

The Times

Serving the City of Mississauga

Plough drivers go in snow... and we follow

By JOHN KERNAGHAN

Given the thanklessness of the job — 450 miles of road to clear, stretches of up to 16 hours on top of regular shifts, and the myriad complaints attendant to cleaning up a major snowfall — Mississauga's road maintenance crew remains relatively chipper about their task.

"Sure, they grouse and complain when you ask them to help out to clean up the roads, but it's strictly volunteer work (at time-and-a-half and they never let us down)," says city engineering department road maintenance administrator Keith Middleton.

"It's tough work and cold. I've seen some of these guys work 52 hours over a weekend and then have to report in at 8 a.m. Monday morning."

But even in a field that is loaded with criticism for heaping up tons of snow, Mississauga's snow removal team is gaining favourable reviews.

"Usually we just get complaints but the Friday before Christmas I had five calls praising the job we did. That really made my Christmas," says Middleton.

Compared with most municipalities and considering the immense 115 square miles with which they must deal, the city's engineering and works crew does a brisk, reputable job.

The Dec. 20 storm which dropped close to an even foot on Mississauga was a perfect example of their efficiency.

After the first two inches had fallen, roads maintenance supervisor Max Jeffrey summoned trucks which spread salt on the major routes (Hwys. 5 and 10 and the Lakeshore). A mixture of salt and sand was applied to other arterial roads.

As the snow mounted Jeffrey called in the 29 available graders and the 12 trucks with ploughs. In total, 44 town employees and 33 contractors worked through the night to keep roads open.

There were massive delays and some accidents, to be sure, but travellers in Mississauga didn't suffer the bog-like conditions which forced drivers to abandon their cars in other areas.

And for virtually everyone who worked in Mississauga, there was no late punching in the next morning — at least not because of the roads.

That storm cost about \$75,000, about 60 per cent being represented by labour costs, the remainder being for rental of graders and trucks (the city owned two graders and 19 trucks before amalgamation).

But town ratepayers pick up only half

of that cost as the province subsidized 50 per cent of the price tag for snow removal.

Attacking a major fall of snow is not simply a matter of a hurried call to arms. Planning to keep roads clear actually began last spring when budget allocations were set.

With the 1973 budget of slightly more than \$300,000 roads supervisor Jeffrey started a meticulous breakdown of the municipality in the fall to dispense needed equipment to each area.

The 45 areas were allocated equipment depending on need and Middleton negotiated contracts to supply standby equipment and drivers for the season.

By the first snowflake detailed maps of each area were prepared for crews with priority routes colour-coded. Jeffrey, a 17-year veteran of coming to grips with Mother Nature, supervises the entire operation from the Mavis Road headquarters or from his radio-equipped car.

There is often up to two days to plan for coming snow as engineering receives 24-hour weather reports from the Dominion Weather Bureau, forecasting up to three days in advance.

But more often than not, the operation is bedevilled by the timing of the storms and the breakdown of equipment.

"For some reason we seem to get a lot of snowfalls on Fridays when there is the heaviest volume of traffic on the roads. That day, or any morning before the rush hour, are the worst times," says Jeffrey.

However, even after the last recent is cleared and red-eyed workers beat by double and triple shifts interrupted only by short rests have gone home, the work isn't done.

There remains the carting away of street side breakers of snow, and worse, the task of answering complaints which belongs to Middleton and Jeffrey.

Both men sympathize with the householder who has to clear his driveway three times a day or has had his car submerged in a wake of white stuff, but as they explain it, the immediacy of the job must come first.

"We could add a gate to our trucks and graders that would stop a driveway being filled in but it would double the time a clean-up takes. A driver would have to stop every 50 feet, lower the gate for the driveway and then stop and raise the gate," says Jeffrey.

"That would add another 50 per cent on to the cost of each snowfall."

Then, presumably, ratepayers would have something else to complain about.

