

EDITORIALS

The Ides of October

The scene at county council last week leading up to the abolition of the county's committee on regional planning couldn't have been more dramatic if it had been written by Bill Shakespeare himself.

When councillor Lou Parsons moved for dissolving the committee following Mayor Bob Speck's resignation as its chairman, Mr. Speck may very well have looked up with a pained expression and intoned in a stage whisper, "Et tu, Lou?"

Mr. Parsons, in administering the coup de grace to the regional committee, culminated weeks of behind-the-scenes planning by elected members from the northern municipalities as well as several from Mississauga, Port Credit and Streetsville.

Underlying the plotting was the sentiment that Bob Speck was running a one-man show with Darcy McKeough, and several of the officials felt they weren't getting their fair share of attention.

TYRANT

Meetings were held, like the one at Snelgrove just previous to the fateful one at County council, wherein Mayor Speck was declared a tyrant, among other things.

The whole, festering mess came to a head last Tuesday and these elected officials attacked Mayor Speck, who resigned, and killed the committee he headed.

Brilliant — what?

No doubt they had the best interests of all the municipal entities and the electorate in mind when they did this.

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We can understand why the farmers of Caledon, Snelgrove and points north are turning thumbs down on the Region.

It happened last year that the County Board of Education appeared at the same time as the re-assessment. Putting two and two together and coming up with five, the northern ratepayers aren't going to have anything further to do with any additional alignments with the industrial south.

This we can understand.

Another thing not too difficult to understand is why we need a regional government.

Metro Toronto wanted to stick a huge, sprawling shopping plaza up in one corner of their borough of Etobicoke to snag trade from Mississauga (while paying assessments to Metro).

"Over our dead bodies," said Mayor Speck, councillor Searle, & Co.

"That's as good a way as any," said Metro, and applied pressure on the OMB until they got their way through off-and-on decisions.

They were all for expanding the airport in Mississauga, but are entertaining serious doubts about developing small runways on the islands because it may create noise and pollution.

They threaten bloody revolution unless their cabbies are allowed to operate in Mississauga without considering any reciprocal agreement. They'll probably get their way.

TRUE

If all of this sounds as though little Mississauga is being pushed around by Big Metro, it should, because it's true.

It's the same thing at the other end toward Hamilton, where Big City business aligns with Big City government to ride rough-shod over the neighboring municipal entities.

The result is a total lack of any planning. Businesses come up where there's a smelly of bucks and the municipalities have to scramble to provide adequate roads and services later. Big business builds and all of us pay later.

Darcy McKeough knows this and has said so. Mayor Speck seems acutely aware of this.

The knowledge of this situation has not been kept secret among the chosen few. The press saw to that.

Yet, a number of our elected municipal representatives are either totally ignorant of this situation or else are willing to put other, more personal considerations before it.

It seems to us fantastic that local councillors should choose to align themselves with viewpoints from Chinguacousy, Caledon and points north, when the need for the region is right here.

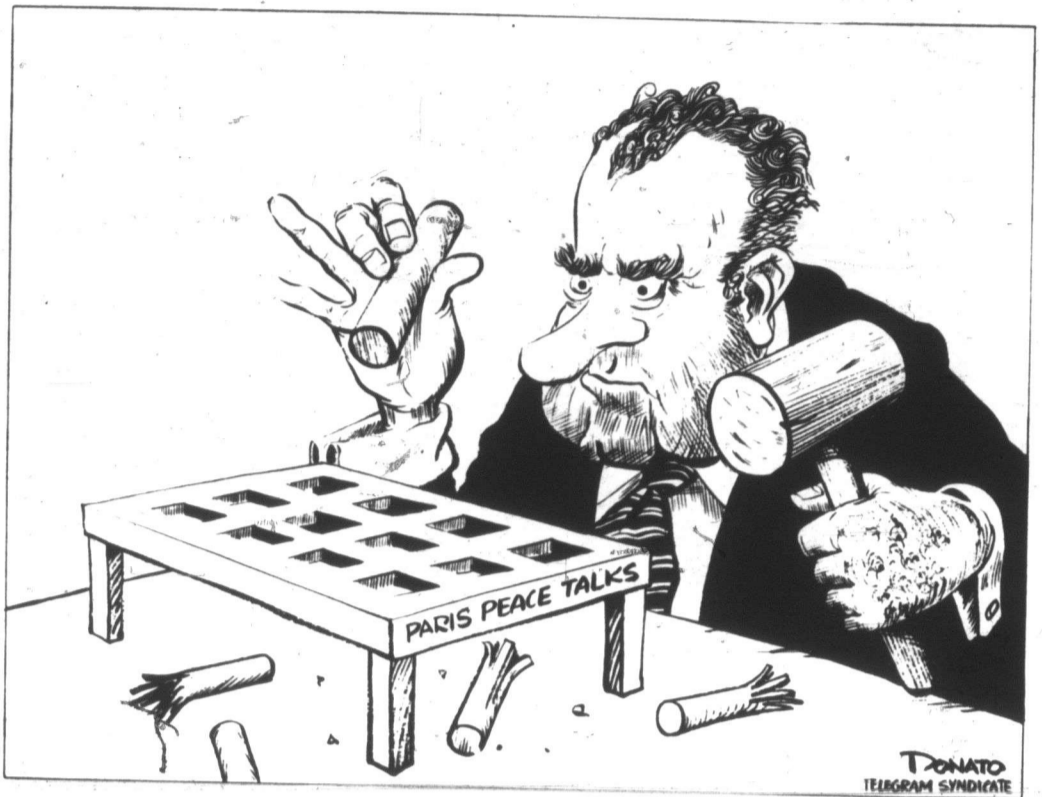
The whole thing smacks of a betrayal of the electorate's trust.

