

Culham claims position on Queensway undermined

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 technical evaluation.
 The Queensway issue boils down to a question of where in the two-mile stretch between Mavis and Cawthra Road the Queensway should be terminated, Saari claims. Culham was aware of his position for some time, said Saari. "As my ward councillor I asked him to introduce a motion to council to stop the Queensway at Cawthra, but of

course he declined." Saari said he told Culham at that time that he would try to get support for his beliefs from other Ward 6 ratepayer groups. "He was aware of our position quite early in the game."
 The Glen Sharon group has passed a motion to resist the westward expansion of the Queensway, said Saari, and agreed that a political cam-

paign must be launched to achieve that objective. "There's been no cynicism. We've been honest in our approach," noted Saari. The letter signed by the seven directors of his group supporting termination at Cawthra Road was not sent to Culham admitted Saari. But he said Culham was already aware of his group's position. The clash between Culham and Dobkin is the latest in a

series of disagreements. "It fuels speculation that Culham will seek the mayor's chair in December."
 The councillor ended his statement this week by saying: "I am sorry to say this typifies the last nine months around here. It is tragic if the region takes no action on the Queensway bridge in 1976 as a result of actions typified by Saari's letter to the mayor."



David Culham

QC says he'll work harder to be worthy of the honor

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 of the Peel Law Association, a past president of the local Liberal Association and a member of the Mississauga Shrine Club.
 The firm of Weir and Markson represents the Mississauga Hydro Commission. Weir has also acted on several occasions as counsel for Mississauga and represents Ignat Kanef, a developer who does a great deal of work in Mississauga.

Robert Heather, a classmate of Weir's in law school, has lived in Mississauga for almost 10 years. He handles a lot of litigation work in the insurance field for the Toronto firm of McGarry and McKeon. Heather didn't feel he was really qualified to comment on the controversy surrounding the awarding of QCs. "I'm grateful to have been awarded the honor and I feel it's something that should be maintained."

Ronald Stauff, a resident of the city for four years, says he was "thrilled" by the announcement. "I think the majority of lawyers hopes to have a QC some day," commented the New Toronto lawyer who has been practicing 12 years, the minimum to be considered for the title. "But it's like the dollar bill — it's been inflated somewhat. Many of those who have received it are not deserving of it in the fullest sense," he adds.

But Stauff feels the award is something "you can grow into even if you haven't merited it. I know I'll work even harder to be worthy of the honor."
 The lawyer is involved mainly in family and matrimonial court work in New Toronto. Early in his career he did much legal aid work at little or no pay. Although Stauff feels the majority of lawyers would prefer to see the awarding of QCs continued, he agrees with the criticism that some

\$200 fines possible

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 person who tries to destroy a union."
 Suspension of union membership would not interfere with a person's right to work. It does remove the individual's right to run for union office, to vote at union meetings and to appear at union events.
 A suspended member must still continue to pay full union membership dues.

Credit who returned to work before the end of the strike because he was satisfied with the government's salary offer. He couldn't understand how suspension of union membership could pose any kind of a threat. The suspended worker would continue to work under full salary and he added that the loss of voting privileges meant nothing to him.

Suspension or not, it seems many of the 25 Mississauga inside workers who ignored the strike will refuse to pay any kind of fine.
 "Most of those that went back to work here will refuse to pay a dime," predicted one angered inside worker at Port

He added that any membership suspension might be fought in the courts because of the union's alleged violation of its own constitution when it decided at the last minute to prevent those who ignored pickets from casting a ballot in the vote on the government's last contract offer.

Judge Sortini unable to comment

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 files, in his view, were clearly the property of the city. Normally they would be part of the public archives of the city. But Clark said much of the information contained in the material was private conversation between the judge and inquiry counsel Noel Bates.

The lawyer said no one was present to defend those who may have been accused. "It could be sheer allegation — the mere exposure of which could do irreparable damage to some people."
 Perhaps city and provincial officials should get together to decide what should be done

with the material, Clark speculated. He likened the situation to trying to get rid of contaminated water from nuclear power plants. "Everybody agrees you should get rid of it, but nobody agrees on how to do it."
 On Clark's recommen-

dation, council allotted another \$75,000 for the inquiry costs. Up until Dec. 17, \$93,958 had already been spent on the inquiry.
 Clark estimated that the total cost of the inquiry, including expenses for court cases which the city has lost, would be about \$170,000.

The bill submitted by Bates is being reviewed by a "respected, independent solicitor," Clark said. Searle said he would prefer not to approve budget figures for Bates' bill until after the review was completed.
 Bates was asked by Clark during their meeting to explain why the concerns of the attorney-general's department about the inquiry's legality expressed, in July before the court decision, were never passed on to council. Clark said Bates told him that he had asked the attorney-general's department for permission to inform council but "for some reason the answer was not communicated in time, or properly, or at all."
 Bates said he had a letter confirming this.

Police won't enforce law on seat belts until Feb. 1

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 that a child is much safer buckled into an adult assembly in an accident than in his mother's arms," said Jeff McCombe, director of legal services for the transportation ministry.

Drivers or passengers who are engaged in work which requires them to get in and out of their vehicles frequently are exempted from the legislation so long as their vehicles are not exceeding 25 miles an hour. If they travel faster than that limit, seat belts must be buckled, according to the Act.
 If there are more passengers in the car than seat belts, the extra people are not required to buckle up. Thus a car containing six occupants

equipped with four seat belts would be operating legally if four passengers were buckled up and two were not. If, however, three were buckled up and three weren't, then one of the three could be charged. Unless of course they were under 16, in which case the driver would be charged.
 Confused? You're not

alone. As usual, though, there is a legal loophole through the new law. Driving backwards. Under the act, a driver does not have to wear his seat belt while driving in reverse.
 Bates said he had a letter confirming this.

Mack gets new boss

Ian G. A. MacMillan of Mississauga has been appointed president of Mack Trucks Canada Ltd. He was formerly vice-president and controller of the company.

The appointment was announced this week by A. W. Pelletier, president of Mack Trucks, Inc., the United States parent company, after confirmation by the Canadian company's board of directors.
 MacMillan was born in Lindsay, Ont., but moved to Sudbury at an early age where he completed his high school education. He was graduated from Queen's University in Kingston with a Bachelor of Commerce degree and articulated with Clarkson, Gordon and Co. in 1949. He became a chartered accountant in 1952. MacMillan joined Mack Trucks Canada as assistant controller in 1958, was promoted to controller in 1964, and vice-president in 1972.

MacMillan lives in Mississauga with his wife Nancy Marguerite and their three sons, Roderick, Neil and Andrew.
 Mack Trucks Canada produces heavy-duty diesel trucks at its Oakville plant.

Meet sought with MPPs

The three Mississauga MPPs will be asked to meet with city officials to discuss the timing and specific location of the proposed Burnhamthorpe Rd. bridge over the Credit River.
 Council endorsed a motion put by councillor David Culham on Monday proposing the meeting. Culham said the MPPs — Doug Kennedy of Mississauga South, Terry Jones of Mississauga North and Bud Gregory of Mississauga East should be informed of the city's position to help them make a case for provincial funding assistance.

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