

Some sunny periods  
Wednesday. Low tonight 50,  
high tomorrow 70. Pollution  
index 5 at 11 a.m. Details  
page 2.

# Happy Kosygin calls Toronto 'a wonderful city'

Soviet Premier Alexei Kosygin left the "very wonderful city" of Toronto today after saying his Canadian visit "went off beautifully" and kidding Prime Minister Pierre Trudeau that he might spirit his wife Margaret off to Cuba.

Kosygin's last official duty of his eight-day Canadian

tour was to speak to 500 guests at a dinner given by the Canadian Manufacturers Association at the Ontario Science Centre, where he expressed surprise that close Canadian-Soviet ties had not developed sooner.

"For some reason we extended closer relationships with Canada somewhat later than we did with other countries," Kosygin told the businessmen while thousands of demonstrators milled about outside. "If you asked me why, the answer is I do not know."

Kosygin said he saw no reason why countries with different social systems could not have close ties and urged "a broader acquaintance between the two peoples based on mutual confidence and understanding."

The 67-year-old Soviet leader left Toronto International Airport at 8:20 a.m. aboard a Russian jet bound for Cuba where he will confer with Cuban Premier Fidel Castro, Kosygin's 30-member party included his daughter Mrs. Ludmila Gvishiani and eight Soviet security agents.

Margaret Trudeau, wife of Prime Minister Pierre Trudeau, Defence Minister Donald MacDonald, Senator Paul Martin and R.A.D. Ford, Canadian ambassador to the Soviet Union, accom-

panied Kosygin to the airport.

Mrs. Trudeau boarded the white and blue plane for a few minutes. Kosygin saw her to the door as she departed.

Kosygin yesterday granted three private audiences: To a CBC television crew, Toronto portrait photograph-

er Artin Cavoukian and Globe and Mail columnist Bruce West.

He told West the hectic cross-Canada schedule gave him little chance to meet ordinary Canadians.

"I certainly had a great desire just to rove the streets and visit a Canadian farmer. I would have liked to stay in his house all night. I would have liked to take off my coat, loosen my

tie, put my feet up and have a long talk with him."

Earlier, Kosygin was guest at a private luncheon given by Canadian Defence Minister Donald Macdonald, MP for Toronto-Rosedale and official host for Kosygin's Metro visit.

"I think it would be best if See KOSYGIN, page 16



A FAREWELL TO KOSYGIN: Mrs. Donald Macdonald, Mrs. Pierre Trudeau, wife of the Prime Minister, Donald Macdonald, minister of defence, and Senator Paul Martin wave goodby to Soviet Pre-

mier Alexei Kosygin, who took off from Toronto International Airport today for Cuba. Kosygin, the highest ranking Russian ever to visit Canada, called Toronto a "very wonderful city" before leaving.

## Police on horses charge crowd 4 times

Riot-trained, mounted Metro police last night charged four times into a crowd of about 3,500 persons gathered across from the Ontario Science Centre to protest Soviet Premier Alexei Kosygin's visit to Canada.

While Kosygin was assuredly injured during the me-

the Canadian Manufacturers Association that he was "deeply satisfied" with his Canadian trip. East European and Jewish protesters were sent scrambling from under the hooves of horses spurred into their midst.

Although no one was seriously injured during the me-

### \$100,000 OVERTIME FOR METRO POLICE

Metro taxpayers are faced with a bill "in excess of \$100,000" to pay policemen for overtime work during Premier Alexei Kosygin's two-day visit to Toronto. Police Chief Harold Adamsen said today.

The exact cost will not be known for about a week, he said.

Practically every member of the 3,500-man force worked overtime. Most worked 12-hour days.

Lee police laid 20 charges of causing a disturbance, assaulting police and obstructing police.

Today, acting Deputy Chief Harold Genn said police were pelted with stones, bolts and sticks. He said five policemen were hurt.

Genn and Police Chief Harold Adamson denied that police horses charged into the demonstrators, but said they were used to push the crowd back when they began to break through police lines.

The area around the Science Centre, at the corner of Don Mills Rd. and Eglinton Ave. E., was like an armed camp. Anti-Kosygin groups hired two small places to drag protest banners across the night sky.

Police assigned men to rooftops of nearby buildings and apartments and virtually lined up shoulder-to-shoulder on the ground to guard the Soviet leader.

The traffic situation was chaotic. Nothing was permitted to move north or south on Don Mills or east or west on Eglinton at Don Mills until Kosygin and his party completed the short trip to the Science Centre from the nearby Inn on the Park.

And the same mess occurred after the dinner when police took steps to get Kosygin back to his hotel. In fact, most of the 500 guests at the dinner weren't allowed to leave the centre for at least 30 minutes after the affair was over. And,

when they did leave, the jam thickened.

There was another buildup this morning when Kosygin left the Inn for Toronto International Airport at 7:10 a.m. but it quickly cleared as the

official motorcade moved up to 401 and headed west.

The demonstration was

See POLICE, page 2

• More on the Kosygin visit, pages 16, 41 and 61.

## Premiers to meet with Trudeau on jobs Nov. 15-17

From our Ottawa bureau

OTTAWA — The federal-provincial conference on the economy has been moved ahead to Nov. 15, 16 and 17. Prime Minister Trudeau and the House of Commons yesterday.

In Toronto, a spokesman for Premier William Davis said the date was agreeable.

See PREMIERS, page 15

## Farley Mowat gives pet dog to Kosygin

One of the best-kept secrets about Premier Alexei Kosygin's nine-day visit to Canada was Farley Mowat—a 10-week-old Newfoundland water dog.

Star was presented to Kosygin by Canadian author Farley Mowat and his wife in a quiet reception at the Inn on the Park Hotel yesterday.

"He seemed very delighted," Mrs. Mowat said in an interview today. "He joked with his aides and said he was deeply touched."

"He had a dog but it died

a short time ago and Star seemed to find a place in his heart right away."

Mowat is the author of the best-seller *Sibir*, a book on Siberia.

Mowat arranged the meeting with Kosygin through the Soviet Embassy.

"I wanted him to take back something from Canada," he explained today. "I offered the embassy Joey Smallwood (Premier of Newfoundland) but they said no thanks, so I decided to give him one of my pups."

His dignified speech and dignified exit—he and his delegation quietly walked single file out of the General Assembly—brought a spontaneous ovation from other delegations.

When the final vote was announced, the normally staid body erupted into the closest thing to pandemonium it has seen since the late Soviet Premier Nikita Khrushchev in 1960 pounded

wood, leader of the Newfoundland government since 1949, is seeking his seventh term.

In Toronto, a spokesman for Premier William Davis said the date was agreeable.

See PREMIERS, page 15

The conference had originally been scheduled for Dec. 6, 7 and 8 after several premiers rejected a meeting early in the fall.

Trudeau said outside the Commons that the date was advanced after "some guys (provincial premiers) changed their minds" about their own commitments in November.

Newfoundland is the only province which might have difficulty meeting the new dates in view of the provincial election there Thursday, Trudeau said. "It's up in the air. But I don't think Joey will admit that."

Premier Joseph Smallwood

and the rest of the delegation had to leave the meeting early.

See MAINLAND, page 4

• More on China's admission to the United Nations on pages 3, 8 and 9.

See KIMBER, page 5

• More on the securities hearings, page 17.

## Stock exchange chief wants securities companies 'Canadian'

By ALASTAIR DOW  
Star staff writer

Investment firms in Canada should be "substantially Canadian" but this is impossible when foreign-owned securities firms in the country now are allowed to expand freely, the president of the Toronto Stock Exchange said today.

J. R. Kimber was the lead-off witness before a special

committee by the Ontario district of the Investment Dealers' Association of Canada, a group composed of bond and money market dealers and others who raise capital for industry.

But a brief filed by Merrill Lynch, Pierce, Fenner and Smith Inc. opposed Kimber's suggestion that foreign-owned securities firms now operating in this country be forced to sell at least

75 per cent of their ownership to Canadians over the next 15 years.

The big, New York-based Merrill Lynch, reported to be the world's largest investment firm, suggested the stock exchange and the investment dealers were attempting to stifle competition.

See KIMBER, page 5

• More on the securities hearings, page 17.