Six Fatal Accidents On Hwy. 401 Section

Barrier urged for deadly road strip

By JOHN STEWART

Attempts to have an interim median barrier erected along Highway 401 in Mississauga where six fatal accidents have occurred this year appears to be an "exercise in futility," a coroner's jury was told Monday.

Crown attorney Ian Cowan made the remark during testimony from senior Ministry of Transportation and Communication official R.W. Oddson.

Oddson, an engineer, told the inquest he wouldn't recommend the erection of barriers in the vicinity of the accidents near Toronto International Airport because of the time required to get the work done, the expense and the fact that the Ministry plans a major reconstruction program between Renforth Drive and Hwy. 10.

Completion of planning will take another year and construction will not be completed for another two years.

"Here we have six head-on collisions in a period of a

year. We're talking about five head-ons in the next year and maybe 10 or more in the year after that," Cowan told the engineer.

Undoubtedly, there will be others," Oddson replied. "There's all kind of potential for further accidents."

Engineering problems and costs of construction ruled out serious consideration of paving shoulders or placing barriers in the depressed median Oddson indicated.

"Our program of reconstruction will, in the short run of two to three years, solve the problem you're talking about."

The inquest was investigating the death of George Furtado who died Sept. 22 when the car in

which he was a passenger went out of control, crossed the depressed Hwy. 401 median 1.6 miles west of Renforth Drive and hit a vehicle head-on in the eastbound lanes.

Furtado was dead on arrival at Mississauga Hospital, Gordon Valliant, the driver of the eastbound vehicle, and his fiancée Debbie Orridge were on their way to a friend's wedding. Both were injured in the collision.

The driver of the 1969 Toyota in which Furtado was killed was Fernando J. Januario who grew up with Furtado, went to school with him, lived with him and described him Monday as a "brother."

Through a Portuguese interpreter, Januario told the court he was travelling between 40 and 45 miles per hour when Furtado shouted at him to "look out." He said a green car with a jacked up rear-end suddenly pulled over into his lane cutting him off and forcing him to swerve into the median.

In the collision Januario Continued on Page 2



Park Royal area youngsters line up on three toboggans for run down slopes just west of Southdown road. Mississauga parks and recreation officials claim dangerous obstacles have been removed from sledding areas in the city. Two children died recently in Toronto as a result of toboggan mishaps. (Times photo by Ron Pozzer).

Convicted of drug charge, Jim Thorpe may sue CFL

Former Canadian Football League all-star Jim Thorpe who was fined \$600 or 60 days in jail in Mississauga provincial court this week, may launch a civil suit against the CFL, his lawyer says.

David Newman told the court the CFL had taken it upon itself to punish Thorpe as a result of the charges. Thorpe has lost \$22,000 in salary this year and feels his livelihood has been denied him as a result of the CFL action.

Thorpe, an all-Canadian wide receiver with the Winnipeg Blue Bombers in 1972, was released on waivers by the club after the charges were laid last May 26. No other team in the professional league was willing to secure the talented athlete's services for the minimal waiver price.

Thorpe subsequently tried out with the New England Patriots and was one of their last cuts. The Patriots kept ex-Winnipeg all-star Mack Herron who, like Thorpe, was released after drug charges were laid against him and was waived through the league.

Thorpe, a Vietnam veteran, is now working in a Vancouver post office. "If this is going to end his

career," Thorpe's lawyer said. "There may be something else coming out of it. It looks to me as if there are some type of conspiracy — which may have been inadvertent — to deprive him of his living."

Thorpe was convicted by provincial court judge Gerry Young who commented that "kids should be made to know that they (athletes) are just like anybody else and can make the same mistakes as anybody else. I think it is time we de-mythologized athletes," he added.

The defendant testified that he didn't know there were any drugs in a sports bag he picked up at Toronto International Airport in Malton. RCMP officers, acting on an anonymous tip had the bag under surveillance.

A quantity of hashish and a small amount of cocaine were found in a leather money pouch in the bag and four bags of marijuana were located in the lining of a windbreaker.

Newman said he had been unsuccessful in his attempts to get money for his client from the CFL player pension fund.

