon.

ARTICLES FOR RENT

Akai 1/4" videotape equipment — complete system \$12 a day, \$50 a week, \$150 a month. Inquiries Keith at the Citizen, 532-4456.

citizen classified

532-4456 / jobs / goods / digs / etc.

HELP WANTED

Four reliable youth leaders. Twenty years or older for summer or winter. For active and interested youth. Call A.J. Smith, 366-6720, 45 Bellwoods Avenue.

Search for young talent for community programming at Trinity Square. Musicians, artists, dancers, and craftsmen needed. Call Lillian at 362-4521.

WANTED MALE OR FEMALE

MAKE EASY \$\$\$

Easy to sell pantyhose. Also socks for the entire family, briefs or bikini panties, tights, etc. Free instructions and color catalogue. Write today:

Dept. T.C.
10383 Hebert Street
Montreal North 459, Quebec

Capable woman or girl to assist senior citizen at cottage in July. Call evenings 961-0719.

SERVICES AVAILABLE

Me and My Friends Craft Shop at 237 Queen W. is organizing a series of arts and crafts classes. Teachers are trying to keep the prices for the classes as low as possible. Call Susan Forest, 929-9806, about weaving instruction; Nita Collins, 368-8160, about pottery; Arlene, 364-3069, about batik; Katja Jacobs, 921-8560, about print making and drawing; Allison Hancock, 923-4295, about macrame; Eric Running, 923-2649, about sculpture; Don Keele, 653-2061, about photography; or call Me and My Friends, 864-1376.

U. of T. Students' Legal Aid Society has placed law students at several downtown Toronto locations this summer to give free help and advise on legal problems, such as traffic offences, landlord and tenant disputes, money problems, welfare and unemployment hassles. Offices at 44 St. George (928-6447) Sumach St. (863-0499), Dundas and Sherbourne (368-7977), and Regent Park (863-1229).

Project Potential is holding workshops in art, drama, music and crafts at their farm in Bradford. This live-in summer program is an OFY project for anyone over 16 years and interested. Call 921-7777 or 1-775-6225 for further information.

MISCELLANEOUS

Parents interested in setting up a Montessori styled day care centre in the Bathurst Bloor area are invited to attend a meeting at OISE on Wednesday, June 22, at 8 p.m. We have two Montessori teachers interested in working in this area and plans are under way to have the school licensed as a day care centre. Anyone wishing further information can call free to contact Margaret Wells at 536-4742.

The Bloor-Bathurst Community Information Centre is establishing a housing registry. Anyone who is looking for a room, flat or apartment, or who has accommodations for rent may use their free listing. Call 531-4613 or drop in at 896 Bathurst.

Wanted: store space for a bookstore, from Bathurst to Yonge, from Bloor to Dundas. Will pay \$300-\$400 a month. Call 364-0024.

A group of students at the University of Toronto are working on a social history of Toronto. If you lived in Toronto from 1920-1940 and are willing to grant them an interview based on your experiences, please give them a call at 928-3365. They welcome everyone.

Theatre for rent: audition, rehearsal or performance space during July and August. Reasonable rates. Call 921-5901. Ask for Ken or Ralph.

THURSDAY, JUNE 15

3 p.m. — An exhibition of the drawings and paintings of Nancy de Boni runs until June 25 at Gallery Seventy-Six, 76 McCaul Street.

7:30 and 9:30 p.m. — *The Informer* and *Citizen Kane* at the OISE auditorium, 252 Bloor West.

8 p.m. — The Students International Meditation Society will present an introductory talk on Transcendental Meditation. At the Ontario Science Centre. Admission free. For further information call 423-1993.

8:30 p.m. — *How Are Things With The Walking Wounded* by Tom Hendry runs thru Sunday at Toronto Free Theatre, 24 Berkeley, 368-2856. Free admission but please make reservations.

8:30 p.m. — Bruce Jay Friedman's *Scuba Duba*, a farce about a young husband whose wife runs off with a black skin-diver, plays at the Summer Centre Theatre until June 17. Starring Alan Gordon. 4 Glen Morris Street, 928-8705, free.

8:30 p.m. — *The Book of Solomon Spring*, a family drama by James Nichol, plays at Factory Theatre Lab until June 24. Directed by David Gustafson, the play revolves around religious hypocrisy as the wrong man is accused of a grisly murder in 19th century Upper Canada. 374 Dupont Street, 921-5989.

FRIDAY, JUNE 16

1 p.m. — Anyone can do modern art! University Settlement House, Room 209, 23 Grange Road. Painting demonstration.

2:30 p.m. — *Air Pollution 2* — A presentation of the main causes and controls of air pollution to be held in Lecture Room B at the Ontario Science Centre, 770 Don Mills Road. Also at 4 p.m. and at the same times on Saturday the 17th. For more information call 429-4100 ext. 153 or 175.

7:30 p.m. — *Spring Dance of the Toronto Branch of the Queen's University Alumnae and Alumni Associations* at the Royal Canadian Yacht Club. Music by 'Atlantis'. Tickets \$5.50 per person and available at the door or at Queen's Office, Suite 2606, The Simpson Tower.

8:30 p.m. — Elaine May's *Not Enough Rope*, which looks at a woman's desperate and comic attempt to reach out for friendship, and Lanford Wilson's *Home Free*, a comedy of terrors showing the degeneration into gamesmanship of a problem-ridden brother-sister relationship. Actors' Theatre, 390 Dupont, 923-1515.

Midnight — *Gimme Shelter* with the Rolling Stones, Jefferson Airplane, Ike and Tina Turner, Flying Burrito Brothers and murder in 4-track stereo at Cinecity.

SATURDAY, JUNE 17

An exhibition of the works of Giorgio de Chirico, regarded as the father of Surrealism, opens at the Art Gallery of Ontario today. The exhibition, de Chirico by de Chirico, will be on view until July 16.

9:30 a.m. — Preliminary trial winners compete for the Diamond Space Trophy with rockets they've designed and constructed themselves. Judges look for both height and duration of flight. Free. Finch Avenue East at Birchmount. 364-2610. Also tomorrow.

9:30 a.m. — *Johns/Rauschenberg* at the Dunkelmann Gallery until June 30. 15 Bedford Road, 924-7339.

10 a.m. — *Summer street markets* in Trinity Square. Until 6 p.m. All kinds of hand-crafted articles. For more information call 362-4521.

2 p.m. — *Field trip and nature hike* to the Albion Hills, Boyd, Bruce's Mill. Also at 3:30 p.m. For further information on the hiking program of the Conservation Authority, contact their administrative offices at 630-9780.

the citizen calendar

culture/politics/community events

10 a.m. — The work of Jean-Paul Riopelle at the Albert White Gallery until June 30. 27 Prince Arthur Avenue, 923-8804.

11 a.m. — *A Space* is offering workshops in the use of 1/2 inch videotape equipment. Instruction will cover portable and studio equipment, editing, lighting and playback of tapes. The workshops are given from 11 a.m. to 5 p.m. on selected weekdays and Saturdays. Enrollment is limited to 12 per session. 85 St. Nicholas Street, 920-3628.

4 p.m. — At Ontario Place running until 2 a.m., a Caribbean Music Festival. Added to the music will be displays of African and Caribbean dances by the Afro-Caribbean Theatre Workshop, dancing by kids from the Black Education Project in Toronto and a fashion show highlighting the fabrics and fashions from the Caribbean.

8 p.m. — The Toronto Regional Ballet performs at Hart House. Also on June 19, 489-7597. Tonight's performance features a dance for children entitled *The Magic Garden*.

Midnight — A not very good 3-D movie made in Canada, *Eyes Of Hell* (formerly, *The Mask*) at Cinecity.

SUNDAY, JUNE 18

8:30 a.m. — A bicycle run to Clarendon Conservation Area. Meet at Eglinton and Bayview, bring a friend, a lunch, and see that your bicycle is in good repair. For more information call Bicycle Sport store 363-0505 or Leslie Tompkins at 781-7097.

2:00 p.m. — *Karl Armstrong Anti-Railroad Rally* at the College of Education, Bloor and Huron. Speakers will include William Kuntler, Sister Elizabeth MacAlister, Tom Hayden. There will also be a rally for Armstrong on the morning of Monday, June 19 when the extradition hearing resumes. University Ave. Courthouse, Armoury and University.

7:30 p.m. — A free evening of music and film at Bathurst United Church, sponsored by THOG. Every Sunday night during summer. Donations for the building are accepted. Call 534-3815.

8 p.m. — Public Lecture on the 90th anniversary of the birth of Georgi Dimitrov, leader of the Communist International, Georgi Dimitrov and the United Front Against Fascism. Photographic Exhibition. Speaker Nelson Clarks. Auspices: Metro Committee, Communist Party, 300 Bathurst Street, Ukrainian Cultural Centre.

MONDAY, JUNE 19

8 p.m. — Beginning of a session on film-making at the Learning Resources Centre, 666 Eglinton Ave. West. 22 lessons \$30. For more information call 787-1816.

8 p.m. — A General Meeting of the Sussex-Ulster Residents' Association at Lord Lansdowne School, 32 Robert St. Are you worried about traffic on your streets? What about parks, recreation and other facilities? Please come and air your views about YOUR neighbourhood. For further information call 962-1188.

TUESDAY, JUNE 20

7:30 p.m. — *Stagecoach* and *Fort Apache* at the OISE auditorium, 252 Bloor Street West. Series tickets available, \$1.50 for both shows and \$1.00 for second show.

8 p.m. — Citizens' Forum meets in Committee Room 1 at City Hall to discuss the agenda of the Council meeting to be held the following day. Everyone welcome.

8:30 p.m. — *Hope* by Larry Fineberg runs thru Sunday at Toronto Free Theatre, 24 Berkeley, 368-2856. Free admission but please make reservations.

9 p.m. — *Running* until June 29, The Jest Society presents its satirical comedy every Tuesday, Wednesday and Thursday at the Chameleon Club below Cinecity. 922-5697.

WEDNESDAY, JUNE 21

12:15 p.m. — *Wednesdays on the Square*. Open discussion with guest speakers. Food available. Everyone welcome. For more information call 362-4521. Every Wednesday.

1:15 p.m. — *'Seniors Security Now!'* — a public rally for seniors sponsored by Pensioners Concerned, United Auto Workers Retirees and United Senior Citizens of Ontario. What do you think is needed? Everyone welcome to bring their questions to the St. Lawrence Centre, 27 Front St. East. Admission Free.

7:30 p.m. — *Community School Workshop* is holding a general meeting at Clinton Public School, 460 Manning Ave. The evening will feature a workshop on "Schools and Jobs" with York University economist John Buttrick and a film on *Opportunity classes*. Call 929-5483 or 929-0427.

8:30 p.m. — *Bousille and The Just*, a realistically staged fable of early Sixties Quebec by Gratien Gelinus plays until July 1 at the Summer Centre Theatre, 4 Glen Morris, 928-8705. The play concerns a murder trial in Montreal, an accused son and strong family drama. Free.

THURSDAY, JUNE 22

12:15 p.m. — *Thursday Noon on the Square*. Open discussion with important city officials. Food available. All welcome. For further information call 362-4521. Every Thursday.

7:30 p.m. and 9:30 p.m. — *The Anderson Tapes* and *The Seagull* at the OISE auditorium, 252 Bloor West.

FRIDAY, JUNE 23

8 p.m. — The television commercial as art. University Settlement House, Room 209, 23 Grange Road. A showing of TV commercials with a discussion to follow.

8 p.m. — An evening with Leonard Cheshire at Central Technical School, Bathurst and Harbord. Problems of the handicapped in transportation, housing and education will be presented by the handicapped themselves. Tickets \$1.50, handicapped admitted free. To order tickets send a cheque to Youth Corps, 56 Bond Street, Toronto 205 who are sponsoring this evening with Cheshire Homes.