The second reduction within days was made in a chartered bank prime rate today when Bank of Montreal announced that the charge to best-risk customers will be 6 per cent, effective Nov. 1.

All the major banks cut the rate by a quarter-point last week, to 6 1/4 per cent.

See METRO'S, page 4

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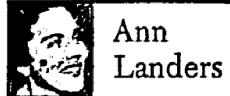
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Ann  
Landers

## Open door is asking for trouble

Dear Ann Landers: I live in Los Angeles in a high-class apartment building with a well-guarded entrance and electronic devices to catch people who don't belong there. I mention this so you will know why I do not feel it is necessary to lock and bolt the front door. You see, I was raised in Norfolk, Va., and nobody ever locked their doors there. I married in 1936 and we lived for many years in Grand Rapids, Mich. Nobody locked their doors there, either.

My problem is a woman in this building. She has a habit of coming into my apartment without knocking. Yesterday I stepped out of the bathtub and nearly bumped into her. She was standing in the doorway. "Oh," she said, "no wonder you couldn't hear me. The water was running." Two weeks ago I was taking a nap and when I woke up I found her in the kitchen. She had come to borrow a cup of sugar.

How can I break this woman of this rude habit? Please don't tell me to lock the door. I am too old to change my ways. Thank you.—L. A. LADY

Dear L. A.: So you're too old to change your ways? Well, if you don't change your ways you might not get any older. Los Angeles isn't Norfolk, and it's not Grand Rapids either. And 1971 isn't 1936. So get with it before you meet somebody in your kitchen who did not come to borrow a cup of sugar.

Son should have more sense

Dear Ann Landers: Today is a sad one for me—maybe the saddest in my life. My son was placed under arrest for "contributing to the delinquency of a minor." The girl is pregnant, 14 years old, and lives in this building. She literally threw herself at my Albert.

Last summer the little tramp came over here wearing a half bra and shorts cut up to her neck. I never saw anything like it. The girl was as fully developed as any 20-year-old Swedish actress. Once when I saw her plunk herself down on my son's lap I phoned her mother and told her to keep that little sex-pot at home.

Albert is nearly 21 and I suppose he should have known better, but after all, man is not made of wood. I say the girl and her mother are to blame. Please print my advice to other mothers with good-looking sons: If you see something like this happening under your nose, get in there and break it up.—HEARTSICK.

Dear Heartsick: There will always be sex-pots—and the age bracket is getting lower. My question is this: What's with a 20-year-old man that he would be gay around with a 14-year-old girl? He has to be an idiot. Your Albert needs counselling and you could use some, too, Mom.

Another rule from Granny

Dear Ann Landers: I am happy you reprinted your twelve rules for raising children. As a grandmother who did well with her own brood and is now watching her daughters and sons do even better, may I add a 13th rule?

If a mother or father lack the imagination or will not take the time to plan something interesting and instructive for their children to do, they have no right to object to whatever the kids think up themselves.—GRANNY.

Dear Granny: Right you are. "An idle mind is the devil's workshop. Idle hands are his tools." Let's make it a baker's dozen. Thanks for writing.

## New test can detect cancer

MINNEAPOLIS (AP) — Development of a promising early-detection test for neuroblastoma, a type of childhood cancer, has been announced by University of Minnesota medical researchers.

Some 300 American youngsters die each year from neuroblastoma, says the National Cancer Institute.

However, the survival rate is high when treatment can be started early.

Dr. Arnold S. Leonard, a pediatric surgeon at University of Minnesota Hospitals, said the test will be given major trials during the next year. If the test proves accurate, he said, it could become a standard screening for all youngsters up to age five.

STOP-SPADINA LEADER ALAN POWELL

He joined in celebrations on victory

What's happening  
Nora McCabe

one symbol of the ban-the-automobile movement.

The Spadina Review Corporation is a group of concerned citizen groups who organized to fight the Spadina Expressway, carrying the fight all the way to the provincial cabinet.

Members began arriving at the mall shortly after 8 p.m. Led by Toronto architect and corporation chairman Colin Vaughan, they wandered from one end of the mall to the other embracing each other and passersby.

The silver-haired Vaughan was almost surrounded by well-wishers.

"Isn't it sensational?" Vaughan said. "The whole thing's bloody marvellous. I congratulate Bill Davis. It was a gutsy, strong decision on behalf of the city... that is taking us into the 21st century. Davis did today what every other city in North America wished it had done 10 years ago—he saved the city."

Vaughan admitted he had been surprised at the decision.

In another section of the mall, Alderman Ying Hope, the only anti-Spadina member of City Council, stood with his wife Alice and a group of placard-carrying supporters.

Hope said he was pleased with Davis' decision: "He showed tremendous insight into people and transportation."

At one point, members of the Stop-Spadina movement s n a k e - d a n c e d happily through the crowds.

Later Ned Jacobs, son of

U.S. urban planning authority Jane Jacobs entertained small groups of pedestrians with folk songs such as The City is for the People, his own composition.

Alderman Bill Archer, chairman of the council subcommittee that organized the mall, dropped by on his nightly inspection tour, wearing a balloon tied to a button on his jacket.

Forgot to call

Archer, a Spadina supporter, was congratulated by Vaughan.

"You're a genius," Vaughan told him. "You had the incredible foresight eight months ago to know Davis would halt Spadina and then arrange a mall for the people to coincide with his decision."

Archer smiled.

"Aren't you going to congratulate us?" Vaughan asked.

"I'm not saying anything till Monday," Archer replied.

About 10 p.m. Vaughan, his wife Annette and assorted Stop-Spadinaites piled into taxis (taxis are okay because they're a form of public transit, Vaughan said) and headed to Grossman's Spadina Ave. Tavern to continue partying.

However, in the rush they had forgotten to tell the tavern they were coming and the place was full. They then went to the Brunswick

Hotel to sing and drink beer.

The participants consisted of the real who's who of the Stop-Spadina movement which was first started in 1968 by Vaughan and urban planning philosopher Jane Jacobs (who, incidentally, stayed at Grossman's).

They included Jeffrey Sack, founder of Concerned Citizens to Stop Spadina and assistant to lawyer J. J. Roblinette in the hearing of the Ontario Municipal Board in January on the expressway; Alan Powell, the urban sociologist who is chairman of 1,200 volunteer Stop Spadina Save our City Co-ordinating Committee; economist Dave Stager, treasurer of the Spadina Review Corporation; David and Nadine Nowlan, co-authors of The Bad Trip, a book on the expressway, and Alderman Ying Hope.

Tent City

What's the Spadina Review Corporation going to do next? Well, suggested one member, one idea might be to use the unpaved Spadina roadbed between Lawrence Ave. and Eglington as a site for Tent City. After all, children hitchhiking can easily get from 401 down the Allen Expressway to the roadbed.

The group is backing a complete transportation review and pushing for a well-planned rapid transit system, Vaughan said.

## White House releases wedding cake recipe

WASHINGTON (UPI) — A final word, for the moment anyway, on Tricia Nixon's 350-pound wedding cake.

The White House says it doesn't have time to test the recipe again, and it's going to start the massive baking project Saturday. It still insists the recipe for the lemon-laced white pound cake is a good one, as its earlier test proved.

Culinary kibitzers attacked the cake Wednesday after the White House chef released the recipe, which was said to be a favorite of the first lady.

They raised questions about the use of egg white only, the size of the pan and related problems. The New York Times said it tried to bake the cake and wound up with a flop.

But the White House stood by the recipe, saying the only thing it might not have stressed was that a liner or "collar" should be used in the cake pan because the cake rises so quickly.

It also said it would try the recipe once more. But later word leaked out that the kitchen was too busy now for a second test, and it had decided to go for broke. It also said one other thing.

5. Fold egg whites into step No. 3 mixture.

6. Pour batter into pan and bake for about 45 minutes.

**Abortion motion is shelved**

DAUPHIN, Man. (CP) — Manitoba registered nurses could not reach a unified position during their association's annual meeting on whether to support removing abortion from the Criminal Code.

A committee studied the controversial issue but no unified position could be taken because of conflicting viewpoints.

The association has asked nurses to submit personal views on the issue to the federal government.

