

News Briefs

Students can get property tax credit

(CUP) — Almost every Ontario student not living at home can make at least \$25 this year by filling out an income tax return. But many students are likely to miss the gift simply because they don't know about it and have no other reason to consider income tax questions.

The money is from the Ontario property tax credit scheme, a plan to return to tenants part of the property tax the government collected from owners. The scheme replaces an earlier one where the landlords were supposed to return the money themselves.

Key to figuring out how much people get back is a figure called the Occupancy Cost (OC). The OC is 20 per cent of the rent paid during the year. Residence students get a pre-calculated flat sum of \$25 as their OC for the period of time they spent in residence, although this sum may be added to an OC otherwise determined (for example, calculations on rent paid off-campus during the summer).

If your OC is under \$90 you get it all back minus 1 per cent of your taxable income. If it's over \$90, you get \$90 plus 10 per cent of your OC minus 1 per cent of your taxable income.

As a result only students living rent-free or with a relatively high income aren't entitled to a rebate.

Students who file a return and mistakenly don't make a claim for the property tax credit should send a letter to their district taxation office outlining the error and showing the amount to which they are entitled.

NDY redefines its role in NDP

"The New Democratic Youth has begun to redefine its role in the NDP. We reject the role of just making signs and licking stamps during elections. We also reject the role the NDY played in the Waffle by acting as just part of it."

This statement was made by Gary Neil, chief convener elect, of the new NDY steering committee, in describing the steps taken by the NDY at its weekend convention.

The NDY, along with the Waffle, had come under heavy criticism from the NDP party leadership, who almost succeeded in dissolving the youth at the last party convention. The NDY, at their convention, overwhelmingly rejected this plan of action and instead have promised to organize Youth clubs across the province. They want to see the NDY become an effective voice in the party. Most of the delegates elected to hold provincial council seats, the political decision body of the party, see themselves as being to the left of the Lewis leadership.

The convention passed resolutions supporting the right of self-determination for Quebec, supported the freeing of the jailed Quebec labour leaders, donated \$40 to the Dare strikers, and supported a demand that no Canadian troops be sent to Vietnam, as was passed at the Ontario and B.C. provincial conventions (but isn't being implemented by NDP-MP's in parliament).

Staff meets Monday 1 p.m. to discuss next year's plans with new editor Brian Milner

Choose between subway or buying a new car

By ROSS BOBAK

Did you ever before have a choice between getting a new subway in your area or buying a new car; supporting rapid transit versus expressways? Now you do. The TTC wants to hear all comments on their plans for the future.

A revised conceptual plan for integrated rapid transit and commuter rail services was released last Tuesday. The booklet, available to the public, is a revision of the February 1969 conceptual plan and developed by the TTC planning department as a staff report in response to changing outlooks and ongoing transportation planning developments.

All boroughs received copies for review and comment with a three months time limit to respond. Commissioner Paul Godfrey said ratepayers should make representations at their own council level and later briefs would be presented to TTC on behalf of each municipality. Following this, the final report will be submitted to Metro. Godfrey said Metro would be asked to acquire any land necessary for priority items.

The report offers the commission and other agencies a broad concept that allows an assessment of new priorities. It clearly avoids any detailed route alignments and recognizes that unknown factors as affecting rail commuter facilities and rapid transit staging.

Jack Sansom, TTC planning director, explained the first priorities as the Spadina subway and the Bloor Danforth extensions to Kipling and Eglinton Ave. After that comes the Intermediate Capacity Rapid Transit (ICRT) routes, which have a capacity of 6,000 to 20,000 passengers per hour per direction. Subways, which are termed Heavy

Rapid Transit can carry 20,000 to 45,000 passengers each hour.

While the report shows the Queen St. subway as a second priority, Sansom stated "there is doubt about the priority assigned to the Queen St. Subway line. At this time it is difficult to say what is needed. It could be magnetic levitation."

Eglinton Ave. is now seen as an ICRT route rather than a fully heavy rapid transit subway. A major shift from the technologically proven Light Rail Rapid Transit (LRRT) as a form of ICRT to an unproven mode magnetic levitation ICRT pushed by the province is seen as inevitable and even desirable in the new report. Light Rail Rapid Transit (known also as semi Metro and express tramway), a favourite West German and European solution to rapid transit, has evolved from the streetcar and can carry from 5,000 to more than 22,000 people per hour both on the surface or in subways.

The report suggests that heavily used freight rail alignments could also be commuter rail lines through the use of double tracks or double decking.

The Hydro right of way south of York University is seen as a potential cross-town ICRT line with

a possible connection at Dufferin with the Spadina subway. Hopefully York would be connected with this route.

The conceptual plan should evoke reactions from all affected neighbourhoods, agencies, and city groups. Regrettably interested find no foundation data on which the report was based, nor any hint of how to evaluate the proposals. Nor will they know what the alternatives are.

As all the proposals are long range it would be useful to see results of immediate action on simple transit improvements such as priority traffic light signalling and reserved lanes for all streetcars and buses, at least during peak hours. Such immediate improvements could well prove more desirable than installation of costly underutilized subways or unproved magnetic levitation systems.

The TTC could forecast the future more accurately if they had asked whether citizens want to fully accommodate the car and become auto oriented or want transit to have priority. Informed citizens response might need more time, thought and factual information, much more than coloured lines on a map and ninety days can provide.

Recruiting like raiding party

WINDSOR (CUP) — University recruiting patterns increasingly resemble oldtime raiding parties, the University of Windsor senate was told March 6.

Last year the University of Waterloo conducted a telephone blitz in which almost all its high school applicants were called in an attempt to woo them away from their first choice of universities.

University of Windsor president J. Francis Leddy said if universities don't control themselves in their individual practices "the government of Ontario will likely feel it necessary to step in and impose controls."

Rod Scott assistant to the president, said "the recruitment process must be brought under control immediately, or the same stunts will happen again this year."

He referred to the recent case of a dean and faculty members from York University on a visit to Vancouver. They rented a hotel suite and placed a newspaper advertisement announcing they were recruiting students

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