7:30 p.m. — A free concert of rare classical recordings at Locke Library, Yonge and Lawrence. Sponsored by the Toronto Record Collectors Society. Call M. Schulman at 691-8573.

Evening — The beginning of the *Fifty Annual Fair in Holy Trinity Square*. Outdoor folkdancing, games of chance. Soups, salads and syllabubs available in the Mush Room. For more information call Glenys McMullen 920-5717.

SATURDAY, JUNE 24

A weekend of entertainment in the restored Gothic-style schoolhouse on the grounds of Little Trinity Church, King street East at Trinity. Continues tomorrow. 863-0010.

12:30 p.m. — The regular Saturday street market in Trinity Square is augmented with maypole dancing, games of skill and other entertainment at the Fifth Annual Fair in the Square. Hot dogs, shishkebab and health foods. Call 920-5717 for further information.

2:30 p.m. — *Computers!* A discussion involving the applications and potential of digital computers stressing the how and why of logic operations. Also at 4 p.m. and on Sunday, 25th at the same times. For more information Call 429-4100 ext. 153 or 175.

SUNDAY, JUNE 25

8:30 a.m. — *Bicycle run to Rattlesnake Pt., Milton*. Meet at Keele & Lawrence. Be on time, bring a lunch and make sure your bicycle is in good repair. Call 363-0505 or 781-7097 for further information.

11 a.m. — *Special service* at Holy Trinity Church to celebrate the 5th Annual Fair. Afterwards relax with a cool snack in the garden. Actors and folk singers to entertain you. For further information contact Glenys McMullen at 920-5717.

2 p.m. — *Field trip and nature hike* to Greenwood or the Albion Hills, Boyd, Bruce's Mill. Also at 3:30 p.m. For further information call 630-9780.

7:30 p.m. — A free evening of music and film at Bathurst United Church, sponsored by THOG. Donations for the building are accepted. Every Sunday night during summer. Call 534-3815.

GENERAL MEETING
of the Sussex-Ulster Residents' Association at Lord Lansdowne School, 32 Robert St. on Monday, June 19, at 8 p.m. Traffic, parks and other problems will be discussed. Everyone welcome.

All Day — *'Learning Systems Design', the Educational Communications Conference*, Skyline Hotel, Toronto. Call Judy Winestone 924-7721.

2 p.m. — A *Ukrainian Festival* to protest the imprisonment of Ukrainian intellectuals and cultural workers at the CNE Bandshell. 366-9350.

MONDAY, JUNE 26

All day — *International Conference on Automobile Pollution* at the Royal York Hotel. Conference chairman, Anthony E. O'Donohue. Continues on Tuesday 27 and Wednesday 28. For further information contact Mr. Ryan at 924-5728.

8:30 p.m. — *Stars of the Bolshoi Ballet* at O'Keefe Centre until July 1. 363-6633.

TUESDAY, JUNE 27

7:30 p.m. — *Ninotchka* and *Camille* at the OISE auditorium, 252 Bloor Street West. \$1.50 for both shows and \$1.00 for second show only.

8:30 p.m. — A dance at the Masonic Temple, 888 Yonge St. (by Davenport) with the Fabulous Five Inc. from Jamaica and the Last Poets. Sponsored by the Black Student Union and the Black Education Project of Toronto. For more information call 922-9939.

WEDNESDAY, JUNE 28

All day — The first return of the mall to Yonge St. this summer will cover the Adelaide to Albert St. area. There will be plenty of benches, fountains and also fountain and garden arrangements to provide a pleasing setting for walking and sitting.

THURSDAY, JUNE 29

An exploration into the possibility of life on other worlds. Theatre of the Stars, McLoughlin Planetarium until Sept. 24.

7:30 p.m. — *THX 1138* and *Forbidden Planet* at the OISE auditorium, 252 Bloor Street West. \$1.50 for both shows and \$1.00 for second show only.

SUNDAY, JULY 1

8:30 a.m. *Bicycle run* to Jackson's Point. Overnight stay possible. For more information call 363-0505 or Leslie Tompkins at 781-7097.

CLAREMONT EXPERIMENT

Summer residential programmes for students 16 years and over. Crafts, Art, Drama, Dance, sensitivity training in a country setting near Bradford, 3 week sessions. Call Project Potential at 775-6225 Bradford, Ontario or Toronto 921-7777.

LUCKY YOU!

You can receive the next 26 issues of your exciting [trend-chant? informative?] community newspaper.

PLUS

a free ticket in the new ART GALLERY OF ONTARIO LOTTERY, courtesy of the Citizen,

IF

you subscribe today for the regular price of the subscription at \$5.00. Send to Toronto Citizen, 171 Harbord Street, Toronto 4.

NAME

ADDRESS

TELEPHONE

people / planes

A PUBLICATION OF PEOPLE OR PLANES, BOX 159, CLAREMONT, ONTARIO

NDP CANDIDATE OPPOSES AIRPORT AND CEDARWOOD

Al Ward the NDP candidate for Ontario Riding in the next federal election, has declared his opposition to the proposed International Airport in Pickering. In a press release dated May 25, 1972 Mr. Ward said, "That as a candidate he felt it was his duty to state that he was personally opposed to the construction of both the airport and the city of Cedarwood." He goes on to say that the government has not provided much reliable information to support either project.

"One of the most frustrating and depressing factors about this whole affair has been the terrible uncertainty it has created for everyone." Mr. Ward said he was disgusted about the manner in which this project has been conducted, calling it "cruel, demoralizing, and a mockery of the democratic process."

On the matter of need Mr. Ward said Mr. Jamieson has only produced "might-be" figures and projections that are just that — projections. He questioned as to whether it was not a crime to make the people of Canada pay for a potential white elephant. He fixed the costs of the project at between five and six billion.

On Cedarwood Mr. Ward said, "If it is the desire of the Department of Transport to get away from people, then why in God's name are they building a city of 200,000 right beside an airport?" With the continual urban growth between Metro Toronto and Oshawa are we going to end up with the same problems we have now at Malton, with an airport in the middle of an urban area?

He concluded his press release by stating that he was outraged by the thoroughly undemocratic manner in which this whole business came about, and would remain opposed to the development.



MP CALLS FOR A PUBLIC HEARING

Barnett Danson MP (Lib. York North) called on the government to hold a public inquiry on the airport. Mr. Danson on May 29 then went on to say it was his opinion that any new airport should be located 100 miles east of Toronto and serviced by high-speed ground transit. He proposed that the land in Pickering to be expropriated should be used as a park. "The Metro region would be one of the few centres with a large recreational area almost on its doorstep." This same recommendation was contained in a provincial study, the Toronto-Centred REGION Plan, completed two years ago. "The Alternative, (an airport) ... should frighten all of us, especially the young who'll reap the havoc of our shortsightedness," he said.

It would appear, that after over two months of controversy, the fact is that the Department of Transport was in error when deciding to build an airport in Pickering. It is expected that more area MP's will begin to take a closer look at this proposed misuse of public funds.

It should be noted that Mr. Danson is, parliamentary secretary to Prime Minister Pierre Trudeau.

THE MAKING OF A DISASTER

By C.M. Godfrey

In this computer age it is fascinating for an observer to watch the responses of blood and flesh committees. Occasionally some perceptive sentinel raises his hand and shouts "stop". However, more often than not he is bowled over by the army of close knit civil servants with decision-making powers.

The decision to build an airport in Pickering Township is an example of unthinking planning based on an untenable premise. In 1968 the government of Canada felt there were inadequacies in existing facilities at Malton. These inadequacies were not analyzed in depth, that would have shown a lack of terminal and passenger handling facilities. Instead a proposal to enlarge the physical boundaries of Malton was made. The result was a heavy resistance from surrounding residents. Accordingly a task force was appointed to find a site for a new international airport.

Considering the capital cost of just under three billion dollars to build the airport, it becomes easily apparent that real aircraft were not the important ingredient of the

airport — paper planes of accountancy, land cost or use, and revenue were what really flew.

By February 1969, a federal provincial task force was established to consider the location of this future airport expansion. There followed a series of meetings within different provincial departments, to plan an organized approach to this complex problem. From a large number of sites (59), four emerged as potentials:

- 1) West of Hamilton.
- 2) Campbellville
- 3) Orangeville.
- 4) South of Lake Scugog.

Any expansion at Malton was not considered in this examination.

By November 1969 the Toronto centred Region Planning team put forward several regional development criteria which were to form a major part of the site selection factors. The report defined an impact area of each site and recommended a more refined study of the proposed sites. The study was to include an economic land use plan, and evaluate fully the impact each site had on the Toronto centre

(continued page 2)

WHY NOW??

Does a Decision on the Airport have to be made now?

The Air Transport Association said that the decision is premature. Malton has the capacity to handle Toronto area traffic until at least 1990. Yet Mr. Jamieson has said it would be "criminally negligent" if he neglected to provide Toronto with a second airport in 1978 - 1979.

In his meeting with People or Planes delegates on April 26th, Mr. Jamieson stated very specifically he would expropriate now even if a new airport were not required until 1990.

Mr. Jamieson argues that it is important to expropriate now and put the land in cold storage for 10-15 years because the land is cheaper now and fewer people would be affected.

It is true that land values may go up in the future due to inflation, but so will Government revenue. However, the airport is in Zone 2 of the Toronto Centred Regional Plan — an area which until 2 months ago the province planned to retain for agricultural and conservation purposes. Since the Toronto Centred Regional Plan was enforced by vetoing the Revenue Properties Century City scheme, land prices have dropped. Many speculators are anxious to get out. If the Province will enforce its own planning, speculation will be effectively discouraged. If values start to climb again, they would be more than offset by the resulting interest loss incurred by the government as a result of paying out money for land years before it is needed. An investment of \$100 million for land acquisition in 1972 will result in a loss of interest revenue to the Government of Canada. The carrying charges for \$100 million at 9 percent interest up to 1990 will be \$423,763,000 which Canadian taxpayers will provide. Each year that the 100 million dollars (land acquisition only) is deferred will provide an annual saving to Canadians of \$9 million.

All of this says nothing about the hardships imposed on people who would be expropriated and those who would lease back land awaiting the day when their land would be needed for the airport. The Ste. Scholastique situation, reported in the Toronto Star a few weeks ago, is a good example of the resulting social hardships and physical deterioration and alienation.

Most incredible of all, however, is the fact that Mr. Jamieson looks on himself as such a seer that he can predict with certainty that regardless of the changes in technology and in attitudes that occur over the next 20 years, the needs of the people will still best be served by an 18,000 acre airport in Pickering Township.

Changes in demand resulting from changes in consumer preference, cost of air travel, population projections in the Toronto catchment area; aircraft technology; quieter aircraft; the increasing use of short take off and landing aircraft; improvements in air traffic control systems; advances in ground transit technology which divert air traffic or make it more feasible to relocate airports in other places; changes in peoples' attitudes towards big cities, their environment and the importance of having a greenbelt near the city; make valid predictions impossible. What sociologist today would predict that life styles, work ethics, and social attitudes would remain constant? No competent planner commits himself in an uncertain situation until he has to. In the case of an airport, a decision should be made 5 to 6 years before it is needed providing ample lead time for land acquisition and airport construction. If it is needed in 1985 then a decision is required in 1979, or if needed in 1990, the decision should be delayed until 1985. A PREMATURE DECISION IS A RECKLESS, HEADSTRONG GAMBLING OF OUR NATIONAL WELFARE AND TAX DOLLARS.



UNFEASIBILITY REPORT

By Al Graham

In a press release dated May 16, 1972 People or Planes committee stated there was no need for a second airport in the Toronto region.