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3700 Lakeshore Blvd. W.  
Toronto 14, 237-3110  
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—Star photo by Frank Lennon

VICTORY PARTIES for opponents of the Spadina Expressway broke out all over Toronto last night to celebrate the provincial government's decision to stop construction. Alderman Ying Hope (right) and

Ned Jacobs (with guitar) son of planning expert Jane Jacobs, sing victory songs at the Brunswick Hotel, Bloor St. The victory party began on the Yonge St. pedestrian mall, symbol of pedestrian rights.

## Spadina opponents hold a party in pedestrian mall, of course

Jubilant members of the Spadina Review Corporation spent most of last night celebrating Premier William Davis' cabinet decision to halt construction of the \$237 million Spadina Expressway.

The victory party was a spontaneous pick-up affair, that started late yesterday afternoon. Someone—no one is quite sure who—suggested that it begin on the Yonge St. pedestrian mall,

one symbol of the ban-the-automobile movement.

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# Canadians a united and strong people: Kosygin

MONTREAL (CP) — Soviet Premier Alexei Kosygin offered a toast last night to "the Canadian people—a people united and strong."

"What is most important in the relations among nations is the confidence that must be developed," Kosygin told an exclusive dinner at the Ritz Carlton Hotel.

attended by Quebec Premier Robert Bourassa, Jean Marchand, federal minister of regional economic expansion, Quebec cabinet ministers, businessmen and civil servants.

It is always a great victory, he said, when such confidence can be created. He said that is what he is trying

to do in his tour of Canada. "If our visit has helped to reinforce this confidence, we can say we have well accomplished our mission."

Kosygin said that an exchange of views with federal and Quebec leaders had permitted us to better know each other and better know our people."

It was understood that Kosygin and Bourassa discussed energy and Quebec's

huge James Bay hydro project at a private meeting before the formal dinner.

Kosygin said in his speech: "We must add that the problem of rapprochement and of confidence between peoples cannot find solution in one hour, one day or one year. But if we are willing to work in that direc-

tion and get closer this will be our merit and our common victory."

His speech in Russian was translated into French at the dinner.

Proposing a toast to the Soviet premier, the Quebec premier said exchanges in all fields are "an excellent

way of working for world peace."

Bourassa bade Kosygin "a warm welcome to this part of our country whose special characteristics have no doubt already captured your attention."

He said Quebec is interested "to the highest degree" in participating in ex-

changes of an academic, commercial, economic, scientific and social nature.

Kosygin was to visit two industrial plants today, in the west end of Montreal, before flying to Vancouver for the next leg of his eight-day Canadian tour.

Yesterday, in the fifth day of his tour, Kosygin received

a warm official welcome on his arrival from Ottawa but various ethnic groups in this cosmopolitan city staged bitter demonstrations.

Some 2,000 persons of East European stock caught Kosygin's attention when they started an evening de-

See KOSYGIN, page 14

## METRO WEATHER

Saturday cloudy with showers, mild. Low near 50. High 65. Pollution index 25 at 11 a.m. Details page 2.

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**DAVIS:** 'The promises I have made, I can keep'

**NIXON:** 'I really thought it would be different'

**LEWIS:** 'I'll bleed a while, then rise again'

# Premier's first priority: Jobs this winter

**Landslide victory gives PCs 78 seats**  
**Liberals 20, NDP 19**

By CLAIRE HOY  
Star staff writer

Premier William Davis won a clear personal mandate from Ontario voters last night as he led his Conservative party to a landslide victory over the Liberal and New Democratic parties.

About 72 per cent of Ontario's 4,485,000 voters turned out to give the Conservatives 78 seats, a gain of nine, and cut the Liberals from 27 to 20 and the NDP from 21 to 19.

It was the largest number of Conservative seats since 1955 and the biggest voter turnout in 40 years.

For Davis, who became premier March 1 and had asked voters for a personal mandate, it was a straight personal victory.

But for Robert Nixon, Liberal leader since 1967, and Stephen Lewis, who took over as NDP leader late last year, it was a stunning rebuff.

Both men had predicted major gains for their party and both were visibly shaken as they watched the results pour in. The results could jeopardize their positions as leaders.

In his Brampton campaign quarters celebrating his victory, the 42-year-old Davis said: "It was a tough fight—one that was very demanding of all those involved but at the same time it indicates very clearly that the people of this province were looking for leadership, for direction."

Nixon, 43, told newsmen at his St. George, Ont., farm he thought the Liberals would win 40 seats but said he believed many Liberals lost on a "beat-the-NDP basis."

Nixon, replying to reporters' questions about the chance of change in Liberal leadership after his second election loss as leader, said the party's constitution calls for a leadership convention within two years following an election.

He said he would "certainly consider" being a candidate, and added, "I don't feel shaken. After all, the Liberals haven't won since 1943."

He did admit, however, "I really thought it would be different."

Lewis, at 33, youngest of the three leaders, won his own Scarborough West seat by just 415 votes. He said: "We will never be able to compete with the \$3,000,000 to \$5,000,000 on the media. Never."

His comment was a reference to opposition claims that the Conservatives bought their victory with advertising.

The election, Ontario's 29th since Confederation,

See LANDSLIDE, page 4

**Stunning upsets as the PC wave sweeps province**

By PAT McNEILY  
Star staff writer

The defeat of New Democratic Party deputy leader Walter Pitman in Peterborough, combined with the loss of the labor strongholds of Oshawa and Brantford to the Conservatives, provided one of the biggest upsets of yesterday's provincial election.

Equally surprising were the stunning defeats of such prominent Metro-area members of the last Legislature as Tim Reid, George Ben, James Trotter and Dante DeMonte from the Liberal ranks, and Margaret Renwick of the NDP.

No Conservative member of the Legislature from the Toronto area was defeated. But the Conservatives lost York-Forest Hill, the seat vacated by retiring Edward Dunlop, to colorful Liberal Philip Givens, a former Toronto mayor and former MP.

The NDP also lost Beaches-Woodbine held by John Brown, who did not run again, when Conservative Thomas Wardle, a veteran of Toronto municipal poli-



—Star photo by Jeff Goode

**OFF AND RUNNING AGAIN** as Premier of Ontario, after landslide election victory that gave Conservative party 78 seats in the Legislature, against 20 for the

Liberals and 19 for the NDP, Premier Williams Davis waves to supporters at Brampton campaign headquarters. With him are wife, Kathleen, and daughter, Meg, 7.

See STUNNING, page 3

tics, tripped up Bruce Kidd, the popular former track star who was running for the NDP.

The Conservatives gained five new seats in Metro but lost one for a total gain of four; the NDP won one and lost two for a net loss of

See STUNNING, page 3

at or near parity with the U.S. dollar today for the first time in more than a decade.

In Montreal, the dollar briefly was the same value as the U.S. dollar. In Toronto, the dollar was worth 99.97 U.S. cents this morning, highest value for the Canadian dollar since June, 1961.

The price later slipped slightly to 99.91 U.S. cents.

A senior currency trader for one of the chartered banks said the dollar would have risen even higher had it not been for the interven-

tion of the Bank of Canada. By selling Canadian dollars, the central bank discourages further increases in its

strength of the Canadian economy, and also is influenced by the level of interest rates in this country compared with rates in other countries.

The strength of the

has increased in spite of deep fears about the consequences for Canada of the 10 per cent U.S. import surtax.

The increased value of the Canadian dollar aggravates the competitive position of

exporters, many of whom are already suffering from the U.S. import surtax.

The higher the price of the Canadian dollar, the more expensive Canadian goods are for buyers abroad.

Special to The Star

VATICAN CITY — Claiming these giants must be made accountable for their actions, Bishop Alexander Carter of Sault Ste. Marie yesterday called for curbs on the power of huge multi-

national corporations.

Naming some of the biggest firms in U.S. industry, Bishop Carter told the third World Synod of Bishops that many were guilty of greedy and monopolistic practices.

"Little wonder," Carter

said, "that the prime minister of my country, Mr. Trudeau, compares living next to the U.S. to sleeping with an elephant. Its slightest twitch can crush you like a mouse."

"The dynamic creativity

of the multi-national corporations must not be lost but these giants must be made accountable for their actions. Their parent governments must not permit them

See BISHOP, page 4

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See BISHOP

# Election war breaks out over Spadina expressway

Should the great road be finished or stopped in its tracks? Here are the arguments of the opposing sides

By JOHN ZARITSKY  
Star staff writer

The Spadina expressway war is on again.