OUT

If the northern municipalities are wanting "out" of the local scene, they should be allowed to withdraw. It may be that the region should have an east-west alignment along the Golden Horseshoe, including the lakeshore towns.

However, this could have been worked out on the county level without destroying the committee.

As long as councillors and Reeves indulge in behind-the-scenes character assassinations, we can foresee the day when Metro will be able to pick our bones at random.



Don Hunt

Max Ward, the hustler

a tight schedule, Wardair had to be on time — a feat other charters couldn't match.

The business poured in and on the next trip to Seattle this time for a 707 jet, the Boeing people were more receptive — so were the bankers.

By now, Ward operated out of a luxurious office in Edmonton's tallest building, and he soon opened equally plush offices in the Toronto Dominion Centre.

The other airlines, perhaps fearing Ward would soon have too big a fleet, started complaining about his charter tactics. A series of "club" flights originating in Vancouver and Calgary turned out to be like most charters — comprised of people who became club members solely

for the overseas flight. After all, a charter trip cut the cost of travel in half. But the Government closed down Wardair for a short stretch.

Not for long, though, and this last summer, the Wardair 707 and 727 were in the air day and night logging thousands of miles, and carrying thousands of happy Canadians.

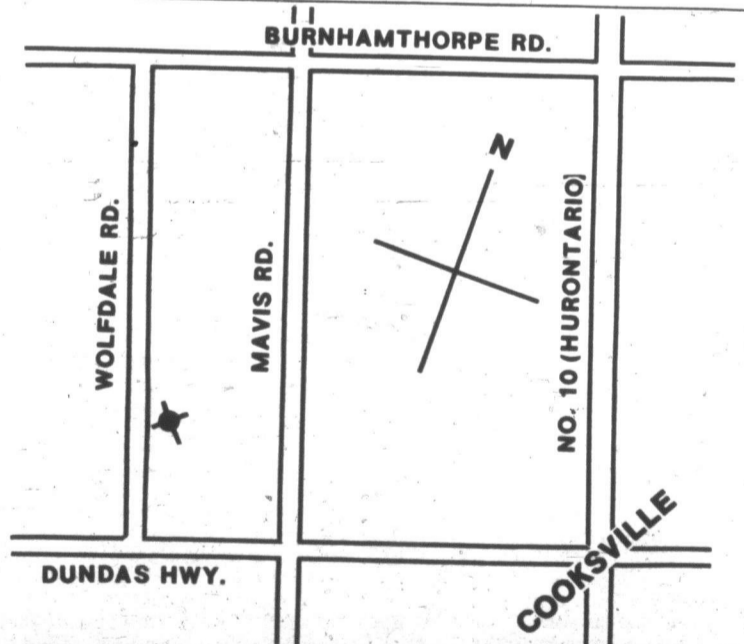
The booming charter business finally forced the regular airlines to act. Alitalia announced new low cut fares on the Italian flights originating in North America.

Air Canada lowered the boom on the charter lines with their plan to charge only \$181 for a return flight between London and Toronto.

This is considerably below the best charter price available, in the non-summer months. The summer Air Canada rate is expected to be \$219 but this, too, is better than most charter prices.

And where does this leave Max Ward, the man who really provided the impetus in this country to provide low fares for Canadians on Canadian-owned airlines?

Max realizes that given a choice, the average passenger prefers the regularly-scheduled airline. He also knows that with the coming of jumbo jets, more and more Canadians will be able to fly to Europe on regularly-scheduled lines.



WE'VE MOVED. The Mississauga News has moved to its new quarters at 3125 Wolfedale Road in Mississauga, about two miles west of our previous location. Right on schedule, the town began laying a service main from Dundas Hwy. north on Wolfedale. The work will probably be underway by the time you read this. Visitors: Please use the northern approach via Burnhamthorpe Rd.