

# Europe fact-finding trip cost \$9,000 participants say it was worthwhile

BY BERYL LOUCHEZ  
Councillors and town officials who went on a 10-day fact-finding tour of Europe last spring gave their findings at a public meeting at the civic centre last week.

"I have never been so busy or had my time so regimented," commented Ward 5 councillor Frank McKechnie, one of six to take the town-sponsored trip. He recalled sitting in a bar in Copenhagen at midnight on a Saturday and saying to the others: "Look at us! We're sitting here at midnight going over planning reports and town studies!"

The cost of the trip was released to The Times following the meeting. According to the town treasury department, total expenses for the six men were \$9,000.

McKechnie told The Times that those who stayed on past the 12 days to visit relatives and sight-see paid their own expenses for those days.

"It was a worthwhile trip and more than ever satisfies me that Ontario has got to be the greatest place to be,"

McKechnie said. Along with McKechnie on the tour were planning commissioner Harry Petschar, planning board chairman Doug Sherbaniuk, Councillor Glenn Grice, town Manager Dean Henderson, and town engineer Bill Anderson.

The public meeting featured the screening of dozens of slides of public projects taken by Petschar. Each man who went on the trip told the audience what he learned or what particularly struck him, especially in the field of housing and recreation in Europe.

All were impressed by the extremely high population densities in European cities. The men visited Denmark, Stockholm (Sweden), Helsinki (Finland), London, and Germany.

During the presentation a tape recording was played of a German public official explaining how, in a "new town", density was suddenly doubled by the planners without consulting the residents. McKechnie said

the recording demonstrated how undemocratic this action was compared to the Ontario system with municipal planning boards where residents may state their views.

Glenn Grice, speaking on European parks and recreation, said he was impressed by the intensiveness of use rather than the extensiveness of use of park lands. Parks in Europe tend to be much smaller because of extremely high property value and limited land, he said.

Particularly impressive, he said, were play areas and facilities for pre-school use, and pedestrian walkways and overpasses.

Anderson reported on traffic patterns and the separation of living areas from the automobile. He said traffic was different from here because European cars are smaller and there is much greater use of public transit. Pedestrians and vehicles are kept separated in the northern countries, he said.

highly-developed suburbs full of town houses, condominiums and high-rise apartments. He noted that apartments for elderly citizens are incorporated into the same buildings as family suites. Also noticeable, he said, were day-care facilities in housing developments.

Acting Mayor Chic Murray summed up the presentation by saying that in every European country visited there was no single family housing to speak of "which I don't agree with".

He was impressed by the fact that those countries "seem to have found a way to divorce cars from people."

He said two results of the trip were that council has now agreed to the inclusion of 40-foot lots in the Erin Mills and Markborough subdivisions, and the separation of carpark and road areas from living areas in those subdivisions.

"If only this one feature (cars) works I think that in itself the trip will have been worthwhile,"

he states. He says his staff have also been viewing the height of aircraft approaching over Meadowvale for landing. Of the 25 aircraft viewed, 18, he estimates, were on a proper glide slope.

"You realize of course, that there is no electronic aid on the runway as yet; two aircraft would be above a glide slope and one below," he states.

"We have reviewed again your request to limit or reduce the number of flights over the Meadowvale area but unfortunately this is very

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# Noise from jets near 'excessive' level

The noise of heavy jet aircraft passing over the village of Meadowvale has been measured at only three decibels less than what the Department of Transport considers "excessive".

In a letter received in general committee of last week, H. M. Wilson, regional controller of civil aviation in Ontario, says his department has collected 25 measurements from jets over Meadowvale after being requested to do so by town council.

100—three were 101 (decibels), one was 103, another 107, another 108 and one 109. The 108 and 109 readings were both made by BOAC with a Boeing 707, he stated. At present the department of transport considers a noise decibel reading of 112 or more excessive.

"It is our opinion that these readings are reasonable and that they would be lower than readings taken in the Etobicoke area due to the distance of Meadowvale from the end of the runway,"

he states. He says his staff have also been viewing the height of aircraft approaching over Meadowvale for landing. Of the 25 aircraft viewed, 18, he estimates, were on a proper glide slope.