This week two Toronto mayoralty candidates, Controller Margaret Campbell and Liberal party hopeful Stephen Clarkson, promised to stop the \$220 million expressway right in its tracks.

Immediately, the expressway, which has provoked more controversy than any other issue in Metro's 16-year history, once again became the hottest and most emotional issue in a hitherto quiet and somewhat lacklustre campaign.

Mayor William Dennison, however, reacted coolly. He pointed out that he had opposed the expressway from the beginning and more recently had taken part in a successful fight to have Metro Council review the expressway plans next year.

But unlike his opponents, who stated firmly that construction of the expressway should be halted at either Eglinton Ave. or St. Clair Ave., Dennison said this week he didn't know whether it should be carried on to its planned conclusion at Sussex Ave., one block south of Bloor St. He still favors a review of its future.

## The key to killing it

Dennison's cautious stand underlined the serious difficulties he or any other city mayor would face in attempting to block the expressway.

For often misunderstood by city voters listening to the brave campaign talk about the issue is one simple political fact. The Toronto City Council that both Clarkson and Mrs. Campbell hope to head will not have any decision-making power over the future of the expressway.

The expressway, already finished and in use from Wilson Heights to Lawrence Ave. in North York and with most of the road work completed south to Eglinton Ave., is a Metro project.

The Lawrence to Eglinton section of the expressway is scheduled to open late in 1971 or early in 1972.

As such, its future will be decided not by City Council but by Metro Council, a 33-member body, composed of 20 representatives of the five boroughs, 12 city members and the chairman, who votes only in the case of a tie. The city delegation is made up of the mayor and an alderman from each of the city's 11 wards. Each Toronto ward elects two aldermen, the top one going to Metro.

To carry out their campaign promises, Clarkson and Mrs. Campbell would have to get at least 16 other members of Metro Council behind them.

At the moment, neither can be assured of even capturing the 11 other city votes, for there are some city politicians, such as Alderman Michael Grayson, who strongly favor the expressway.

In addition, the considerable difficulties they would face getting support from at least five other borough politicians is reflected in the problems Metro Liberals are having on the issue.

The city Liberals, led by Clarkson, are solidly against the expressway. But North York Liberals want the expressway to be completed and, as Clarkson admitted this week, the city Liberals "have been meeting and hope for a compromise that will be satisfactory to the North York Liberal candidates."

With other borough politicians, sensing the appeal expressways will have to voters wanting a quicker route downtown, also lining up in support of the expressway, any city fight to stop it will certainly be all uphill and a ninth-inning effort.

Construction of the six-lane \$135 million super road, with an \$85 million facility for subway trains down the centre, is still proceeding towards its scheduled completion in 1975.

## The great menace

The city opposition will, however, be able to muster up the same powerful arguments which have been used since 1962 when Metro Council, after Frederick Gardiner in his last night as Metro chairman kept them sitting until 5 a.m., finally approved the project.

Since then, a small army of planners and urban experts have warned about the drastic effects the Spadina expressway will have on the city.

Most prominent among them is Jane Jacobs, an internationally known American expert on big city problems, who moved to Toronto a year ago.

Mrs. Jacobs, author of two widely respected books, *The Death and Life of Great American Cities* and *The Economy of Cities*, says the Spadina expressway "is the single greatest menace to the city."

"Toronto is going to be destroyed within another 15 years by the

building of the expressway," she predicts.

For one thing, it will create "the most awful traffic jam in the whole world" where traffic is scheduled to pour out onto Spadina Rd. one block south of Bloor St.

The inevitable consequence of those traffic jams will be construction of even more expressways, such as the proposed Crosstown expressway, says Mrs. Jacobs.

"The whole dense part of the city will be sacrificed to expressways and parking lots," says Mrs. Jacobs. And the cars and the parking lots mean disruption of residential neighborhoods, wholesale bulldozing of homes, more noise and more pollution.

## The subway alternative

However, with Metro having already spent about \$58 million on the project and with no hope of rolling up the existing one mile of concrete, expressway critics realize they'll have to live with at least part of it.

Both Clarkson and Mrs. Campbell believe that it might be stopped at Eglinton Ave. or at the very most St. Clair Ave. Once halted, expressway funds should be put into the subway line running up its centre and a subway line, linking the end of the expressway with the St. George St. subway station and the University Ave. line, should be built.

The proposal has a double-barreled appeal to city voters and numerous ratepayers' groups who are angrily opposing the expressways.

Their homes would be spared, they wouldn't have to put up with the cars and they certainly wouldn't mind more and better rapid transit facilities.

Proponents of the expressway will rely on Metro transportation and traffic experts, chiefly Metro's streets and traffic commissioner, Sam Cass, to present their case.

Cass can and will present some powerful arguments about why his expressway is not only necessary but really will be the most beautiful one in North America.

He immediately hits back hard at those protest meetings where the cry goes out to stop the expressway at Eglinton or St. Clair.

The protesters are really only protecting their own interests, investments and neighborhoods and are simply putting cars on streets near other people's homes farther uptown, Cass contends.

But even worse, says Cass, the whole purpose of the Spadina expressway is needed to relieve the halting it short of its goal.

Several detailed drivers' surveys over the years have shown that the expressway is needed to relieve the present traffic jams on north-south arterials like Bathurst, Dufferin, Keele Sts. and Weston Rd., says Cass.

Stop the Spadina and those streets as well as several other cross streets will continue to be congested, he says.

## The beauty of it

In addition, without a complete expressway as now planned, developments such as the proposed billion dollar CN-CP Metro centre and harbor city on the waterfront, "would have a limited chance of success."

He sees nothing wrong with the proposed route. It starts at Yorkdale, moves south to Eglinton Ave., then dips under Eglinton Ave., halfway between Dufferin St. and Bathurst St. and goes south until it crosses Bathurst St. between Burton Rd. and Lonsdale Rd. From there it continues under St. Clair Ave., curves past Ardwell Gate to Davenport Rd. where it follows the present Spadina Rd. route to one block south of Bloor St. at Sussex Ave.

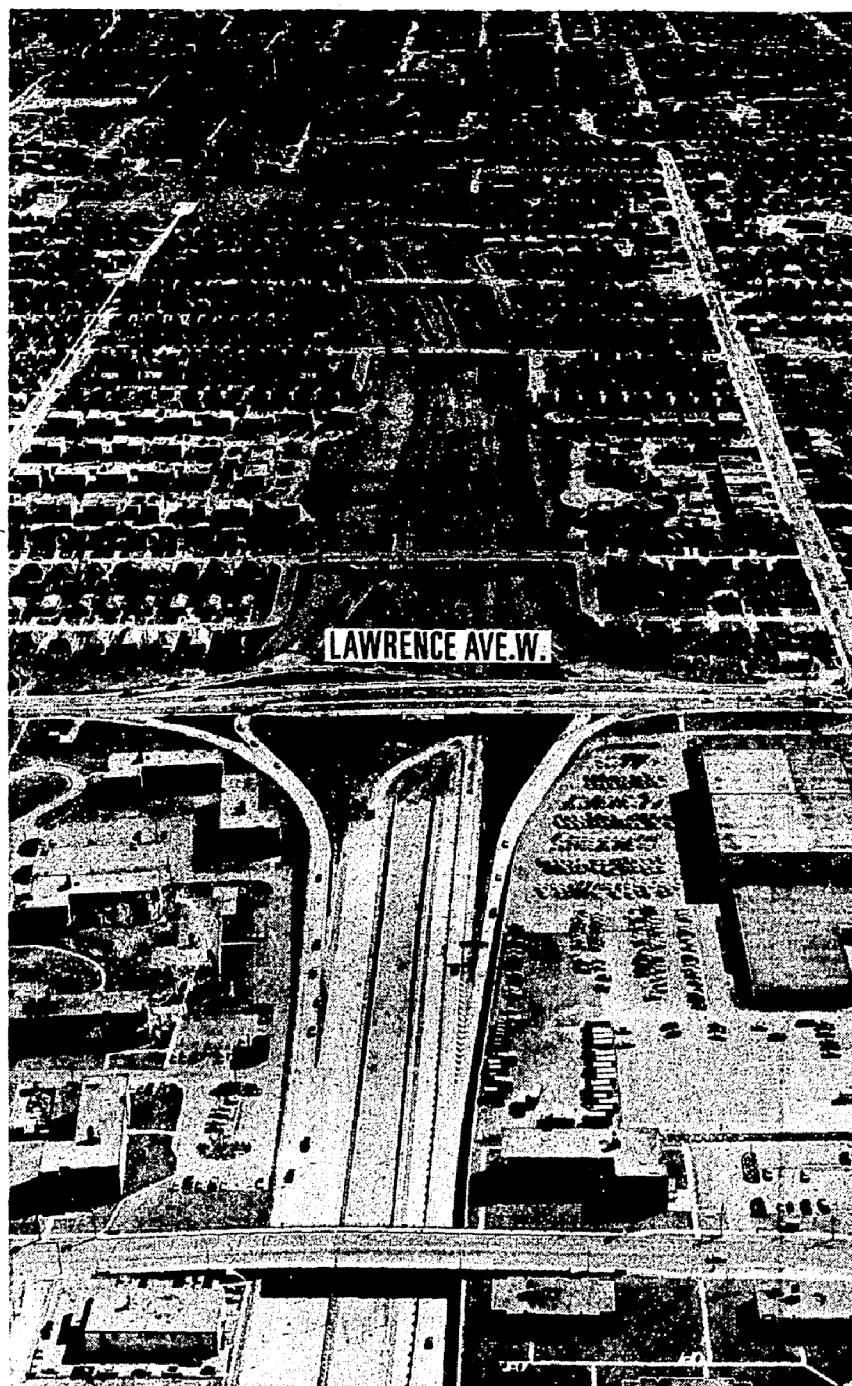
In fact, Cass says, the Spadina expressway will be beautiful. Three tunnels, running under parks, will remove the cars from sight for a good part of the expressway and the rest will be depressed at least 20 feet below ground level.