The release went on to describe what Dr. C.M. Godfrey Chairman of POP called 'The Unfeasibility Study.' Dr. Godfrey said "That despite the volume of information which has come from Ottawa the past few weeks, there have been no hard facts that demonstrate Malton is not capable of serving the needs of the area until past 1985."

Brian Buckles a member of POP's technical committee pointed out that Malton is capable of handling 355,000 aircraft movements per year. Buckles says that aircraft movements, not the number of passengers is the internationally

recognized measure of an airport's efficiency. Projections of aircraft movements for the year 1990 are not included in any government report. Passenger growth however, will according to the Department of Transport reach 32.5 million by the same year.

The decision to construct the Toronto Two Airport complex was taken despite government reports indicating that the need had not been firmly established. POP has called for a public inquiry into that need. The inquiry should take place only after expropriation proceedings are halted, and establish in an objective manner if this project should proceed.

Further details of the POP study are included in this special edition.



◉ MALTON SHOULD CONTINUE ◉ GROWTH AND THE AIRPORT ◉ SITE SELECTION ◉ ECOLOGY ◉ ALTERNATIVES

MALTON SHOULD CONTINUE TO BE TORONTO'S INTERNATIONAL AIRPORT

This article demonstrates that Malton should continue to be Toronto's International Airport for the foreseeable future. Studies have shown that Malton fulfills all of the requirements regarding (1) Passenger handling capacity; (2) Aircraft movements and runway capacity; (3) Effect on Malton residents; (4) User convenience and (5) Cost.

(1) Malton's passenger handling capacity can be increased by providing additional terminal facilities (on site or off site) as they are required. Airports like Chicago's O'Hare today handle as many passengers as are being forecast for the Toronto area in 1990. Transportation facilities required to bring people to and from the airport can also be expanded and will not limit Malton's ability to handle the passenger growth forecasted by the Ministry of Transport. The fact that Malton is situated at the Region's present and future demographic centre makes it ideally located to efficiently and effectively handle passenger flows to and from the airport.

(2) Aircraft movements (arrivals and departures) are the internationally recognized measure of an airport's capacity. Passenger growth rates are not. The Ministry of Transport has released no projections on aircraft movements. They have only released passenger growth projections which are being used to justify the need for a new airport. A deliberate attempt to confuse the public is the designed intention. 1971 aircraft movements at Malton are lower than in 1970 and only 6 percent higher than in 1967. The 1970 airport study commissioned by the Ministry of Transport indicates that regular scheduled and charter movements for 1976 will be less by 6½ percent than actual 1971 movements. (see table 1). In 1971 there were 213,876 movements at Malton. Only 121,404 or 56 percent of all movements were regular scheduled or chartered movements. (see table 2) Should runway capacity ever become a problem at Malton most of the local, private and other commercial movements can be directed to smaller airports. Should a new airport have to be built at some future date to handle these small aircraft, it would require a fraction of Malton's present runway capacity strength and size. Aviation consultants state that without adding one runway, Malton can realistically handle over 355,000 movements in the future. The 1970 study by the Ministry of Transport projected 165,862 regular scheduled and charter movements in 1985 and 204,000 in 1990. This suggests that if most private and small aircraft were not diverted, Malton could handle aircraft movements until 1985-1990 without adding one runway. If MOT's projections (indicated above) were low, this problem could be solved with the removal of private and small aircraft at an earlier date. Improved air traffic control systems will further increase Malton's capacity. A comprehensive study of the technology of air traffic control made in the United States by the Air Traffic Control Committee of the Department of Transportation, indicates that even with present technology, airport capacity can be doubled. Some of the improvements possible involve reducing runway separation, the use of dual-lane runways (one for takeoff, one for landing), and the reduction of minimum separation between aircraft on approach. There are no practical technological limits on aircraft size. The size of existing commercial aircraft is limited by expected passenger loads rather than technology. If landing fees are changed to take into account the fact that huge capital expenditures for new airports are caused by increased movements at existing facilities then the use of even larger

aircraft would be encouraged. Cost related scheduling and pricing will also have an effect on airport capacity. If landing fees were increased at peak periods during the day, prices could reflect this, thereby encouraging people to travel at off-peak hours, resulting in higher utilization of airport facilities.

(3) One of the brochures released by Mr. Jamieson on April 26th, 1972 stated that if Malton were physically expanded with a runway alignment as envisaged in the 1967 plan, 70,000 people would be affected. There is no need to physically expand Malton or even add a runway. The figure of 70,000 is far above the actual number of people who would be affected if Malton continued to be Toronto's only International Airport into the foreseeable future. The Ministry of Transport has given no estimate of how the trend towards quieter aircraft affects Malton residents. However, a detailed study by the National Academy of Sciences, and the National Academy of Engineering on Kennedy Airport published in 1971 stated that "high bypass turbo fans such as are presently being installed in the B-747, DC-10 and L1011 will yield a net noise reduction on local communities. This will occur in spite of an increase by 1980 of 27 percent in aircraft movement." (1) In December of 1969 the Port of New York Authority commissioned the Environmental Studies Board (a joint board of the National Academy of Sciences and the National Academy of Engineering) to study the environmental impact of runway extension at Kennedy Airport. The multidisciplinary study involved twenty-five people from the physical and biological sciences, engineering, the social and behavioral sciences and the law, and is a comprehensive and objective and of great importance to airport planners all over the world. The Kennedy study also points out that: "current engine technology could yield a further reduction in noise level of 10 EPN db with some penalty on direct operating cost. It appears that the added cost should not exceed 10 percent on the ticket price and would probably be much less. Such 'quiet' engines could be ready for installation on new aircraft by 1975, provided a firm decision for implementation is made soon. In the interim a substantial reduction in noise from the present aircraft fleet can be had at minor cost by means of a nacelle-retrofit program. This program could be complete by 1975." (2) When existing aircraft are modified and when 1970 technology aircraft like the B-747, DC-10, L1011 are made 10EPNdb quieter, the Kennedy report points out that the number of people around Kennedy Airport exposed to excessive noise could be reduced by a factor of 10 — from about 500,000 to 45,000. Obviously a similar benefit is available to residents around Malton. What is the Ministry of Transport doing to reduce noise around Malton and other airports in Canada? Where are the results of the MOT detailed studies on the possibility of reducing aircraft noise? On what basis does the Ministry of Transport say in its recently published brochure on the Development Plan for Malton that "the reduced rate of growth in flights and the quieter engines will limit the spread of noise during the seventies and go on to say that "the daily lives of many people around Malton would be increasingly disturbed beyond the 1970's." Facts supporting these statements are not available! The Kennedy report states that the noise situation can be greatly improved without adding another airport even though passenger volumes are expected to increase at about the same rate as Toronto's. They state the trend towards quieter engines will increase rather than lessen in the future. The Port of New York Authority is taking positive steps now to ensure that this is the case. What is different about the Malton

situation? The September 1970 report of the Ministry of Transport in comparing the advantages and disadvantages of opening anywhere from 1976-1985 mentioned that one factor which favored an early opening of a second airport was the aircraft noise reduction around Malton. However, they further stated that "the amount of reduced noise is expected to apply to only about 7,800 residents and involves only minor + reductions on the noise level to those individuals (+estimated to be 5 CNR for the assumed traffic split)" (3) This is a far cry from 70,000 people. How much further could it be reduced if some of the actions being planned for New York were applied at Malton?

(4) From the point of view of passenger ease and use, Malton is ideally situated. Not only is Malton at the region's demographic centre, but studies have shown that far more users of Malton originate from the west than from the east. Plans of the Ontario Government to promote growth to the east will not change this western bias perceptibly. If by the year 2,000 the population projections of the Toronto Centred Regional Plan were fully realized, only one-eighth of the population in the metropolitan corridor would be east of Toronto. In their initial statements on March 2nd, both Mr. McKeough and Mr. Jamieson stressed that they had to keep two publics in mind. One group are those affected by a new airport. The second and larger group was the airport users. Given a slight shift of population to the east and with the possibility that the planned south western Ontario system of airports might divert some Malton traffic, the needs of the user are best served by having one airport at Malton. Two airports create additional complications in transferring between one and the other, complications which are eliminated with a one-airport system.

(5) Continued utilization of Malton is a very much cheaper solution than building a second airport. In its September 1970 report the Ministry of Transport estimated after taking into account direct and indirect user costs as well as capital and operating costs over the 20-year period, 1980-2000, that a new airport would cost between just under \$5 billion and \$6.4 billion depending on the site chosen (see table 3). Even if the proposed airport at Pickering as scaled down were cheaper, costs would still be between \$4-5 billion. It is true also that over half of the five to six billion dollar expense is related to user costs, part of which would be incurred at Malton at any rate. However, since Malton is situated at the region's demographic centre user costs would be very much less than at any other site. Although we do not pretend at this point in time to have done a detailed cost benefit analysis comparing continued use of Malton until the year 2000 with the opening of another airport in 1980, it would be fairly easy to show on the basis of the 1970 study, that the difference would be somewhere between 1½-3 billion dollars, even after incurring considerable expenditure on expanding Malton's passenger handling capacity.

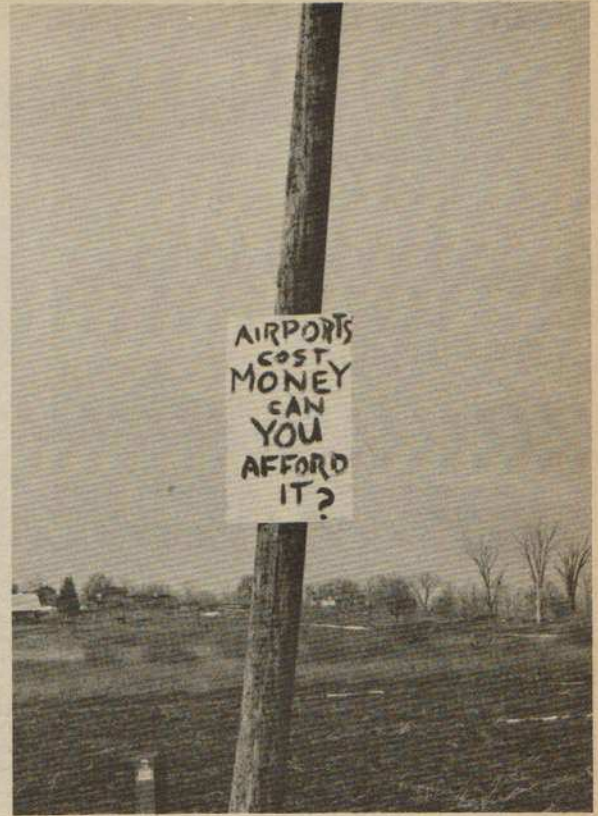
Even if a new airport were needed at some point in time (such as 1990) every year that construction was delayed results in a considerable saving to the Canadian taxpayer.

References

(1) Jamaica Bay and Kennedy Airport. A multi disciplinary Environmental Study. p.120. The year being used as a basis of comparison was 1967. Total movements have increased 14 percent from 1967-1970)

(2) *ibid.* p.120

(3) Technical Report, Toronto Airport Planning Team, Canadian Air Transportation Administration, Ministry of Transport September, 1970. p. 39.



POP CALLING FOR INQUIRY

The People or Planes Committee through their counsel, J.J. Robinette, have requested an impartial tribunal to inquire into the need for a second Toronto International Airport. The request was made on April 28th but was only made public this week because the committee has not yet received formal reply from the Ministry of

Transport. POP has asked that the Commissioner for the inquiry should be a distinguished judge from another Province and that he should call on expert witnesses speaking for and against the proposed airport so that the people of Canada can fairly consider the actual need for the airport.

DISASTER (continued)

plan. All of this took place with full co-operation and knowledge between the Federal and Provincial governments.

