

Comment

The Times Mississauga

Publisher: V.J. MacMillan
 Assistant Publisher: R.W. Desrochers
 Editor: John Kernaghan; News Editor: John Stewart;
 Sports Editor: George Kazimierzak;
 Staff Writers: Sid Rodaway, James Bailey, Nancy Enright, Sandy Stouth, Krystyna Jones, Dave O'Brien.
 Photographers: Ron Pozzer, Stan Carmichael.

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No time to be cynical

A cynic would look over Mississauga's 1974 history and cackle with joy.

Why, you're still a trifling bit of urban sprawl west of Toronto, he could argue.

Or, he could point to the Paul Smithers case and claim a racist groundswell.

Lastly, he might intimate a strong criminal element here with references to the Demeter trial and the Chomski bombing.

As a community newspaper, The Times feels the cynicism is unwarranted. The picture is never entirely rosy, to be sure, but neither is it dismal.

The city's shape has undoubtedly been formed by oversprawl in the past, thus we have an official plan review to rethink Mississauga's size and scope.

And the clout to enforce that review is on the way too. The city

will soon have three MPP's at Queen's Park. We don't expect them to be puppets, but rather to make a strong case for a larger slice of revenue for a rapidly growing municipality.

The twin spectres of racism and underworld violence are certainly not attractive, but recognition of the problems is preferable to them festering unchecked.

In the first instance we feel that in the main Mississauga is blessed with a tolerant population but for a few erratic souls. We hope the community is never again blighted by such an incident.

As to underworld crime, the city is fortunate to be blessed with a first rate police force, proven most emphatically by their unweaving of the convoluted Demeter case. Certainly they are equal to the task.

On balance, there is much to look forward to in 1975.

Impaired penalties heavy

New Year's Eve is upon us once again, and once again authorities have issued warnings about the dangers of impaired driving. There is perhaps nothing quite so frightening as the prospect of a drunken driver climbing into a two-ton vehicle and hurtling off into the night at high speed.

Although we place relatively strict requirements on the possession of lethal weapons such as firearms, most adults in our society have access to an instrument of much more devastating power than the highest-bore rifle: the automobile.

We should perhaps remember

the penalties which are exacted for its misuse. An impaired driver receives a criminal record, just like a drug trafficker or armed robber. He faces a heavy fine and possible imprisonment. His driver's license is automatically suspended for three months under the Highway Traffic Act, whatever the personal hardship, and for salesmen and truck-drivers for instance, that hardship can be considerable. A judge may decide to extend that suspension for years, if he feels the circumstances warrant it.

Is saving the price of a cab ride worth all that?

'Port Credit students set a good example'

The following letter to the principal of Port Credit Secondary School has been filed with The Times for publication.

A very Merry Christmas and a Happy New Year to the students of PCSS. They are showing this town what community spirit is all about. Early in October several of them volunteered to help with our After Four Programme at Riverside Public School. Students from PCSS help with our gym and

woodworking programmes. A grade nine student planned and instructs a very popular cooking programme. Other teenagers help her with it.

In November, the Students' Council of PCSS voted to give a cheque to Councillor Wolf's Christmas Tree Fund. They reasoned that this community has supported their efforts for years. This was their way of saying "thanks" for that support. A beautiful gesture.