Meanwhile he, along with Metro and city engineers, is preparing detailed plans for the expressway below Eglinton Ave. which will be submitted to the new Metro Council in January.

The present council a month ago decided not to earmark any more money for the expressway until the new council had a chance to review the plans.

While the decision did not affect the construction schedule, it did provide an opportunity and some hope for the expressway foes and paved the way for the renewal of the Spadina war.

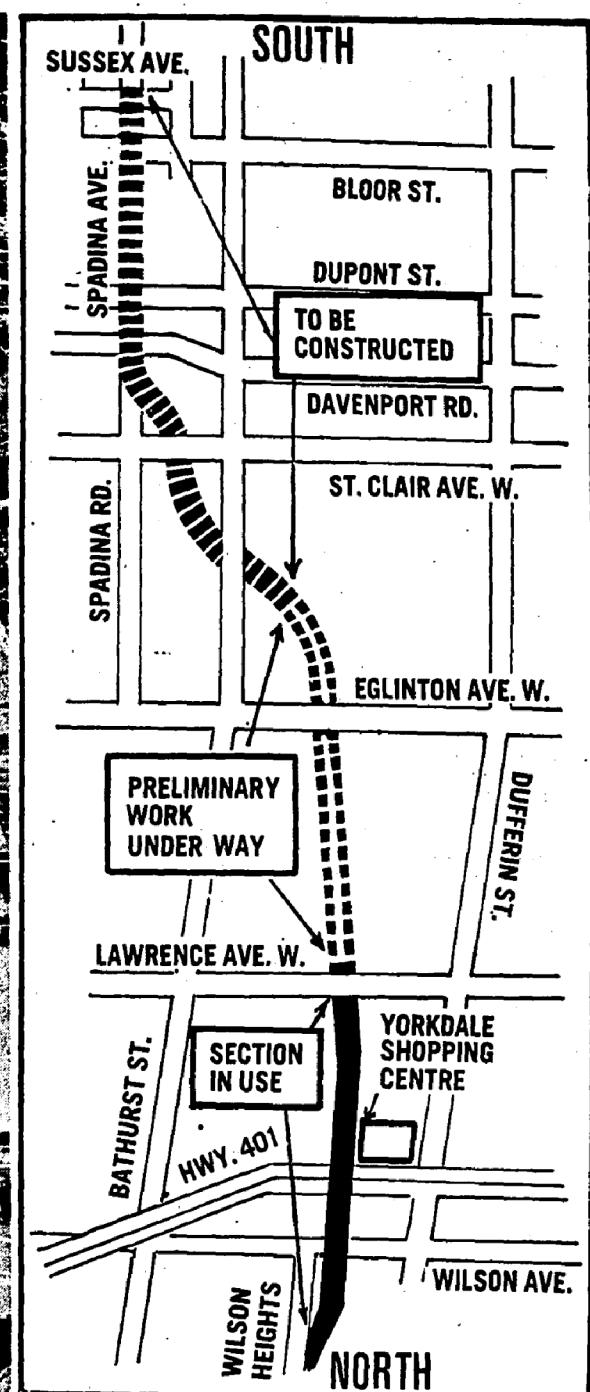
The war will be fought heatedly for the next month as its supporters and opponents fight for votes in the Dec. 1 election.



AERIAL VIEW OF AN ELECTION ISSUE: It's the Spadina expressway. A stretch of 1½ miles, from Wilson Heights to Lawrence Ave., is finished and open.

—Star photo by Boris Spremo

And most of the road work is completed (south) to Eglinton Ave. Some election candidates say it must stop there or at St. Clair Ave., not go right downtown.



—Star map by Walter Ball

PROGRESS REPORT: This map shows the three phases of the Spadina expressway. One section is in use, another almost finished. Now the fight is over whether longest section, to south of Bloor, should ever be built.

## Gardiner: 'We must finish the expressway'

★ Frederick G. Gardiner was the first chairman of Metro Council.

By FREDERICK G. GARDINER

There are about 600,000 motor vehicles in Metropolitan Toronto and whether we like it or not, their numbers grow each year. They have to be accommodated or the industry and commercial enterprises of Metropolitan Toronto will be stifled.

That is why I am on the side of those who want to complete the Spadina expressway as early as possible. It should be completed as soon as Metro's financial position will permit.

The history of the expressway needs to be known and understood.

When Metropolitan Toronto was first formed in April, 1953, and before we had any power as a municipality—that was not achieved until Jan. 1, 1954—one of our jobs was to lay out a metropolitan roads system.

We worked expeditiously on this program with the assistance of our Metropolitan Toronto Planning Board, our roads commissioner and our traffic director.

All were in agreement that the area that had the greatest concentration of automobile traffic was in the northwest sector of Metropolitan Toronto. This northwest sector may be described as starting at the corner of Bathurst and Bloor Sts.

Meanwhile he, along with Metro and city engineers, is preparing detailed plans for the expressway below Eglinton Ave. which will be submitted to the new Metro Council in January.

The present council a month ago decided not to earmark any more money for the expressway until the new council had a chance to review the plans.

While the decision did not affect the construction schedule, it did provide an opportunity and some hope for the expressway foes and paved the way for the renewal of the Spadina war.

The war will be fought heatedly for the next month as its supporters and opponents fight for votes in the Dec. 1 election.

Every report we received indicated that the north-south highways in that area had to be supplemented to carry the flow of ever-increasing traffic.

As a matter of fact, the intersection that carries the greatest number of motor vehicles during any 24-hour period is the corner of Bathurst and Eglinton Ave.

James P. Maher, who was then chairman of the Metropolitan Planning Board and I walked the route several times.

The township of North York cooperated with us in our plans for a Spadina expressway and expropriated the route down to the north limit of the village of Forest Hill during 1953. It then sold it to the Metropolitan corporation for their expropriation costs when we were empowered to act during 1954.

The township of York, on the contrary, resisted at every turn possible the location of this expressway. They allowed large apartment houses to be built where it was known the expressway would pass and also issued permits for the construction of private homes almost in the middle of where the highway would go.

From Dewburne Ave. south, the highway travelled through what was known as the Cedarvale ravine, underneath the bridge which was already there at Bathurst St. and south through St. Michael's



FREDERICK G. GARDINER

The big road will help Metro

school property and the Nordheimer ravine until it eventually came out to Davenport and Spadina.

The city of Toronto has respected this route and has not issued any permits for the construction of high-rise apartments on the east side of Spadina Rd. where there is already a four-lane highway.