It should be pointed out here, that at no time did our Federal government put forward an expansion plan for Malton, that, it appeared, was a dead issue.

By late February 1970 a development concept for the Toronto centred region was tabled in Provincial cabinet, with the four alternate airport sites plugged in, in various configurations.

The site south of Lake Scugog was to become the eventual terminus of the transportation system proposed for the TCR plan and assisted in development to the east of Metro.

Orangeville was closer to the main catchment area and encouraged expansion of Barrie and Midland. A surface transport link could be made with ease to Malton.

A Campbellville site was rejected because it would lead to more development in a highly developed area.

The site west of Hamilton was rejected on the basis of damage to recreational, ecological factors.

By March 16th, 1970 a Final Development Concept for TCR and the airport siting was presented to the Federal government. That government, during the next few months, decided to re-examine the Malton expansion again. This study, completed in September of 1970, indicated encouragement of a westward growth of population which would not be in keeping with the Toronto-Centred Region Concept. It did not meet the goal of diverting development pressures to the east of Metro and retaining a better urban structure balance.

In December of 1970, the Ontario Department of Transport recommended a system of airports with continuation of Malton as the principal site with "regional" scale

airports at Lake Scugog and Hamilton. This three airport system received further support and consideration in April of 1971. However, the Toronto-Centred Region Plan still discouraged further expansion at Malton and a search began for another site. It was recognized that the main catchment area for southwestern air traffic was to the southwest of Toronto. Accordingly, the Federal government set out the Peters Corners Site and agreed to study a North Pickering Site. This proposal was close to the three airport proposal which the province had put forward in 1970. However, it did not imply that Malton would be the predominant flight facility. By October 1971 the province reviewed the situation and pointed out the Peters Corner Site would encourage, excessively, growth to the west of Metro. The North Pickering Site, although it stimulated eastern growth, forced changes in the urban structure and spacing.

Therefore the regional development criteria indicated the North Pickering Site.

A report to the Ontario Cabinet on December 1, 1971 recommended Malton be retained as the major flight facility in the Toronto-Centred Region and two regional airports be built to act as reliever airports. By December 21, 1971 a decision was made that a new major airport would be located at the North Pickering Site!

The dinosaur approach is one where many complex problems are solved by one vast decision. It ignores the possibility of problem solving by attacking finite areas in turn — passenger handling, airport access, southern Ontario transport other than air, regional industrial development, demographic planning and the wishes of the people. The last remaining dinosaur in the world is the white elephant.

GROWTH AND THE AIRPORT

By Sandra Budden

Exponential growth is a term with which we shall all become familiar in the next few years. All forms of life on this planet grow exponentially until some restraint is exercised by natural forces. In the animal kingdom, restraint occurs in the form of famine and disease, such as the myxomatosis disease that limits rabbit population. Human population growth is also defined as exponential. In an industrialized world such as ours, this type of growth has special significance in that the philosophy of our economic system demands continuous growth for its success. Economic health is measured in terms of the Gross National Product.

Scientists working both at MIT in the U.S.A. and in England have clearly outlined the dangers of such a philosophy for the future of human survival. Economic growth cannot occur without the consumption of our natural resources such as water, minerals etc. Yet, unfortunately, our resources are not subject to the same rules of growth as humans and their economic systems. They are non-renewable and once consumed can never be replaced. These same scientists have calculated mathematically the dangers implicit in the continuance of our present rate of growth and consumption. As *Blueprint for Survival* published in January 1972 clearly states:

"The principal defect of the industrial way of life with its ethos of expansion, is that it is not sustainable. Its termination within the lifetime of someone born today is inevitable — unless it continues to be sustained for a while longer by an entrenched minority at the cost of imposing great suffering on the rest of mankind. We can be certain, however, that sooner or later it will end (only the precise time and circumstances are in doubt) and that it will do so in one of two ways: either against our will, in a succession of famines, epidemics, social crises and wars, or because we want it to, because we wish to create a society which will not impose hardship and cruelty upon our children, in a succession of thoughtful and measured changes."

It is clear then that if we wish any sort of future for our children we must totally realign our thinking as regards our economic systems. We must also demand leadership from our government in this respect so that their planning for the future will reflect this 'new' way of thinking.

You may well be wondering what all this has to do with Toronto II? Well, the fact is that the government, in all its plans and projections regarding air travel and Toronto II, is encouraging exponential growth. All the statistics and projections put forward by the Ministry of Transport to justify the need for a second

airport are based on the assumption that social and economic growth will continue in the future as it has in the past. Thus the government is planning for the future on the basis of the past. Passenger growth projections published by Transport Canada show that by the year 2000 the number of passengers will expand from 6.3 million in 1970 to 61 million. The figures stop at the year 2000, but if allowed to continue at the same rate, one can project 198.5 million passengers by the year 2020. Air travel requires land for airports, fuel for propulsion, air to burn the fuel and scarce metals to build the aircraft. All of these ingredients are available in limited quantities on this earth. What will our children be required to forgo in terms of the quality of their lives in order that the convenience of air travellers can be catered to? Remember that the year 2020 is less than 50 years away!

The POP delegation that visited Mr. Jamieson in Ottawa recently reported that Mr. Jamieson stated that his first responsibility as Minister was to assure that the travel convenience of the public was catered to. The delegation was left with the impression that any input from other disciplines, such as the Council of Resources Ministers, The Department of the Environment and the Department of Regional Economic Expansion was minimal indeed. Air Ministries plan an ex-

ponential growth forecast because they are unaware, or don't feel responsible for the impact of their planning on our way of life or our chances of ultimate survival.

POP is challenging the government to institute a policy that requires that travel need or any resource consuming industry is weighed against other equally important social needs, such as environmental quality, instead of baldly assuming — as they do now — that the future can continue the same as the past — and that our resources will not give way — at least not in our lifetime — or so it is hoped!

Air passenger growth can be retarded. Such measures as realty taxation, on airport property, compensation to citizens in noise zones, elimination of direct and indirect subsidies to carriers, landing fees which relate to service costs, and airport infrastructure costs which are borne by the air traveller are just some possible steps that could be taken. Higher costs and lower subsidies will surely reduce air traffic. Also, technology can be pressed in to the service of environmental quality. With government leadership, new means of rapid surface transportation could be provided that would consume considerably less of our natural resources than the present means of air travel.

The challenge that POP is posing to all Canadians is — Are we going to use our human intellect and our latest scientific understanding to control our growth and avoid disaster, or are we like the rabbits, who must die of myxomatosis? Toronto II is a test case challenging the type of growth which can only hasten the death of our civilization.

ONLY THE WHERE MATTERED

Reprinted from
The Trail B.C. Times

It has taken more than three years for the Ontario Government to admit that those long negotiations with Ottawa on a new international airport for Toronto weren't about an airport at all. They were about a location. Queen's Park evidently knew nothing, asked nothing, about airport plans and use.

Ottawa bought a location. And not the first, second, third, fourth, or even 59th best location as evaluated by the federal Department of Transport's airport planning team. The site Ontario bought, admits Provincial Treasurer Darcy McKeough, was "just one of those that rolled in at the last". No wonder he would not, or could not, say why the Pickering site was chosen over the others.

And now we learn from reporter Thomas Claridge's story in yesterday's *Globe and Mail* that Ottawa admits that it, too, finally bought a location at the behest of the Ontario Government. Little matter that the Pickering site fails to meet the four main criteria laid down by the Transport Department and that no detailed study has been made of the need for or cost of ground transportation facilities to link Malton with Pickering and both of them with downtown Toronto. Even the question of what purpose and what types of flights the new airport will serve apparently doesn't matter.

The sacred site has been chosen irrespective of the factors of accessibility, base and peripheral costs, topography and flight patterns — even projected use and need — and on this basis the Government of Premier William Davis is going to displace thousands of people, inconvenience perhaps millions more who may have to use the airport, and spend many millions of dollars appearing the dream toward an appearance of reality.

The province has an airport site, but not really just where it wanted it. Ottawa has chosen the site, but not where the Federal government wanted it. The people of Pickering have an airport site and they don't want it.

It is difficult to believe that a Provincial government could commit itself to spending millions of the taxpayers' money without knowing what it is to be spent on, what use the airport is to be put to, what need there is for such an airport, how much will have to be spent to make the idea a viable reality.

1954



1970



The photograph on the left is of farmland at Markham Rd. and Lawrence looking west, taken in 1954... The same area is pictured on the right in 1970. The farmland disappears under millions of tons of asphalt and concrete, and is replaced with four lane roads, factories, apartment blocks and housing. Farm products move further from the marketplace, and the big concern becomes traffic and pollution.

QUOTES on Toronto 2

From the Kemptville, Nova Scotia, Advertiser,

"While regional jealousies could easily be excited by such a situation, there is another point which concerns everyone who helps to foot the Federal bills.

"For two big new projects to work on, Ottawa will have almost unlimited opportunities to design something even worse and even more expensive than Malton".

The *Globe & Mail*, May 12, 1972 —

"Sites of major airports in the United States cannot be imposed in the way Pickering was selected as the site of the new Toronto international airport, a conference on environmental control was told yesterday ... in the U.S. Federal financial aid is denied airport operators unless a site meets local zoning laws, local authorities have been fully consulted, public hearings have been held on the potential social, economic, and environmental impact and there has been adequate canvassing of alternative sites."

Alymer, Ontario, Express, April 26th —

The industrial development of respective municipalities' role has been taken over by the Ontario Government as shown in their designation of a new international airport east of Toronto instead of west, convenient to most people who use it.

Thunder Bay Daily Times Journal, April 29th —

Secrecy will benefit no-one. A new international airport is too expensive and has too much effect on the environment to emerge from a cloud of secret studies. If a public hearing is not to be held, then each and every study must be made available at least to the protest groups, and there must be time allowed for study.

London, Ontario Freepress, May 1st —

"In his determined defense of the Pickering site for Toronto's second airport, Transport Minister Donald Jamieson ignored a major objection to it. More than two million people who live west of Toronto will have to travel through and around metro to

use the new airport. But the name of the game is not to put an airport in a location which will spark economic expansion in underdeveloped areas. Prime development is desirable of course. There is only trouble ahead, however, when an airport like the one proposed for Pickering is moved from where it should be in order to try to develop a backwater area. If Pickering needs development it should be encouraged by tax concessions, land assembly by the Provincial Government or by other inducements to industry. Distorting the province's air and other transport systems to achieve development of a specific tract of land is an abuse of the planner's function." If the answer is that frequent, fast, rapid transit service is to be built between Toronto and Pickering response is obvious. That rapid transit system would be more efficient and serve double the present and future population if it were built westward so that it would serve non-airport transit needs between Toronto and Hamilton, the Kitchener areas and London as well as Malton Airport and the new airport."

STAR EDITORIAL

In their editorial of May 24, 1972 the Toronto Daily Star calls on the government to bring the air on the airport. "The new airport planned for Pickering is a large undertaking and effects a lot of people-air travellers as well as residents of the area. A public hearing would clear the air and enable the people who live in Pickering to put their arguments — for or against the airport — on the table. The editorial states that, 'the opponents should not have to depend entirely on their own resources to develop their counter-arguments and get them before the public. They are entitled to a public hearing.'"

From *Simcoe Ontario Reformer*, April 26th — a CP article by Frank Gray from Montreal states, "Mr. Torrell, Director of Facilities and Properties for Air Canada stated the growth of the Montreal Airport and Ste. Scholastique may be inhibited by the development of a second airport near Toronto. The Department of Transport predicts 3.3 million passengers from Ste. Scholastique in the first year, 5.8 million by 1979, 17 million by 1985 and 22 million by 1988. Current traffic at Dorval is about 5 million passengers annually and by the late 1980's it will be all but eliminated except for private planes and regional airlines. "One or two airlines may leave Montreal and relocate their head offices in Toronto, but the picture remains bright here because Montreal is a natural Canadian terminal for North Atlantic traffic."