It was a student of PCSS

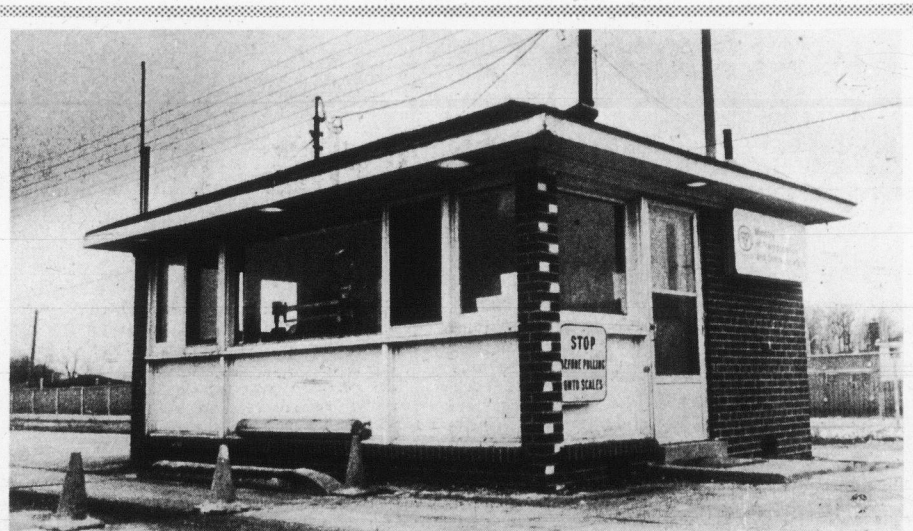
who wrote a thoughtful letter to Mayor Dobkin, pointing out the great need for recreational facilities in Port Credit. As a result, a group of students, teachers, and Geoff Moore (Port Credit's representative on the Recreation and Social Amenities Committee), held several meetings with representatives from the Mississauga Parks and Recreation Dept. The students opened their own Youth Centre at Clarke Hall, on Dec. 12.

The centre needs more equipment, and more adults to volunteer one evening a month to supervise it, but it is a warm friendly place to spend an evening, for adults and teenagers. The centre is open on Thursdays and Saturdays, from 6:30 to 10:30 p.m.

In December, I telephoned the high school to ask if one of the students would play Santa for our After Four Christmas party. The answer was "Yes". Santa came to our party, along with four elves and a piano player, all in special costumes and make-up. The elves lead a sing song, then assisted Santa so he could give each child a special moment. Those students thrilled the children and warmed the heart of every Christmas-frazzled After Four volunteer.

What this world needs is more people like these students. I can hardly wait to hear what projects they will tackle in the new year, but in the meantime, I thank them for their help with After Four, and for the good example they are setting for adults.

MARGUERITE CAMPBELL
 CO-ORDINATOR,
 PORT CREDIT
 AFTER FOUR PROGRAMME.



Ontario Trucking Association spokesman says in accompanying letter that truckers are as concerned about Lorne Park QEW weigh scales as nearby residents.

'Truckers concerned about scales'

During a recent "open line" CBC radio participation by the Hon. John R. Rhodes, Minister of Transportation and Communications, a lady from the Mississauga area called in requesting the Minister's comment on what she considered to be excessive noise and the increased density of traffic.

The lady then gave reference to what we have since identified as the Lorne Park Inspection Station. Mr. Rhodes responded further along the lines that the excessive noise resulted from trucks being parked at that weigh scale even when it's not open. The validity of this resulting from trucks being parked is questionable. The scale would have to be closed and, even then, any parked vehicles would not be operating so no excessive noise would result.

As far as the density of traffic and excessive speed limits are concerned, the Ontario Trucking Association (OTA) has been urging the government for a considerable period of time to initiate more stringent enforcement of the speed limit for both commercial vehicles and passenger cars, not only on the QEW but other parts of the expressway system. The density of traffic itself is due to the rapid increase in necessary traffic by both people and goods-carrying vehicles which have grown tremendously between the Toronto and Hamilton area. Expansion of this section of roadway has not kept pace with the increased capacity demand.

Referring specifically to the Lorne Park Inspection Station itself, a joint committee of the OTA Council of Safety Supervisors and the OTA Operations Council has been making personal assessment, including a videotape of trucks both entering and leaving this scale, especially as related to causing an impediment to the orderly traffic flow of all vehicles. There is certainly a definite concentration of exterior vehicle noise caused by the slowing down, stopping and eventual acceleration of trucks for purposes of weigh scale inspection.

Our Association has made specific recommendations to the government as to possible methods of alleviating this annoyance to the residential area as well as interference with other traffic, especially during rush hour periods. We are strongly aware of the need to obtain maximum possible harmony between not only commercial vehicles and motorists, but also the disturbing effect that trucks may have on densely populated areas adjacent to the highway system.

We have had independent research done on a number of trucking activities identified by the public as being annoying and developed appropriate steps that truck owners can take to reduce the frequency or impact of these "public dissatisfiers." In other words, in addition to taking a strong position with government on behalf of not just our industry but citizens as a whole, our member companies are making every possible individual effort to remedy all sources of public annoyance.