South of Bloor on Spadina Rd. there is an eight-lane highway continuing southerly down to meet the expressway.

This road should have been one of the metropolitan projects which had a first priority. It was not often that the Metro Council permitted delegations to appear before it, but a very substantial delegation appeared on the Spadina expressway and vitriolicly criticized the council for putting an expressway through the township of York.

So effective was this delegation that the Spadina expressway became an election issue in each subsequent election and it was the reason for the longest sitting of the Metro Council.

The council sat at 2 o'clock in the afternoon and having risen for about an hour at suppertime it continued in session until 5 o'clock in the morning as piece by piece the Spadina expressway was chiseled away.

The recommendation of the executive committee and all of our experts was that the Spadina expressway should be built. Gradually we were losing a retreating battle but at last the council agreed that the expressway should be built from Yorkdale to Lawrence Ave.

Successive councils and successive experts, be they independent or engaged by the Metro Council, have indicated that the Spadina expressway is necessary.

If anyone disputes the necessity for the building of the Spadina expressway, let him endeavor to drive north from Eglinton Ave. on Bathurst, Dufferin, Keele or Jane any night between the hours of 4:30 and 6 o'clock and he will soon find that he is travelling on one of the heaviest travelled roads in Metropolitan Toronto.

ley parkway was completed but it did seem a little unreasonable to take the parkway to the Don Valley and stop it there. Therefore, it was continued up the Don Valley which used to be a swamp and a swamp. There was logic in continuing the parkway up the Don Valley as it served the eastern portion of the city, Leaside, East York and North York east of Yonge St.

The short, finished section of Spadina expressway has already justified that fantastic development of Yorkdale which includes Eaton's, Simpsons and dozens of other stores.

When the clamor was so strong for the institution of a subway the Spadina expressway was again postponed because so much money was involved in the two.

Those who have spoken in favor of the Spadina expressway are accused of being opposed to public transit. This is arrant nonsense.

The fact is that our financial resources must be distributed 50-50 between public transit and motor vehicle transit.

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## Macaulay pact gives mayor boost in bid to hold job

Toronto Mayor William Dennison, a member of the New Democratic Party, has formed an election-year alliance with Robert Macaulay, a Conservative and former Ontario cabinet minister.

Macaulay, former minister of economics and development, announced yesterday he will solicit financial support for Dennison's campaign to keep the mayor's job.

Now through Macaulay, the mayor also has a link with big business and the Conservatives.

Board of Control, which Dennison heads, said yesterday he was chairman of a finance committee seeking campaign cash for the mayor.

But Dennison said he knew nothing of a finance committee. He said Macaulay had sent letters to residents of "his apartment block" soliciting support.

Dennison has refused to support party politics at the party level. The NDP has fielded candidates for aldermen in all Toronto wards—but none for mayor.

And one of Dennison's opponents in the Dec. 1 election, Controller Margaret Campbell, is a member of the Conservative party.

At the NDP's policy convention in September, a move to back a Toronto mayoralty candidate against Dennison caused a rift in party ranks. But an understanding forged over the years between Dennison, old-line party members and the Metro Labor Council prevailed.

Macaulay has made several appearances before Board of Control

representing developers.

He was legal advisor to the Campeau Corp. for its \$250 million Harbor Square development, and for the unsuccessful attempt by Third Generation Realty to develop the south side of Queen St. opposite City Hall. Other associations include Victoria Woods Development Corp. Ltd. which has about \$17 million invested in the Metro area; and Revenue Properties Co. Ltd., developers of the Colonnade on Bloor St.

## Motorcyclists jailed, fire set in police station

Forty members of three Metro motorcycle gangs were packed screaming and cursing into police vans Saturday night and hauled off to jail when police broke up a boisterous Christmas party in Scarborough.

Later, at police cells in the station at Eglinton Ave. E. and Birchmount Rd., a policeman's tunic on a chair was set on fire and the station filled with smoke.

After Scarborough firemen put out the blaze and cleared the station of smoke with fans, police charged 17 of the motorcyclists with arson and malicious damage.

The party was held at the Ellesmere Rd. cottage headquarters of the Satan's Choice Motorcycle Club. Guests from East York's Para-Dice Riders and the west-end Apostles also attended.

Forty-five policemen were in the raid.

Forty persons were charged, nine of them girls between 17 and 22.

The fire started at the police station as the motorcyclists were being taken in pairs from the cell area to another room for photographs and fingerprints.

Kenneth Allan Reid, 24, of Eglinton Ave. E., president of Satan's Choice club, has been charged with selling and keeping liquor for sale and permitting drunkenness. Police said they seized 300 pints of beer in the trunk of a car parked in front of the cottage near Morriston Rd.

Priscilla Balloch, 20, of Peace Dr., the owner of the car, has also been charged with selling and keeping liquor for sale.

Stuart William Hayter, 21, of Brampton, who was among those charged in the fire, has also been charged with possession of a dangerous weapon and obstructing police. A motorcyclist jumped on the back of Constable Gerry Risdahl as he was escorting an arrested man out of the cottage, police said.

A steel ball-bearing attached to a leather thong was found in the cottage during the raid, police said.

James William Lyons, 21, of Finch Ave. E., and Valerie Lynn Wilson, 18, of John St., have been charged with possessing narcotics for trafficking. They were arrested in a second auto parked outside the house. Police said 13 envelopes of marijuana were found in the car.

Most of the club members are charged as accessories. Some are charged with drinking under age.

All were transferred yesterday from the cells in Scarborough to Don Jail. They will appear in court today.

## Wage law may force nursing home rates up

Nursing homes will be hard hit when Ontario's minimum wage is increased from \$1 to \$1.30 an hour Jan. 1, the Associated Nursing Homes Inc. of Ontario claims in a brief.

The association urges member nursing homes to set a rate of \$12.50 a day for patient care.

Earlier this year nursing home operators raised their rates from \$8.50 a day to \$12.50 for 625 patients whose bills were paid by Metro Welfare department.

Metro refused to pay the higher rate and moved some patients into nursing homes that would accept them at \$8.50 a day. The

### Black coffee said not helpful to drunks

Drinking black coffee wakes up a drunk—but it doesn't sober him up, the Ontario Alcoholism and Drug Addiction Research Foundation warns in a guide to holiday drinking.

The guide disputes claims that a steam bath or exercise helps burn up alcohol in the bloodstream.

Alcohol is burned off in the liver, not the muscles, the foundation says, and is burned off at a regular rate affected little by heat or exercise.

Getting drunk is largely a matter of how much you drink and how big you are. As a rule, a 100-pound person needs only half as much alcohol to become drunk as a 200-pound person.

For a 150-pound man, impairment begins at two drinks and intoxication at five or six.

After three highballs it takes two to three hours for it to become safe for a person to drive a car. After four drinks it takes four hours and after eight drinks about eight hours.

A person 30 pounds heavier can deduct an hour and a person 30 pounds lighter can add one.

Eating before and during drinking slows the rate at which alcohol is absorbed into the bloodstream and spreads the effect over a longer period.

### Boy knocked off bike, robbed of \$14

Two men knocked a 13-year-old drug store messenger from his bicycle on Spadina Rd. Saturday night and robbed him of more than \$14.

Stephen Olivero, delivery boy for Stanbury Pharmacy on Pape Ave., said the men ran at him as he rode on Beechwood Ave., after he made a delivery to a nearby house. One man twisted the boy's arm while the other rifled his money pouch and pockets.

Mrs. Jacobs is now putting the finishing touches on a new book, *The Economy of Cities*, to be published in the spring.

One of the things which she examines in the book is something that bothers her about Toronto.

"There are too many homeowners, rather than renters, to meet the needs of this city and my apartment building," she says. "That is not a good sign for finances."

"In most cities it means that capital isn't available to local landlords, a very serious matter for a great, and exploitable city. It will lead to stagnation. How else will people like me, who care about the people of this city, make money from congested apartments in this very congested city?"

It also proposes that the province increase its grants for the care of indigent nursing home patients.

The brief recommends that patients in nursing homes be covered by Ontario hospital insurance.

Two robbers, one armed with a revolver, invaded a full-service milk store manager Heinz Teldtke.