The Banner, Aurora quoted by John Roberts, M.P., — sounding off in Ottawa about the failure of the Canadian National Railways to provide commuter service north of metro. "They are willing to spend 360,000,000 to extend airport facilities in Toronto for transient travel to and from Toronto, but they refuse to spend a nickel to help us get to and from work".

P.O.P. Calendar of Events
Two Important Meetings
P.O.P. Rally Thursday,
June 22 City Hall Square
12 noon to 2 p.m.

— Music
— Skits
— Speeches
— Information

Come out and show
Metro our strength

People First
Hellyer on Airports
and Cedarwood

The Hon. Paul Hellyer
Pickering Collegiate
Tuesday, June 27, 8 p.m.

The former Minister of
Transport talks about
People or Planes

SITE SELECTION

The above-titled study was published by the Ministry of Transport, Government of Canada, under authority of the Minister, the Honourable Donald Jamieson. It was an exhaustive study, prepared and co-ordinated by the Air Administration of the Ministry of Transport with the assistance of Parkin Associates of Toronto. A number of agencies both private and public contributed to the analysis — The Province of Ontario, the Canadian Transportation Commission, the Bureau of Management Consulting of the Government of Canada, DeLeuw Cather and Company of Canada, Project Planning Associates Limited, Canadian Urban Economics Limited and General Precision Systems Limited of London, England. It is not the purpose of this review to question the need for another airport. That is another subject, but rather to review and comment on the site selection criteria which were studied in detail and analysed exhaustively. The question must be asked — why were these criteria not applied to the Pickering Site?

Preliminary Site Evaluation

- Four basic criteria were imposed.
1. Distance from the region's demographic centre (50 mile radius)
 2. Forecasted limits of urban development (future interference with urban life)
 3. Existing airspace
 4. Prohibitive physiography (hills, rivers, swamps)

The Pickering site meets the first criterion adequately, although it is no better than some other sites considered. Pickering was excluded because it failed to meet the other three requirements. The Pickering site was too densely populated. It was on the air corridor between Montreal and Toronto. The site was too hilly with too many deep valleys. The area at the Pickering site was not large enough to accommodate the noise zones. Population density exceeded the 200 persons per square mile constraint.

Fifty-nine sites did meet these basic criteria. Numeric weights were applied to each which resulted in eighteen for more detailed evaluation. Additional criteria were tested and submitted for evaluation to other study groups. Finally four acceptable sites were recommended.

Other factors in the site selection procedures included:

1. Costs

Primary

(a) Capital

(i) Land acquisition. (Pickering is expensive because of high agricultural value and inflation caused by Century City scheme)

(ii) Airport Construction (Pickering expensive because of streams, high water table, hills, valleys, relocation of Canadian Pacific Railway and the Trans Canada Gas Pipe Line)

(iii) Ground Facilities. (Equal at Pickering)

(b) Operating

(i) Noise Lands Management. (Pickering very costly if noise lands were purchased because of high residential density in the noise lands. This was obviated by excluding the noise lands from the expropriation area. The costs through depreciation of land values however, will be borne by the communities in the noise zones.)

(ii) Direct Airport User Costs. (vehicle costs). (Malton is the best site. Pickering is too far east but rates fair.)

(iii) Airport Operations and Maintenance. (Little incremental significance at Pickering)

(iv) Ground Transportation Operation and Maintenance. (Any second airport will require very major expenditures)

(v) Servicing, Operation and Maintenance. (little impact)

Secondary

(a) Capital

Associated Community Development. (Not a significant incremental factor)

(b) Operating

Indirect user costs (time costs). (Pickering site benefits due to proximity to Toronto, but causes a travel burden on Western Ontario.)

2. Social-Environmental

(a) Regional Planning Effects. (Pickering violates the Zone 2 specification of the Toronto Centred Regional Plan. It encourages growth adjacent to Toronto. It encourages the Manhattanization of Toronto. It misses the opportunity of encouraging development farther north (Barrie) and decentralizing pressure on Metro Toronto. Violates the regional recreational concept.)

(b) Social Disruption. (Pickering selection has a major impact on a

large population (17,000) and impairs recreational facilities.)

(c) Pollution Effects. (Noise pollution will affect 15,000 people. Stream pollution will be significant due to the run-off into the 3 streams and the impact on the conservation areas.)

(d) Ecological Effects. (Any airport has detrimental, environmental effects on wildlife, erosion, water pollution and the flora of the area. Pickering is of particular environmental importance because it is close to Toronto and surrounded by conservation areas and bird sanctuaries.)

3. TECHNICAL AVIATION

(a) Air operation and control. (Incremental differences small)

(b) Telecommunications. (Incremental differences small)

(c) Climatology. (The Pickering site rates lower than some of the alternatives due to a high incidence of fog.)

(d) Ornithology. (The Pickering site is the least desirable. Although it is not on a major continental flyway for geese and swans, there is a significant migration through the area, encouraged by Conservation parks and breeding grounds close to the area. The site being the shortest land distance between Lake Simcoe and Lake Ontario is a major migratory route for Ring Billed and Herring Gulls. The possibility of multiple ingestion of gulls is high.)

4. MISCELLANEOUS

(a) Regional Economic Impact. (The Pickering site is in an area of particularly low unemployment. Development will add to the concentration of economic growth at Metropolitan Toronto. It will not assist in the reduction of regional economic disparity and is in conflict with the Government's policy administered by the Department of Regional and Economic Expansion to provide employment opportunities in other regional areas.)

Site Selection

1. Pickering did not meet three of the four basic criteria of the Toronto Airports Planning Team, Canadian Air Transportation Administration, Ministry of Transport — September, 1970.

2. Policy on noise lands management changed.

3. Seventeen thousand people presently located within the airport impact area.

ECOLOGY

By Sandra Budden

Toronto II will have very substantial effects on the ecology of both Pickering and its neighbouring townships. These effects are so far-reaching that they could not escape the notice of people living in the area. Furthermore, the damage that will occur will be irreparable. The extent of the impact of the airport has been studied by Dr. J. H. Sparling on behalf of the Pickering Township Environmental Advisory Committee. His report states:

"The building of the airport and its associated roads creates problems; these are aesthetic, sociological and economic and all are inter-related. The pollution of the environment by roads and airport facilities are varied and appear at several stages in the development. First, during construction, the highway system produces erosional sediment. Pollution also occurs from chemicals, oils and other substances used during construction. Secondly, pollution can result from, maintenance and operation of the airport and roads. Involved here are such things as flooding, pollution of land with chemicals to melt ice, and the effects of herbicides and insecticides used for the control of airport weeds and bird-attracting grubs and worms. Pollution of the air by aircraft and automobile exhaust can drastically alter the quality of life in Pickering. The increased production of oxides of nitrogen and olefines, would certainly lead to an environmental problem for Toronto and environs similar in magnitude to Los Angeles. The climatic conditions in summer for this region of clear blue skies, warm and dry air, are ideal for this to occur. The increased supplies of grease, oil and tars will undoubtedly deplete the animal life in Pickering's rivers."

It should be noted that this brief summation of some of the effects does not even mention the impact of noise pollution on animals and humans.

The report goes on to specifically note various elements of our eco-structure that would be disrupted by the airport, such as Duffin's Creek, Conservation Areas and Wildlife and Waterfowl.

Duffin's Creek and tributaries will be greatly affected by the silt production. This silt could have drastic effects on water quality; reducing reservoir storage, blocking culverts, affecting ground water quality and increasing flood hazard. This will effect fish spawning in creeks. The increased run-off expected from the airport vicinity will enhance the erosion of the headwaters, causing deeper valleys and faunal changes.

The proposed site would be surrounded by ten existing and newly acquired conservation areas. Noise and water pollution would seriously impair the quality of these areas as natural havens open to the public, Greenwood, Claremont and Burce's Mills conservation areas and Goodwood Forest and Wildlife Areas are within the published 100 CNR noise zone. This noise level is deemed incompatible for human habitation, by the government's own definition. Thus one can hardly see how animals and birds will exist under such extenuating circumstances. One of the main sources of the West Branch of the airport site in the area where one of the runways is depicted. The erosion and petro-chemical pollution of this stream would destroy forever the natural beauty of the Claremont and Greenwood areas through which this stream runs.

The area affected by the airport is also very rich in waterfowl sanctuaries. One of the largest, operated by Dr. Alan Secord, is directly to the north of the proposed site. The Kortright Sanctuary and the Stouffville Conservation Reservoir also surround the site and these too are favoured spots for waterfowl. The Cranberry Marsh is the best wildlife marsh remaining on the north shore of Lake Ontario and is a breeding ground and a staging area for waterfowl moving north in

spring migration to the Secord and other sanctuaries. This marsh is located on the Northwest flight path alignment sufficiently close to be affected by noise. Excessive noise in a breeding colony has been shown to disturb nesting habits. Birds leave their eggs unprotected, subject to cold and predators. Thus, these waterfowl sanctuaries, and many others in the area will be adversely affected by an airport. Yet one wonders whether Transport authorities will be able to allow them to exist at all. Everyone knows the serious hazard that birds are to aircraft. The ingestion of just one bird into an aircraft engine can create extensive damage to it, thus putting the safety of the passengers in jeopardy.

It is interesting to note in this respect, that Toronto II Site Evaluation Report, produced by the Ministry of Transport ruled that a site northeast of Lake Scugog, was undesirable because of its large bird population. Yet, studies produced by Dr. Spiers indicate that Pickering's bird population is in fact, much larger. Compare these figures:

Total Species	Winter Bird Count 1971 Totals	
	Pickering	Total Count
Pickering	73	10,896
Scugog	28	1,971

Besides, this potential hazard to aircraft, another one exists in the form of Flyways for gulls passing from Lake Ontario to Lake Simcoe. The route from Lake Ontario shoreline in Pickering Township to Lake Simcoe is the shortest distance between these two bodies of water; thus, the most concentrated pattern of this major flyway passes over the Township. Beginning with spring break-up, until the fall freeze-up, Herring Gulls travel back-and-forth between the two lakes. After the breeding season, thousands of Ring Billed Gulls move along the Lake Ontario shore and then north to Lake Simcoe. Gulls travel at 2,000 to 4,000 feet and during rainy weather as high as 7,000 feet to clear the clouds. There is a high probability of bird ingestion and resultant safety hazard caused by these flocks of gulls. It is evident then, that bird ingestion hazards and safety factors have been ignored by the Ministry of Transport.

The facts produced by Dr. Sparling and Dr. Spiers indicate that noise and water pollution will seriously damage Toronto's Conservation Areas and that the significance of the high bird population and its varied nature was discounted by the Ministry of Transport in the choice of the Pickering site. Is this the type of planning that we, as taxpayers, are prepared to put up with?

PROJECTIONS ???

It is interesting to note that if the projections of passenger growth for the Toronto area airports is correct, the following North American cities would experience some major problems. At least that is what the experts in the Department of Transport would have us believe.

New York City which currently handles about 35 million passengers annually, (the overwhelming percentage of whom use Kennedy Airport) could expect to have to cope with 90 million by the year 1990. Chicago would go from 28 million to 69 million by 1990, Los Angeles, from 21 million to 50 million. None of these three centres have plans on the books for second airports.

The only conclusion one can draw from the above, is that if Toronto should grow to a population of eight million by the year 2000, we can expect 61 million people to fly in or out of our fair city that year. However New York City already has eight million population, and still only 35 million people use their airports. If there is a chance that our experts are wrong, and it appears they may be, this is going to be an expensive mistake. Every Canadian will have to dig deep into their pockets to pay for this one.