In addition to identifying this Lorne Park Inspection Station as being particularly pronounced and requiring immediate as well as possibly drastic government action, we are seeking a similar assessment of the situation applicable to weighing stations in other parts of the province.

Our council and association as a whole are very much in favour of the operation of these Inspection Stations as applied to vehicles not only belonging to our member companies but all trucks operating in the province. However, we are equally concerned by any public discomfort that may be encountered as a result of this operation.

Since the lady who phoned during "open line" did not identify herself, perhaps this can be done through the columns of your paper as we would like very much to obtain further information and discuss this situation with her personally.

JOHN N. NICKELL
 EXECUTIVE SECRETARY
 OTA COUNCIL OF SAFETY SUPERVISORS

'Hydro could refuse city power lines'

In a letter (The Times, Dec. 18) Len Taylor, Public Relations Officer, for Ontario Hydro sets out to "clarify several points" raised by me in a letter "on behalf of the residents of Lorne Park-Clarkson adjacent to the Ontario Hydro right-of-way."

He does not deny that the Ontario Hydro told R.D. Kennedy, MPP there would be not more than four circuits of 27.6 kv overhead conductors accommodated on this right-of-way. Rather, he properly pins the responsibility on Mississauga Hydro and council for requesting the additional and most unsightly four wires barely above the ground saying, however "Ontario Hydro had no alternative but to accede to this request."

Nonsense! Ontario Hydro officials have told me they have no obligation to permit a local utility to use their right-of-way. They could well have said, "We have told your MPP there will be no more than four circuits and must refuse your request."

These chose not to. Ontario Hydro should correct their mistake by "requesting" Mississauga Hydro to "get those wires off our poles."

But Taylor's letter demands careful reading. He sets out, in his own words, the same key contentions we made at the time alternatives were being considered by Mississauga Council:

- "... the wood pole lines would have to be removed to allow it's (a second 230 kv steel pole line) construction ..."
- "... the extra cost of burying cable would be borne by the municipality ..."
- "The estimated cost of \$1,462,000 for placing the Hydro lines underground ... probably would be higher today."

In other words, Mississauga Council, the lines will have to be buried when their place is needed for Hydro high voltage lines and you will then pay a higher cost. (In addition to the cost of constructing and removing the wooden pole lines) than if you did it in 1974.

That's exactly what we told council! Maybe now they understand.

M.A. HARRISON
 MISSISSAUGA

'Bad rap on teachers'

I am personally fed up with all the flack that the teachers of Ontario have received via the media in the last six months.

Speaking as a parent, I feel the teachers, especially in Peel County, are conscientious and dedicated despite administrative (local and provincial) pressures.

They are aware of the children's needs — academically, socially and emotionally. I am glad that we have finally reached a time in education where each child is recognized as a person with feelings, talents

and needs particular to himself.

In regard to professional development days, I recognize that the public has been highly critical. Since the teachers of my children are learning new techniques and skills warranted by today's society then I feel the days are not only necessary but well spent.

For my part, I would just like to say thank-you to the teachers for their continued efforts despite their undeserved criticism evident in the news media today.

J.R. KASBAM
 MISSISSAUGA

Council told to shape up

I understand we have just hired a new city engineer, William Taylor, and apparently a good one. Great! He was hired at the uppermost end of the range, i.e. \$38,000 nearly \$5,000 more than the previous engineer, E. Bodnar.

However, Mississauga taxpayers are also to pay for his travelling expenses to Guelph since he intends to reside there. By my figures, this works out to be a minimum of \$2,800 per year. I feel council have flagrantly abused their powers in setting such a precedent.

Maybe we should be paying travelling expenses for all city employees. However, most of us in private industry neither have the high salary or generous benefits Taylor has.

Council — shape up!

RONALD E. STARR
 MISSISSAUGA

Letters to the Editor

The space on this page is reserved for the readers of The Mississauga Times. We invite comment on any issue and are particularly interested in any letter which takes a point of view in conflict with our own as expressed in the editorials. All letters must be signed although, if circumstances require, we will allow a pseudonym to be used.

The Editor.