The men fled empty-handed from Becker's Milk Store on Hallam Ave., about 6:30 p.m., when Teldtke picked up a large pop bottle and started swinging.

### Robbers pull gun, lose own \$5

Teldtke said one man gave him \$5 and asked for cigarettes a few moments before. As he opened the till to make change, the other pulled a gun and demanded money. The man grabbed the cash-drawer shut and grabbed the pop bottle. The two robbers fled, leaving their \$5 bill behind.

Steve Melnyk suffered a seven-inch gash on his head Saturday night when he was beaten and robbed of \$105 in a downtown bar.

The 52-year-old Wolsey St. man said he was in the washroom of the Holiday Tavern on Bathurst St. when two men grabbed his topcoat collar and knocked him to the floor. The man ran after taking Melnyk's wallet.

Melnyk was taken to Toronto Western Hospital for treatment of his head wound.

In Canada, unlike the United States, donors are



—Star photo by Frank Lennon

**TOWN PLANNER CHOOSES TORONTO:** Mrs. Jane Jacobs, one of North America's leading authorities on design of cities, stands in front of the Toronto home on Spadina Rd., just north of Bloor St.,

where she and her family have decided to live. She and her architect husband picked Toronto as a home, she says, because it offers a "nice balance between a city's inherent advantages and disadvantages."

## Expert on cities 'loves' living in Toronto

By MICHAEL COBDEN  
Star staff writer

On June 24 Jane Jacobs and her family arrived in Toronto as landed immigrants.

Why would one of North America's leading authorities on the design of cities, whose writings have stirred the minds of town planners, architects and civic officials around the world pick Toronto as her new home?

"Because my husband, uh... Bob, that's his name I think, had been here rooming in derelict apartments," Mrs. Jacobs says. "My husband said there were many possibilities here to make a pretty coin with rooming."

After three highballs it takes two to three hours for it to become safe for a person to drive a car. After four drinks it takes four hours and after eight drinks about eight hours.

A person 30 pounds heavier can deduct an hour and a person 30 pounds lighter can add one.

Eating before and during drinking slows the rate at which alcohol is absorbed into the bloodstream and spreads the effect over a longer period.

Mrs. Jacobs, 52, is the author of *The Death and Life of Great American Cities*, an attack on orthodox city planning redevelopment and an attempt to introduce new principles to promote the best that city life has to offer.

Mrs. Jacobs is now putting the finishing touches on a new book, *The Economy of Cities*, to be published in the spring.

One of the things which she examines in the book is something that bothers her about Toronto.

"There are too many homeowners, rather than renters, to meet the needs of this city and my apartment building," she says. "That is not a good sign for finances."

"In most cities it means that capital isn't available to local landlords, a very serious matter for a great, and exploitable city. It will lead to stagnation. How else will people like me, who care about the people of this city, make money from congested apartments in this very congested city?"

It also proposes that the province increase its grants for the care of indigent nursing home patients.

The brief recommends that patients in nursing homes be covered by Ontario hospital insurance.

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In Canada, unlike the United States, donors are

and poor people, especially poor people who live in rooming houses. It is this diversity that is at the core of Mrs. Jacobs' thinking. To generate it she believes four conditions are indispensable:

The district and as many of its internal parts as possible, must serve more than one pri-

mary function to ensure an increase of property value.

Most apartment blocks must be short duration leases in order to guard against inflation. Must raise the lease after contract.

The district must have a variety of buildings including rooming houses and rooming houses.

There must be a density of people because more people means more people to rent and more money for the very special landlords.

She believes some downtown areas of Toronto to meet these criteria. She likes the many small neighbourhoods parks that are integrated in their districts well enough to raise her property values and income.

Mrs. Jacobs especially likes the situation that allows immigrants to retain their identity and origins and still be the same whole-hearted Canadians, who pay whatever the English-speaking landlord says.

The only election at the international level is for the presidency, with incumbent I. W. Abel being opposed by Emile Marick, a lawyer in the union's American headquarters.

Mahoney has held the post since 1957.

Larry Sefton, the union's regional director for Ontario, the prairies and British Columbia was also returned by acclamation.

However, the regional director for Quebec and the

Maritimes, Jean Gerin-Lajoie, will be opposed by Jean Beaudry in elections in February. Beaudry was nominated by 56 locals, Gerin-Lajoie by 83.

The only election at the

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presidency, with incumbent I. W. Abel being opposed by Emile Marick, a lawyer in the union's American headquarters.

The union has more than 1,000,000 members in the

United States and Canada.

## Red Cross offers jazz, sitters at Boxing Day blood clinic

Red Cross officials today appealed to Metro residents to give generously this Christmas—and perhaps a life—at the mayor's annual Boxing Day blood clinic.

The clinic will be held in the Royal York Hotel's Canadian Room Thursday from 10 a.m. to 8 p.m.

Donors will give to the music of two jazz bands—Wild Bill Davison and his Jazz Giants and Jim McHarg and the Metro Stompers. Free babysitting will be given by members of the Red Cross Youth and Rover Scouts, and driving donors can get free parking in the University Avenue underground garage.

Berta Miles, who heads the Red Cross blood transfusion service in Metro, says blood donations barely meet the normal demand and that the demand is particularly high during the sometimes accident-heavy Christmas season.

The service collects about 600 units a day and supplies the blood free to 25 hospitals in Metro. And it is used almost immediately, Miss Miles says. A 2,000-unit target is set for Thursday's clinic.

Last summer's big, one-day blood clinic at Maple Leaf Gardens realized 2,700 units—all of it used within a week. There are about 100,000 active donors in Metro, Miss Miles adds.

If Gromyko comes it means no good for Israel," Rabin said.

"But when the Arabs speak of peace they mean a

of Canadian donors have hepatitis compared with 20 to 30 per cent in the United States.

Red Cross officials, fearful of distributing bad blood, question each prospective donor on his medical history.

A donor's blood is then tested 12 times for various antibodies—blood chemicals that try to destroy anything incompatible with them—and a 13th time for syphilis.

"We catch about one in 1,000 with syphilis and inform the person, says Wrobel.

Dr. Damiana Wrobel, Red Cross medical director, says that about 0.5 per cent

not paid for their blood and the patient needing it is not charged. The U.S. Red Cross pays \$25 a pint, the usual donation.

But Dr. George Miller, Canadian director of the Red Cross transfusion service, says the payment system attracts drug addicts and alcoholics who need money to finance their habits. Such persons are more prone to infectious diseases such as hepatitis that cannot be detected in a donor's blood.

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"But when the Arabs speak of peace they mean a

"For Israel," he continued, "peace should include specific recognition of Israel and its boundaries."

"The question is: are the Arabs ready for peace? Of our four neighbors, Lebanon was not in the Six-Day War, Syria is unstable, Jordan wants peace but is too weak to make it alone, and Egypt can afford it, but doesn't want it."

He said Israel is walking toward his Cynthia Rd. home shortly before midnight when the men grabbed him and demanded he hand over his money. The four fled when Wright started shouting after he was kicked. He was treated at Northwestern General Hospital and released.

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Friday, June 4, 1971—64 pages

Monday to Friday 10c; Saturday 25c; Home delivery 75c

## Spadina rejection 'endangers' Metro's self-rule

Metro's ability to govern itself has been seriously jeopardized by the Ontario cabinet's decision to halt construction of the Spadina Expressway, North York Controller Irving Paisley warned today.

He told a council meeting

that yesterday's cabinet decision "paralyzes" Metro and throws serious doubts on whether Metro Council can "continue to function as a viable unit."

Paisley added: "They might as well take over this whole council and disband

the elected representatives."

The North York politician asked: "Can we plan for the future?"

He said council should be thinking "quite seriously what position this corporation should take. We should not destroy something good

that is looked up to all around the world because of the oncoming provincial election."

Premier William Davis said yesterday that an Ontario election would probably be held in the "next few months."

Paisley, waving docu-

ments in his hand, accused the provincial government of breaking contracts signed with Metro in 1961 and 1962 which called for the construction of the Spadina Expressway from highway 401 to Bloor St.

Paisley said that in 1962, the provincial government

agreed to build the Spadina interchange at highway 401 on condition that Metro agreed "irrevocably" to build the Spadina as far south as Bloor St.