Judge Young said in convicting the accused that Thorpe had given more to the Canadian Football League than he got from it.

On Your Mark!

'Make Developers Court Council'

Down-zone all land, new Peel planner says

By FRANK TOUBY

Peel Region's newly appointed planning commissioner believes developers should be controlled by down-zoning every high-density site in a municipality.

"Comprehensive zoning across the board prevents the worst of developments, but doesn't assure the best," says Peter E. Allen, current Borough of York planning commissioner who takes over the job for Peel Region in February.

"Let's down-zone all areas zoned for apartments to single-family as a holding category," he suggests. That way the developer is forced to court council favour by submitting well-designed projects while asking for rezonings to higher densities.

"Bonusing is a farce," he says. "Planners should force a particular development to conform to standards they think appropriate, and the best way is by withholding rezoning approval."

Bonusing is a system some municipalities use to gain increased amenities from developers by allowing developers to build higher or larger than they would ordinarily be permitted.

"If an area is zoned for a population of 50 per acre and through bonuses the developer gets to go 65 per acre, obviously the original 50 per acre density was wrong," says Allen.

He decries the tendency of many municipalities to permit old high-density zonings to stand so that, under outdated regulations, developers can almost do as they please.

Mississauga town councillors frequently lamented bad projects they claimed they were forced to approve because of old zoning.

"It wasn't necessary, says Allen. By down-zoning all high-density zonings to single-family residential, a municipality could order rezoning to higher densities after the developer has made his concessions for amenities and design.

He sees no imposition on the rights of property owners and developers by down-zoning.

"In Great Britain when an act of the government in a new zoning increases property values the land owner pays what they call 'betterment' to the government."

"The public interest is the one planners and municipalities are obliged to consider in zoning matters," he says. "Some municipalities worry more about the impact of down-zoning on developers than the harm caused by retaining old high-density zonings."

The Town of Port Credit, which merged into Mississauga this year, had a council who thought that way. The majority of councillors refused to consider the possibilities of down-zoning, saying such action would be inimical to free enterprise.

Zoning, Allen believes,

ought to be done at the municipal rather than regional level.

"Planning in the broadest terms should come from the top down," says Allen. "The framework should come from the province to the region to the municipality. The province rightly should give us some guidelines regarding housing, population distribution and transportation."

"I don't think that deciding whether a minimum house lot should be 45 feet wide or 50 feet wide is a regional question. But the location of developments and their impact on the transportation system is a regional question."



PETER ALLEN

Canadian embassy offers cold shoulder

In the third case within the last six months, a Mississauga resident has received the cold shoulder from a Canadian embassy while in need of help in a foreign country.

On Dec. 19 Nick Kladitis, 33, of Benson Avenue, says he was stopped at Athens airport by Greek officials and told he must serve two years compulsory military service.

The Greek native, who has lived in Canada for 15 years and has been a Canadian citizen since 1965, was on holiday with his wife and two children at the time.

The CP Air steward said he was released the same day and warned not to leave the country. At the same time he was told he could buy a certificate allowing him immunity from arrest and military service for \$200.

He went to government offices but was unable to secure a certificate.

On Dec. 20 he went to the Canadian embassy at 2:15 p.m. and was told the office was closing in 15 minutes for the holidays. He was told by a receptionist that "some people

always leave things to the last minute" and when he spoke to an assistant ambassador he claims he was treated very coldly.

Kladitis said he "turned away in disgust" and several days later stowed away on a boat taking Dutch tourists to Turkey. From there he made air connections to Rome and flew home on Christmas Eve.

Mississauga MP Don Blenkarn has petitioned Minister of Foreign Affairs Mitchell Sharp for an immediate explanation and investigation.

"It seems the prime function of our embassies is not to help people but rather to follow the cocktail circuit," he said.

In late summer a Mississauga woman who was beaten and robbed in Spain could not get assistance from the embassy there as it was closed for the weekend.

And in October, Donald Marshall, who was paralyzed in a traffic accident in West Germany, received no assistance from the embassy in attempting to get back to Canada.

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