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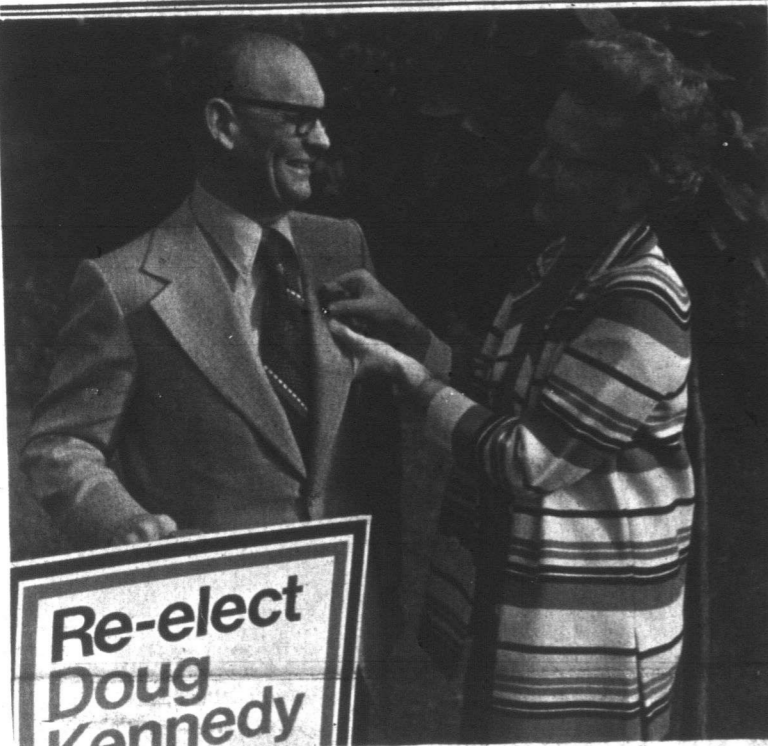
difficult to achieve because aircraft being restricted over the Meadowvale area would only increase the problem in some other community."

At the same time committee meeting, a registered letter from the original petitioners in Meadowvale was received asking whether Wilson had in fact replied, and asking council to help the villagers with legal and financial aid to fight the federal government in court.

federal government for damages and compensation.

After a discussion during which all councillors showed their concern for the residents, committee decided that the town clerk should be instructed by council to write the Department of Transport asking officials to notify council in writing exactly what are the rules being issued to airline companies.

In addition, Acting Mayor Chic Murray will attempt to set up a meeting with the Minister of Transport



Douglas and Kay Kennedy

## Kennedy: unemployment is 'the biggest worry'

Progressive Conservative candidate Douglas Kennedy first achieved "fame" as a radio actor on his family's pre-war show The Kennedy Kids. The second eldest son in a farm family of eight children, he went to Burnhamthorpe Public School and later to Port Credit High School. He graduated from the Ontario Agricultural College at Guelph.

Kennedy was in the army during World War II and retired with the rank of captain to work in South Peel, resettling veterans and their families.

He is married to the former Kathleen Kraft and has four adult children.

He spent eight years on the South Peel Board of Education, three years on the Hydro Commission and was a member of the Peel County Social Planning Council on Aging.

Elected to the Provincial Legislature in 1967 as the first member from the new riding of Peel South, he worked for Standard Committees on agriculture,

education, private bills, and municipal and legal bills.

Kennedy says he is especially proud to have intervened effectively on behalf of Peel South property owners who were adversely affected by county reassessment.

Before the provincial election was called, Kennedy sent 20,000 questionnaires to Peel South constituents to determine "what the people are thinking of". In addition, two random survey opinion polls have been conducted by campaign workers in recent weeks.

They show, he says, that

Peel South residents believe unemployment, the cost of living including taxes, education and pollution are the big four issues in the Oct. 21 election.

Mentioning unemployment as "the biggest worry", Kennedy says the real solution lies in a strong and expanding economy. He says this can best be attained through support of the Progressive Conservative party "which believes in the creative initiative of the free enterprise system."

"The present wage-price spiral cannot continue," he says. "The Davis Government is determined to bring the cost of living under control and has already committed itself to reducing personal income tax by three per cent in conjunction with the federal government."

He points out, too, that Ontario now has the stiffest anti-pollution laws in North America, and that this year provincial grants to school boards will exceed one billion dollars.

As the member for Peel South, Kennedy says he has made a point of keeping in touch with the people both personally and through periodic newsletters and questionnaires

by friends that perhaps the town is responsible for the icy sidewalk in front of her home.

W.E. Barnicke, president of the Canadian Automobile Service Association Limited which holds the Town's liability policy, appeared to explain the situation further.

hospitalized with cardiac trouble. He was first hospitalized last December shortly after last year's municipal election.

Further heart troubles kept him away from the Mayor's seat for five months following a stroke in January.



Herb and Myra Breithaupt

## Breithaupt: plan must exist for all Ontario

BY JOHN KERNAGHAN  
Herb Breithaupt, the 6'6" former minister, turned broadcaster, turned Liberal candidate for Peel South has concentrated on planning, consumer protection, and the economy in conducting his campaign against Doug Kennedy and Ted Humphreys.

"The fact that we have many plans but no comprehensive proposal for all Ontario should concern South Peel. We are in the fastest growing area near the focal point of the Toronto Centred Region plan which I think wrongly assumes that people within a 90 mile radius of Toronto must be integrated."

Breithaupt has called for proposals for more "self contained" communities in Ontario.

He has criticized the planning procedure in the conception of the Lakeshore Community Study as "irrational" in the face of 900 per cent population increase.