Birdsegg Centre

The Big Blowup!!



THE CASE AGAINST PICKERING

By Capt. J. R. Desmarais

The proposed new airport at Pickering, Ont. smacks of an unholy alliance between the federal and provincial governments, a joint machination for the political gain of both. Using the new Montreal Airport at Ste. Scholastique as a partial smoke screen, quoting figures which are disputable, ignoring facts on transportation technology, the governments proudly announced a billion-dollar expenditure of the taxpayer's money.

The airport is uneeded. At the risk of sounding presumptuous, I feel that I belong to the group best qualified to judge if a new airport is needed. For who knows better whether an airport is adequate but the professional pilots who fly into it and others daily and can compare them?

As airports go, the present Toronto International Airport at Malton, Ont. is one of the best in the world. Drainage is good, it is up the prevailing winds from the city, it is outside the snowbelt, yet far enough from the lake to be protected from purely local lake fog. Although there are some built areas around, none contravenes the Ministry of Transport's guidelines.

The airport is at the junction of Toronto's two biggest freeways; it is situated just north and close to the centre of the area's population axis, with Toronto to one side and the rest of the Golden Horseshoe communities on the other.

In 1968, the then Minister of Transport, the Hon. Paul Hellyer, announced plans for the expansion of Malton. In addition to the woefully needed terminal facilities, the plan outlined the construction of one new runway which, although not needed at that time, would be probably within a decade. This runway would be parallel to the existing northwest-southeast runway, 14-32, and situated some two miles to the southwest, allowing parallel (simultaneous) approaches. Added to the existing parallel runways on the northeast-southwest alignment, 32 Left, as the new runway would be called, would ensure Malton's traffic-handling capability well into the future. The approach path to 32 Left would be over the Dixie-Applewood area of Mississauga, a town of 120,000 people south and southwest of the airport.

A protest group was spontaneously created in the area in question. Calling itself the Society for Aircraft Noise Abatement (SANA), it mounted a vociferous and emotional campaign aimed at blocking the construction of 32 Left. It was stated by its members that when they bought their homes, they didn't know the airport was going to expand.

I find this a specious argument; in a dynamic area like Metro Toronto, is it not to be expected that facilities have to expand? We face the facts of new neighborhoods, roads, schools, additions to the port, creation of new recreational facilities, expansion of universities, etc. Would the airport not have to grow too? While the average man cannot be expected to guess which way this expansion will take place, and he should not, if possible, be penalized by it, neither should he be rewarded for his ignorance.

But the protest was successful. What caused Paul Hellyer, a strong minded and influential cabinet minister to abandon his plans? Votes in the area? Arm-twisting by local senators and MP's? Private objections from area land owners, big and small?

After a search for alternatives was promised, nothing was heard for about a year. Then started a round of promised announcements accompanied by continual buck-passing between the federal and Ontario governments. The former stated that the delay was caused by the lack of an agreement with Ontario regarding access routes, while the provincial government stated that it could do no planning until the federal government had selected a site. This cat and mouse game continued for two years.

In the meantime, a new airport announced for Montreal was under way. There were grumbings in the Toronto press about this and also regarding the fact that Toronto was not served by international airlines, as Montreal was (actually a totally unrelated question). With these facts in mind, SANA still fresh in their memories and an election coming up, the politicians made their move. "A new airport for you, folks."

A book put out by Statistics Canada, "Aviation in Canada - 1971", reveals that Malton was third in Canada in total aircraft movements in 1970. First was St. Hubert, Que., a Montreal-area light aircraft and Canadian Armed Forces Reserve field. Second was Montreal International at Dorval, with 251,000 movements. Toronto International was third with 221,000. We can ignore St. Hubert which handles essentially light VFR traffic. It seemed logical that if Montreal was to get a new airport then Toronto should have one too; both airports have basically the same capacity, each having a pair of parallel runways plus a single crosswind strip. (Toronto has one additional runway but it is unused).

However, the situation at Montreal is vastly different; Dorval is hemmed in with no room to grow. The present east-west runway, 10-28, could be shifted to a 12-30 alignment to allow some lengthening and avoid a noise-sensitive zone. Twinning it to the north on that new heading would result in the same noise problem already existing off the end of 28. Further, little land is available for expansion of terminal facilities, let alone cargo which is expected to grow at a phenomenal rate. The area between the runways is already occupied by the maintenance base of Canada's largest air carrier.

In Toronto, ample room for expansion exists. A new terminal will open this summer, east of the present Aeroquay and linked to it by underground passage. For the future, an additional terminal could be erected north of the present one, as had been originally envisaged, and also linked. That last area is presently occupied by the cargo terminal; however, with air freight expected to grow twentyfold during the next 20 years, it is obvious that the present cargo terminal will be inadequate and will have to be expanded tremendously. So why not a new cargo area, somewhere else on the field, rather than a whole new airport?

The overcrowding of a terminal building is not related entirely to the number of people that use it but also to its design efficiency. If, in the process of entering, ticketing, baggage check-in and gate clearance, steps have to be re-crossed several times, this will cause additional people movements over the area irrespective of the number of passengers enplaned. The adoption of a system of downtown check-in of passengers and baggage and subsequent transport to a point close to the boarding gate would reduce terminal congestion considerably.

Other factors ignored in projected passenger statistics are the introduction of STOL and VTOL aircraft, operating from close-in fields. These are in an advanced stage of development and would not only reduce passenger flow but also aircraft movements of the long-runway airports. Another possibility, already in existence but not in this country, is the high-speed train; the latter offers a not unattractive travel proposition over stages of up to 300 miles.

All in all, the case for Malton being incapable of handling predicted traffic volumes is simply not there. That interesting book, "Aviation in Canada - 1971," predicts a passenger volume of 21 million at Toronto by 1990. Accompanying the announcement of the new airport at Pickering, the figure had jumped to 33 million! Even then, O'Hare International airport, Chicago, is processing passengers at an annual rate of about 30 million right now. Since Chicago's proposed new airport is only at the discussion

stage, it is obvious that O'Hare soon will surpass Toronto's predicted 1990 figure, even assuming the larger of the two forecasts and assuming no dent is made in the Toronto traffic by the factors mentioned earlier.

As for Malton's aircraft-handling capability, the following figures will illustrate. As stated earlier, Malton witnessed 221,000 aircraft movements in 1970. As such, it stood about 70th in North America. Many of those fields have a great proportion of light VFR traffic and do not, therefore, offer a fair base for comparison. Judging Malton against essentially air carrier airports then, Malton was on a par with Newark, N.J. which in 1971 handled 223,000 movements from a pair of single, medium-length runways. Other examples (U.S. figures are for 1971):

Philadelphia, Pa. - 283,000: 1 long runway, 2 medium-length X-wind runways.

La Guardia, N.Y. - 352,000: 2 single, medium-length runways.

J.F. Kennedy Int'l, N.Y. - 389,000: dual parallel runways.

Los Angeles Int'l, Calif. - 516,000: dual parallel runways.

O'Hare Int'l, Ill. - 628,000: triple parallel runways, although not more than four in use at any one time.

Aircraft movements will predictably more than double during the next 20 years but again, a smaller increase will be registered in the commercial, 'long-runway' fleet because of the increasing size of the equipment. As a far-off future possibility, Toronto's runway 10-28 (the unused one) could be rebuilt south of its present location.

Cargo remains the big question mark. If the expected boom does occur, then it is simple economics that much larger aircraft will be in use. Approximately 100,000 tons of air freight are hauled out of Toronto annually at the present time. This is carried in the cargo hold of passenger flights as well as pure freighters. At a low economical load factor, the entire pile of cargo could be airlifted by some 10 daily DC-8 type freighter aircraft.

The cargo capacity of passenger planes will continue to mount as wide-body aircraft come into increasing use and the size of the freighters will augment to proportions which sound ridiculous until one reads of their anticipation in government publications. Thus, the 1 million pound load equipment is not a pipe dream but the freighter of the 1990's.

Assuming simply a tripling of capacity (the B-747 almost provides that already) the predicted 2.2 million tons, of air freight expected to be hauled out of Toronto by 1990 could be handled by some 70 daily flights. Using a pair of dual runways and allowing two minutes separation per takeoff and two minutes per landing, the lot would occupy 2 hours and 20 minutes of daily airspace time. With off-peak and night scheduling, there is no question that this amount of flying could be accommodated. It represents some 50,000 annual aircraft movement and 1990 predictions for Toronto still show it below the present total for Los Angeles Int'l.

So why Pickering? How come the co-operation between the Conservatives in Ontario and the Liberals in Ottawa who, ordinarily, would have nothing to do with each other? At Queen's Park, the government of Premier William Davis wished to see the enactment of the Toronto-Centred Region Plan, an admirable planning document beset by its difficulty of implementation. Essentially, the plan laid out the establishment of greenbelts around Toronto and a shifting of the development axis to the east. The new airport was used as the platform from which to launch the plan. It has nothing to do with the convenience of the air-travelling public; in fact, Pickering was not one of the original 59 sites around Toronto studied by MoT engineers as possible airport locations. Some four per cent of the people in the area live east while 96 per cent live west. The argument has been advanced, in partial defense of the site, that Hamilton Civic Airport would be

expanded. But what frequencies and variety of destinations would Hamilton offer against Toronto? How about connecting flights? Picture the passenger arriving at Malton and departing from Pickering. The inconvenience, to public and airlines alike, in cities having two airports are well known.

As could be expected, a pressure group sprung up in Pickering as well. Calling itself People Over Planes (POP), it fought the selection of Pickering as the airport site on grounds of damage to the ecology, pollution, obliteration of arable land and the removal of people from the locality of their origin or of choice. While one must sympathize with these arguments, they lose their validity simply because those factors would be extant no matter where a new airport was located. But POP brought forward one additional argument it questioned the very need for this airport.

As it dug for information the political ramifications started to emerge. The situation changed almost daily; there were sheepish explanations, conflicting opinions from government technocrats, contradictory statements by federal and provincial officials, more attempts at passing the buck. "Ottawa did it folks." "No, Queen's Park picked it." "No, Ottawa." "No..." A Toronto newspaperman dug deeply and zeroed in: the whole effort was political.

Well, whereas 2,500 people would be affected by the Pickering location, some 70,000 squawks would rise from Mississauga. Not all of the latter would be inconvenienced; it is in the nature of those protest movements to gather a lot of support from people who are otherwise unaffected. Was the smaller grouping in Pickering more easily dismissed?

The solution? Build 32 Left. As a compromise, use it mainly for takeoffs. Let the government buy out at a fair price all the noise protesters in the Dixie-Applewood area. Then, put those houses up for

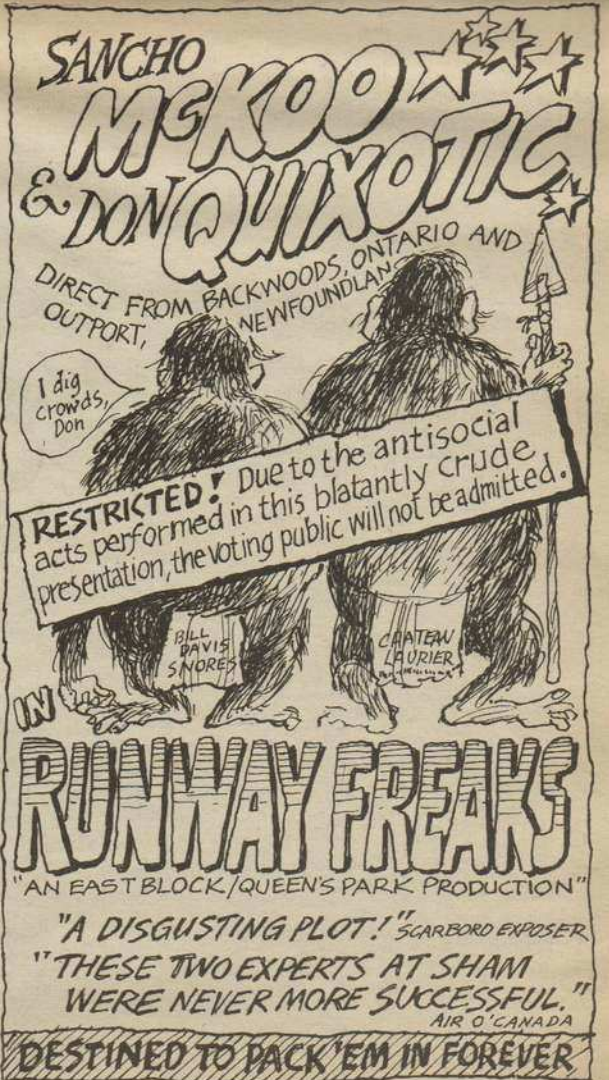
sale, plainly and honestly pointing out to the prospective buyers the noise level that they can expect. The loss would be small and I even predict that some of those obstructionists would offer to buy their own house back. "Well, I kinda like this house; I put in a new rec room and..."