A "consultative process" that would allow citizens affected by plans to have

liberal policy in the party's Blueprint for Government. "I've used these policy proposals proudly during this campaign."

Breithaupt claims Liberal policy will rebuild the welfare system as it "discriminates against low income people who want to work". A Liberal government would build in proper incentives.

A Liberal government policy on education would push "for a larger portion of education costs to be borne by the provincial tax base in order to shift some of the property tax burden."

"Shifting the tax base does not increase the cost as we have been accused of doing," Breithaupt has attacked the Toronto Centred Region Plan as a "mere appendage of an American urban network and as such is irrelevant to our needs and a fitting tribute to the Conservative government, which seems dedicated to the proposition of Americanizing Ontario."

Born in Kitchener, Breithaupt comes from a family that for four centuries has been involved in government. He has lived in Mississauga for eight years with his wife and three boys.

He has kept, he admits, to

especially to the west through Mississauga; holding the line on the cost of living through a prices review board; and the reduction of health care premiums and low cost, publicly run, no-fault car insurance.

As for the present Conservative M.P.P. Doug Kennedy, he feels "he has obviously not addressed himself to the issues and isn't giving the youth much of an opportunity to know him." Kennedy has sent "stand-ins" to several all-candidates meetings.

Humphreys, in response to a Times questionnaire, said that any regional government in Peel must retain community identity while eliminating costly duplication of health, sanitation, transportation and education costs.

He went on to disagree with the locating of industrial liquid waste plants in populated areas but agreed with the Conservatives that if private industry won't do the job then the government will have to step in.

The N.D.P. candidate supports the extension of aid to separate high schools beyond grade 10.

say a hard loser) Humphreys has been out after the vote full-time since the beginning of September without salary.

He calls for 80 per cent of the educational tax burden to be shifted from the homeowner to the provincial government where the revenues could be collected on a more universal scale.

The NDP standard-bearer is particularly concerned with local planning and was strong in his condemnation of the Lakeshore Community Study which calls for 31,000 people in a narrow 1,200 foot corridor along the lake, west of Port Credit.

The Toronto Centred Region Plan is a glossy design oriented towards the U.S. instead of towards our north," he says. Legislative guidance is needed to emphasize the quality of living instead of the amount of tax money it generates.

Although Humphreys is his own man he stands firmly behind: party policies on unemployment; American ownership, the wide expansion of mass transit



Ted and Ruth Humphreys

## Humphreys: ease heavy tax burden on people

BY SID RODAWAY  
Ted Humphreys, 39, is a likable but serious candidate who claims the excess tax burden on the homeowner must be eased. His issues are people-oriented and in many cases directly related to the Peel South scene.

His background is heavily weighted on the educational and social involvement side and as a trustee on the Peel County Board of Education he received more votes than any other candidate in that 1970 election.

Humphreys came to the area in 1941 and was educated in local schools before taking his degree in Science at the Ontario Agricultural College. He has taught at T.L. Kennedy and Streetsville secondary schools and in 1961 and 1962 worked in Nigeria with the external aid department.

He received his doctorate in education and sociology in 1968 and is presently employed as an assistant professor at the Ontario Institute for Studied in Education.

A hard worker (and some

Beauty

A pretty blonde with dazzling green eyes has won the 1972 version of the Miss Mississauga Beauty Pageant. See page B10.

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Two Toronto Maple Leaf hockey team members, Denis Dupere and goalie Bernie Parent, were involved in a major collision on Dixie Road Thursday night. Parent was kept out of two weekend games by facial lacerations and Dupere has been charged with careless driving and failing to share half the roadway.

Mississauga Police told The Times that Dupere was driving northbound on Dixie Road with Parent along as a passenger when he lost control of his car in front of the Towers Plaza entrance.

The vehicle skidded into the oncoming lane and rammed into a car driven by

Parent also lost his two false front teeth.

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## Not liable for injury, town will attempt to help woman

A Jamaican nursing assistant appeared before general committee of Mississauga council last week seeking compensation from the town for injuries received when she apparently slipped on a sidewalk in Malton last January.

Mrs. Dorothy McDermott explained to councillors that she slipped on the sidewalk where it crosses her driveway at 7232 Wimbark Dr. as she was about to get into a nurse's car to go to work at Queensway General Hospital.

She has been unable to get help through Workmen's Compensation, she explained, and was informed

Speck stable

Mayor Robert Speck, in St. Michael's Hospital for over three weeks with a heart ailment "is about the same" a hospital spokesman said yesterday.

It is the third time within a year Speck has been

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Premier Bill Davis is seeking re-election of his Conservative government but his first test will come in his own riding of Peel North. See page 3.

Dogs

## Blocked

A bid by the Mississauga Crusaders Rugby Club to secure change room and clubhouse facilities has been blocked by the board of education. See page 5.

Opening

## Boats

The boating season is fast nearing an end and enthusiasts are putting away their craft for the winter months. See page C1.

Campus

## Leafs injured in 3-car crash

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