Consider the difference in cost; the expropriation of some land to the southwest and of some homes to the south (which could be re-sold) as opposed to the 18,000 acres in the Pickering area; the construction of one runway and associated taxiways as opposed to three new runways, taxiways, terminal aprons; the widening of airport roadways against the construction of new freeways at \$2 million or more per mile plus the suggested high-speed rail link between the airports.

It has been stated that the Pickering site was the one that was closest to the city while offering the least inconvenience to the public. There is a better one yet: it is even closer, offering even less inconvenience and which would cost probably less than a third. It is Malton. Pickering will not inconvenience 2,500 people; it will inconvenience the six million Canadian taxpayers who will have to fork over upwards of \$1 billion for that white elephant.

QUESTION

"What are we going to do with an airport fifty miles out of Toronto? There appears to be no need for a second airport for many years", said Pilot Captain Gallagher, President Canadian Association of Airline Pilots - Newsletter of Central Ontario Regional Development Council, July 12, 1971. "The regionalized city is merely organized sprawl" said Bruce McLaughlin, President of S. D. McLaughlin Associates, newsletter of the Central Ontario Regional Development Council, July 12, 1971.



ALTERNATIVES

To support their decision that a second Toronto Airport is required, the Ministry of Transport deprecate the impact of the new STOL technology. Mr. Jamieson has stated that STOL is 20 years away. Passenger and Cargo Forecasts, issued on 21st of April, 1972 by the Ministry of Transport, does not include any modifications due to STOL technology.

What do the aviation experts say about STOL?

1. The Science Council of Canada, Report No. 11 October, 1970.

— "The Science Council recommends the adoption of the STOL Air Transport System as a major program".

— "A number of trends are discernible in transportation developments, which indicate that the STOL Air Transport System will have a major role to play in solving world transportation problems."

— "Apart from the obvious relief which STOL ports would provide for conventional airports, it is proposed that they would make use of separate airways and air-traffic control systems."

2. The Federal Administration (U.S.) Department of Transportation, Report: Planning and Design Criteria for Metropolitan STOL Ports —

— "The greatest potential of STOL aircraft is in the role of short-haul transportation (up to 500 miles). The use of STOL for city-centre to city-centre and intercity air passenger traffic would serve two prime purposes — provide better service to passengers, and relieve airspace and ground congestion at larger airports."

3. E.E. Marhsall, CBE, C Eng, FRACS, Director of Engineering, British Aircraft Corporation writing in The Aeronautical Journal, October 1971, stated:

— "The present capacity available from London's airports is approximately 560,000 air transport movements per annum. The effect of building a STOL runway at Heathrow and at Gatwick can be seen by adding a further 220,000 movements. Finally a near city centre site could be developed at Poplar Docks. This together with further expansion and quiet aircraft using the single runways at Luton and Stansted would give a total of over one million movements available per annum. Adding the two STOL runways at Heathrow and Gatwick would enable the traffic demands to be met up to 1983 at the earliest and more likely up to 1987. The addition of the Poplar Docks site with further expansion at Luton and Stansted would enable the system to cope with traffic demands to well beyond 1990. This plan of action would dispense with the need for a third London Airport."

4. Science Council of Canada; Special Study No. 12 — 1970, Chapter VII — "World Aviation in the Future", p.72

"In 10 years time STOL type aircraft will have begun to dominate the short-haul air service up to 500 miles."

Advantages of STOL

— STOL ports require a very small land area (50 acres)

— Strong runways are not needed.

— The noise footprint at a STOL-port is small

— STOL ports can be located close to rapid transit.

— STOL can provide a faster trip between cities. Despite a slower air time, the trip time will be shorter due to faster loading, shorter distances to the terminal, and less congestion.

— The massive airport philosophy can be eliminated.

— Capital costs for constructing airports can be reduced.

— STOL provides planning flexibility. The lead time to add to the system is short.

— The need to build huge facilities in advance of demand can be eliminated. A large underutilized facility is a tax burden for many years until revenues can catch up to costs.

Mr. Jamieson's statement that the introduction of quiet economic, jet STOL airliners into service is still many years away is more significant for what it omits. There

is no reference to turbo prop STOL. To-day's state of STOL technology is such that no protracted design studies are required. Practical, economic, turbo prop airliners could be active projects now. On a total trip basis they can provide faster service to Montreal, Sudbury, London, Windsor, Sarnia, North Bay, Cleveland, New York and Philadelphia than is now available.

Any cost benefit comparison of STOL should also include capital expenditures. STOL aircraft because of their limited runway needs involve a fraction of the vast expenditures for land acquisition and runway construction that are required by conventional aircraft. By taking a succession of small steps toward the STOL approach, the risk of a massively expensive miscalculation can be avoided. No one has yet suggested that Malton's capacity to handle the intercontinental planes — for which its long, strong runways are essential — is inadequate once the bulk of local air traffic is diverted to other facilities.

Failure to adequately project this new technology into the system planning for the Ontario region is an inadequacy of the planning methodology.

High speed ground transportation (HSGT) between Toronto, Ottawa and Montreal was not seen as an

alternative by the Minister of Transport in considering the transportation problem at Toronto. This conclusion was reached and stated in the press release "New Ground Transportation Technology And The New Toronto Airport" (May 4, 1972). The basis for this opinion was that HSGT would have "a minor effect on air traffic demand and therefore not alter the basic need for an airport in the Toronto area".

The Inter-City Passenger Transport Study (IT 22-1-1970) is the basic research document concerned with the problem. This document pointed out the most profitable strategy in considering various alternate transportation schemes between Toronto, Montreal and Ottawa was to "maximize the potential of existing railway facilities through the introduction of new vehicle technology." It felt heavy capital expenditures to improve a basically conventional railway system were not justified on financial grounds. However, these comments were made on basis of cost and did not consider dollars saved if a good transit system reduced air travel demand and need for a second airport. Therefore the conclusions with regard to capital expenditures require further consideration. This has not been given by the MOT. The Ministry of

Transport in its document of May 4th 1972 states both short takeoff and landing aircraft (STOL) and tracked air cushion vehicle (TACV) systems "will not have the capability of affecting urban development to any great extent". This statement is diametrically opposed by the testimony given by R. M. Soberman, Director of Research for the report in the minutes of the Transportation and Communications Committee (Pg. 9; 10, 6-4-1971) when stated, in considering the strategy of TACV systems. "The TACV system, for example, could put a city like Kingston within an hour of either Montreal or Toronto". That being the case if one of our regional planning goals is to try and encourage the growth of communities outside Metro, there may be industries that will say they would prefer to be a good distance from Metro.

The MOT document of May 4th admits that the introduction of a second generation TACV between Toronto and Montreal would reduce the air segment of the common carrier market from fifty-nine to eighteen percent. The document then goes on to a final estimation that the reduction in passengers would be barely six percent in air traffic in one year. (pg 4) However, reconsideration of the Government figures show that of the estimated

18.7 million Toronto passengers in 1985, 3.24 million will be to Ottawa-Montreal. Of these 75 percent or 2.43 million could be carried by TACV. Thus approximately 13 percent of travel in the Toronto-Ottawa-Montreal corridor would not be in the air. This is considerably higher than government estimates. It should be remembered that as the passenger rate increases, a ground system can easily add an extra unit or coach. For the period 1985-1990, of the estimated 10 million passenger increase, 1 million would be on the Toronto-Ottawa-Montreal run. Of these, according to Government estimates, 750,000 could be accommodated on HSGT. This gives 7 1/2 percent of the estimated total passenger increase being accommodated by high speed ground transport. These figures represent a considerable difference from those put forward by the Government. (All figures given are Government figures which have been published and are compatible with the figures printed on the May 4th publication, despite the very real possibility that they are unreasonably high.)

As stated previously there has not been a fair assessment of cost benefit by Federal government vis-a-vis an alternate transportation system which, with good service and enthusiastic backing by the Government would entice a large number of passengers from air travel. The Minister of Transport has stated that a High Speed Ground Transportation system could not be operated to produce revenue. Rather, the Deputy Minister, at Ottawa, stated that it would operate at a loss. These estimates are difficult to understand. If there will be the large volume of traffic which is forecast by the Government, if the route of the ground transport goes through Ottawa, Ste. Scholastique and ends in Montreal, it is inconceivable that there would not be sufficient passenger demand to keep it in the black. Transportation would be offered to a wider range of people at a more reasonable cost. In addition the government projections require that this alternate system amortize its own capital cost and shows these amounts as expenses in the balance sheets. Airports are not expected to make similar amortization.

A high speed ground transport system in Japan, the Tokaido, showed a deficit for the first two years in operation but during the last five years has increased revenue over expenditure.

The Report T.T. 22-1-1970 pointed out that a second generation high speed ground transport system such as TACV could be operating by 1985 — this was with development at a normal pace. However, it agreed that technology was changing rapidly. For example, a system employing magnetic levitation, a noiseless, pollution-free transportation system which carries passengers at three hundred miles per hour was recently presented to the Ontario Department of Transportation and Communications. The report ended by stressing the necessity for further areas of research and follow-up work.

A study made by the Canadian Transportation Commission in 1970 suggested the viability of an alternative method of transportation. The study, which shows the feasibility of high speed ground transport, pointed the way to further research and follow-up. The Ministry of Transport has not issued any reports of further activities in this field. The research team which did the study is no longer operating as a group. The research activities of the department have been transferred to the Transportation Development Agency in Montreal. The Government Position Paper of May 4, 1972 on New Ground Transportation Technology and the New Toronto Airport does not include any information on "new" ground transportation. Nor do the statistics, based on 1970 work, support the statement that the introduction of high speed ground transportation "would have a minor effect on air traffic demand and therefore not alter the basic need for an airport in the Toronto area."



JOIN THE WAR ON APATHY

Name
Address
Enclosed is my donation of \$.....
Signature.....

LETTERS

Dear Mr. Cafik

At a meeting in Pickering High School in March you stated "I am unalterably opposed to the airport being located in Pickering Township." A month or so later you said at an Ajax meeting "my job is to represent the people, perhaps an airport is needed". How can anyone vote for you if you make a statement like "unalterably opposed," then shortly afterward alter it considerably. If you would take a stand then we would know what we're voting for. I guess you need that job, and there is an election coming up. Eighteen grand a year — get locked in a room now and then and have to swallow some unmentionables on occasion. Otherwise, I guess it's a good go.

According to the Ajax Advertiser, you stated "POP IRRESPONSIBLE" — big headlines — they jumped on that one. Undoubtedly there will be economic benefit for a small minority who really don't need it, but later for that. You stated that the sound area as shown over Bay Bay Ridges is false. Well Sir, I drew a sound map with my little pen, showing a sound zone over Bay Ridges. Let me tell you how. In the 1970 Second Toronto Airport Site Evaluation put out by the Canadian Air Transport Administration under the Ministry of Transport, there are any number of sound zone maps showing the exact same runway configuration and sound zone as the one I drew, in fact I traced it from that report directly on to a map of the same scale and stated that there was a possibility of this sound area happening over Bay Ridges. In almost every airport in the world including the new Dallas Fort Worth Airport (probably the newest airport in the U.S.), there is at least one runway running at right or near right angles to the other runways to allow for wind changes. Unless the MOT have increased their powers, and are able to control wind direction, there is still a distinct possibility of a runway that could affect Bay Ridges, or Scarborough and Uxbridge for that matter. I am not fooled for one minute by the MOT sound maps — they certainly would be foolish at this time to show sound zones over built up areas like Bay Ridges or Scarborough. The outcry would reverberate across the country.

In the Jamaica Bay Kennedy Airport study done by the National Academy of Sciences in Washington, it is stated that pressure by surrounding communities has little or no effect on administrative bodies who control the placement of additional runways.

Now when you consider that neither you nor I nor anyone was ever consulted prior to the placement of this multimillion dollar jetport in our back yard and then consider that no reason, was given for two months, what effect sir, will you have in the future concerning the placement of runways. Who really is being irresponsible? Now let's talk about economics.

In the first edition of this paper, I reprinted a letter written by you that inspired me and gave me faith. Let me quote from it, these are your words:

"The prevailing wisdom of 10 or 15 years ago that economic growth for its own sake was a desirable thing is no longer an accepted dictum by the masses of our people. We must ask ourselves what are the benefits of this growth and what are its disadvantages. Municipalities seem to be constantly encouraging new industries in order to be able to provide services to existing and increasing population in a never ending circle. The process reminds me of a cat chasing its own tail. The benefits of such an exercise are not too clear. At the risk of sounding a little reactionary I think we must seriously question the advantages of this approach and begin to look at quality of life considerations as being far more important in the long run than the madness of economic development for its own sake."

Mr. Cafik, where are you now?
Bill Lishman

POOR RESEARCH

To the editor:

Due to public demand, the federal government produced a seven-page exhaustive study called Ecology and the New Toronto Airport.

I suspect the unknown author amassed his report as he drove through Pickering township obeying the 60-m.p.h. speed limit, stopping only to eat his lunch in one of the many gravel pits that pockmark the rolling hills.

The author demonstrates his well-developed facility with scientific terminology by using such accurate measurements as: much, many, some, about half, for the most part. The reader is left wondering how much is about half of much?

Reference is made to the ruffed grouse. This rare bird may be thought to be extinct as it is not listed in any bird book. Could it be a

relative to the most popular game bird the ruffed grouse? Or is it more closely related to the ruffed red-eyed bunk starter who wrote this sham?

We have nothing "ecologically unique." We do not have wild elephants or palm trees but we do have class 1 farm land and only 1.85 per cent of Ontario can boast this.

In conclusion, the report assures us, "The airport will permit the preservation of what is left of the natural ecological system in this area."

This clumsy deception has made a mockery of ecology at a time when people care as never before.

Mary S. Baggs
Stouffville



RUFFED GROUSE
Got "ruffled" in booklet

Walkerton Ontario Herald, May 4th

"Among the worst features of the pollution mess is the apparent willingness of Government to go along with it. Despite his pious pleading that he is for people, Premier Davis' Government is busily engaged in expropriating land for a satellite city of 200,000 just east of Toronto and adjacent to the proposed new airport at Pickering, for which still more thousands of acres will be expropriated. The city will contain industry — to cause still more pollution as will the airport the worst feature is the removal from productive use of farmland which presumably has hitherto raised food products of one form or another. I have yet to hear a really valid excuse for either of these events. Why should Toronto need a satellite city? We hear much of the Toronto-centred region; why must all growth in this area be confined to an already over-crowded eye sore like Toronto?"

Elora, Ontario — Express, April 20th

"A factor in political life today is Queen's Park hesitance towards any regional activity which may attract considerable growth into the area lying west of Metro Toronto. This was a factor in the proposed choice of Pickering as a jetport site, just as it is a factor in the Government trying to brainwash Wellington residents into agreeing to an attitude of zero population growth."

FARMING

THE PROPOSED
TORONTO II AIRPORT
Farming

1. Airport site on scarce Class 1 agricultural lands. Public policy should aim to maintain all Class 1, 2, and 3 agricultural land.
2. Only 1.85 per cent of Ontario's land is Class 1.
3. 126 working farms within proposed site, including 18 dairy herds.

The proposed second Toronto Airport is sited on 18,000 acres in the Northwest of Pickering Township and parts of Markham and Uxbridge Townships. An additional 25,000 acres at the Cedarwood site will be lost to urban development.

The land is Peel clay loam, Woburn clay loam and Milliken loam, all Class 1 by Report No. 2, Canada Land Inventory. There are a total of seven agricultural land classes. Class 1 has the highest productivity. Class 7 the lowest. Of all Ontario lands classified as arable soils only 11½ per cent are Class 1 and only 1.85 per cent of Ontario's total land is Class 1. The area is in a 2900 BTU heat radiation zone and is capable of growing a variety of farm produce including corn, winter wheat, oats, barley, peas and beans. The soil and terrain are particularly suited to dairy operations, being well drained and supplied with abundant water resources. The water table is only about 15 feet below grade over most of the area. There are many fine holstein dairy herds supplying milk to the Toronto market. The presence of some non-resident owners has provided rental opportunities to local farmers allowing them to increase the size of their operations and productivity by renting at reasonable rates. Most of the land is being used for farm purposes.

The Ministry of Transport suggests on-going farm operations for up to fifteen years or until the project encroaches on the farm operation. Lease back arrangements are proposed. This attempt at a solution will prove unsatisfactory. Investment in buildings, fences and livestock will cease. Maintenance will not be done. Limitations will be imposed on growing bird-attracting crops. A rural farm slum would result.

Speech from the Throne, February 29, 1972 (Ontario Legislature): "My Government will continue to give close attention to the needs of the Agricultural Industry, with increasing emphasis on the business aspects of Farming ... Further initiatives will be taken to increase and diversify the use and sale of Ontario-grown agricultural and food products in domestic and export markets."

—Class 1 farm land is an irreplaceable, scarce asset which is priceless.

—Public policy should aim to maintain all Class 1, 2 and 3 agricultural lands for farming purposes.

—Realty taxes on farm lands should be equalized throughout the Province according to land class to encourage farm use and discourage speculation.

—Rural areas close to Toronto should be maintained for agricultural, conservation or recreation uses.

—Retention of this finite resource has higher priority than convenience to the air traveller.

TORONTO
CONGESTION

Another airport anywhere within a fifty mile radius of Toronto will cause traffic congestion much worse than has ever been experienced in Ontario before. Why?

Because the air passenger traffic will be 70 per cent tourist, and tourists habitually leave and return from holidays on the weekend when most Toronto residents are driving out of the city to the resort and recreational areas. Expressway construction has never kept pace with traffic requirements. Imagine what Toronto's "escape routes" will be like with 60 million air passengers and another 120 million relatives driving to Malton and another airport, mostly on weekends.

Those who belong to POP are engineers, teachers, students and farmers. Ordinary people who have looked at the consequences of a second airport and who agree it would be disastrous to allow such a project to be carried out. POP is dedicated to the purpose of exposing the bad judgment of the federal government and of trying to convince Canadians that the proposed Pickering airport is not just unnecessary but would be harmful to the future of Toronto.

John Richmond

This newspaper was edited and assembled by Al Graham and Roger Boyle for the People or Planes Committee. Contributors Sandra Budden, John Richmond Brian Buckles, Dr. C.M. Godfrey, Lorne Almack, and the POP Technical Committee.

POP CANVASS
BEGINS

The People or Planes Committee has begun a house to house canvass with a twofold purpose. Firstly, workers will be documenting objections that people have to the expropriation so that our legal counsel (J.J. Robinette) can be well prepared at the expropriation hearings. Secondly, they will be asking for money for the People or Planes Committee.

In the initial phase of the canvass workers have already begun their door to door work within the expropriation site itself. Equipped with a five page Canvass Kit to record objections, and official POP receipts to record donations, they will be asking that you spend about thirty minutes with them completing the document that our Legal Committee has designed in consultation with Mr. Robinette.

The canvassers will also be asking for donations to the People or Planes Committee. The work of POP shows no sign of letting up. To the contrary, it only promises to increase, and the multiple fronts on which we are fighting this joint federal-provincial proposal (legal fees, office expenses, media presentations, public relations, etc.) cost many thousands of dollars. POP needs the money.

In the coming weeks the canvass will spread across the broader geographic area. People don't need to live on or even near the proposed site to object to this federal project, so wherever there is a POP cell that can mount a canvass, we'll be knocking on your door.

If you want to object and are not canvassed, contact POP at Box 159 Claremont Ont.

COMMENT

"When we are preparing to accommodate more and more aircraft with all their attendant problems, however, we must not lose sight of the need for restraint in certain areas, in order to guard against the social disruption to other dislocations. We have to be people-orientated in our planning". W. H. Huck, The Canadian Air Transport Administration — Its Philosophy, October, 1971.

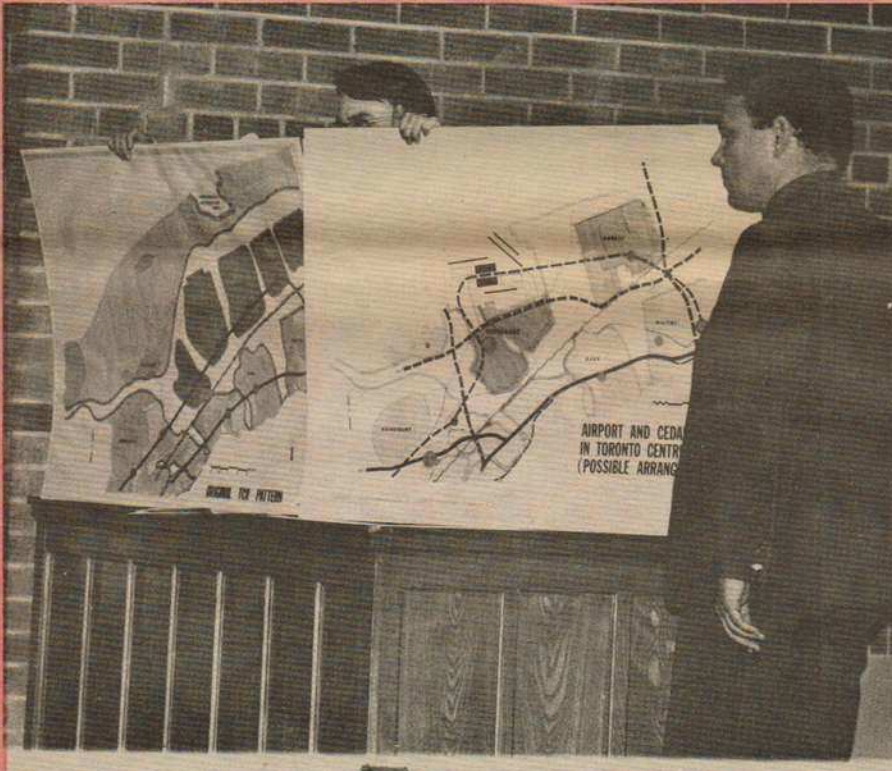




PICTURES FROM POP



The photography on this page indicates how people feel about TORONTO TWO



Ontario Government representatives offer charts and answer questions with questions at a recently held meeting.