"We've not only erected a monument to stupidity, we have built the shortest expressway in the world—a

highway that goes from nowhere to nowhere," Paisley said.

He said that the taxpayers have already been burdened with between \$70 and \$80 million.

"What right has the provincial government to take these contracts and rub out

their signatures?" Paisley asked.

Executive Alderman David Rotenberg presented a formal motion requesting Metro lawyers to determine if the province is legally required to return to Metro:

See SPADINA, page 8

## Spadina killed: Transit future left in chaos

The decision by Premier William Davis' cabinet to kill the Spadina Expressway project, on which Metro has already spent more than \$75 million, has left Metro's long-term transportation

The order to stop the controversial expressway at Lawrence Ave., its present terminus, was made in the face of previous decisions by Metro Council and the Ontario Municipal Board to complete the expressway. Metro Chairman Albert Campbell and many members of Metro council condemned the action.

Campbell called the cabinet decision a "disaster." He said it could take 10 years to finish a rapid transit line.

At a Metro Parks committee meeting yesterday, Campbell said a strong anti-Spadina lobby from other urban and rural sections of the province might have influenced the cabinet's decision.

Campbell said these areas looked forward to sharing the tax money that would have gone to the Metro expressway construction.

It marked the first time a provincial cabinet has overruled a major municipal board decision.

The Ontario cabinet ruling would permit Metro to continue construction of a rapid transit line that is part of the expressway project.

Many opponents of the Spadina Expressway have also been against the rapid transit line that was part of the project, saying a Bathurst St. subway should be built instead.

## Ontario announces highway construction costing \$271 million

Charles MacNaughton, minister of transportation and communications, today announced a capital highway construction program of \$271.2 million for 674 miles of highway and 66 bridges throughout the province.

The announcement comes a day after Premier William Davis rejected completion of the \$237 million Spadina Expressway in Metro.

The construction program includes \$16 million for work on Highway 401 in the Markham Rd.-Sheppard Ave. area, and widening work along Highway 48.

It also includes \$15.7 million to complete the last major contract in the highway.

BY DAVID CRANE  
Star staff writer

ST. JOHN'S, Nfld.—Eric Kierans accomplished something here yesterday almost unheard of at a gathering of professional economists.

He brought 300 of them to their feet to give him a standing ovation after a nearly hour-long attack on the economic policies of the Trudeau government and its predecessors of the past 20 years.

Metro officials said that, with the killing of the expressway, the rapid transit scheme might in fact now have to be moved to Bathurst St. in order to connect with the Bloor St. subway and that this would involve years of new planning.

The city "does not belong to the automobile," Davis told the Legislature as he announced cabinet's decision to overrule the Ontario Municipal Board, which had voted 2-to-1 to turn down an appeal by citizen's groups against Metro plans to complete the \$237 million project.

The issue came before cabinet three months ago when the Spadina Review Corporation, a coalition of about 15 ratepayer groups, appealed the board's Feb. 18 decision.

The board's unprecedent-

See CHAOS, page II

We'll discuss  
alternatives  
to Spadina  
Davis says

Premier William Davis said in the Legislature today he is prepared to meet municipal officials next week to discuss alternatives to the Spadina Expressway.

No formal structure has been set up for meetings, he said.

Citizens' groups will also have the opportunity to make suggestions, he said.



—Star photo by Frank Lennon

TOASTING THE VICTORY, architect Colin Vaughan, the mastermind of the Spadina Review Corporation hoists a Stein of beer with his wife, Annette, last night

on the Yonge St. mall after hearing that the Ontario cabinet had ruled against continuing construction on Metro's controversial \$237 million Spadina Expressway.

By NORA McCABE  
Star staff writer

Architect Colin Vaughan sat on a bench last night and watched the pedestrians stroll down the Yonge St. mall.

"Here are the real people who wanted to stop Spadina," said the chairman of the Spadina Review Corporation, the group that fought the expressway all the way to Ontario cabinet—and won.

"They're on the mall because they want to use their city as a place to walk about," he said. "This is where it's really at, baby."

Vaughan, 39, and his wife, Annette, spearheaded the movement against the proposed \$237 million expressway that would have brought more cars into the downtown core had it not been for the provincial cabinet's decision to stop the project.

Later, at a party in the Brunswick Hotel on Bloor St. W., the conversation turned to the unpaved roadbed of the dead expressway between Eglinton and Lawrence Aves.

That gave Mrs. Vaughan an idea for a new crusade.

"It would be a perfect place for Tent City," she joked.

It's right at the bottom of a highway system, so hitchhiking kids would have easy access."

Toronto is expecting as many as 150,000 transient youths this summer, and most of them will likely have trouble finding a place to stay.

Vaughan visited the mall because that's where members of the Spadina Review

Corporation decided to hold an impromptu celebration before the hotel party.

Vaughan saw Alderman William Archer there, and congratulated the chief campaigner for the mall, which Vaughan called an expression of the ban-the-automobile movement.

The Australian-born Vaughan got interested in fighting the extension of the way to Ontario cabinet—and won.

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The commission said in a report that increased revenues of the major oil refi-

ners and distributors resulted, in part, from the severity of last winter. Their sales of fuel oils ran ahead of what they had expected.

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The commission said it could draw no conclusion about Irving Oil Co. Ltd. because its financial data were not available when the commission made its study.

Imperial Oil Ltd., Shell Canada Ltd., Texaco Canada Ltd., and Sun Oil Co. Ltd. "increased prices in 1970 in a manner which resulted in revenues increasing to a greater extent than costs and . . . therefore exceeded the limits imposed under the

See 4 OIL, page 3

## He fought City Hall -- and won

By NORA McCABE  
Star staff writer

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## Refused to rescind increase 4 oil companies criticized

OTTAWA (CP) — The Prices and Incomes Commission has criticized four major oil companies—Imperial, Shell, Texaco, and Sun Oil—for refusing to take "remedial action" after Nixon's speech.

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## INSIGHT SECTION

SATURDAY, JULY 10, 1971—PAGES 9 TO 16



**ANGRY RESIDENTS** of Wenderly Dr. watch heavy traffic pour down their street. "It was a quiet neighborhood" five years ago, said Mrs. Sol

Shiner, left, before unfinished Spadina Expressway brought traffic by. With her: Mrs. Judy Shendelman, centre, and Mrs. Abraham Rosen.

## Stopping Spadina has made quiet street a 'nightmare'

By MICHAEL BEST  
Star staff writer

If Premier William Davis would like to see and hear about the "disaster" which his decision to halt Spadina Expressway construction has brought to Metro, he should visit Mrs. Sol Shiner and her neighbors.

When the Shiners moved into their Wenderly Dr. home in York borough five years ago, it was "a beautiful, quiet neighborhood."

Today, it's what she calls a traffic "nightmare." Night and day—especially at morning and evening rush hours—car and truck traffic rushes through the Shiners' and other nearby residential streets.

Sometimes they pile up bumper-to-bumper; tires screech and horns blast; sirens announce the arrival of ambulances to pick up accident victims. The smell of exhaust fumes and the roar of motors fill the air. The very walls of homes shake to heavy vehicles.

The Shiners moved into their home just before the first section of the Spadina—from Highway 401 to Lawrence Ave. W.—was opened in 1966.

Then, on reaching Lawrence Ave., southbound expressway traffic started pouring into residential areas, working its way downtown. One street to feel the impact immediately was Marlee Ave., on the west side of Spadina, right-of-way.

But the Lawrence Ave.-Marlee Ave. intersection quickly jammed, and soon the Shiners noticed the build-up of rush-hour traffic through their street, heading for Marlee.

"It kept getting worse," Mrs. Shiner told The Star, "but we knew the Spadina was being built and in a

few years it would take all this traffic away and the neighborhood would have peace and quiet again."

Then came the shattering announcement by Premier Davis that the expressway would go no further—Lawrence Ave. would be the end of construction.

The city, he told the Legislature, "does not belong to the automobile," and the government's policy would be to encourage construction of more rapid transit lines instead.

If the policy held promise of protecting Wenderly Dr. and hundreds of residential streets in the Spadina corridor now being turned into mini-expressways, people like the Shiners would be happy.

So would Campbell and Paisley and officials like Sam Cass, Metro's roads and traffic commissioner, and Colin Macdonald, works commissioner of York borough, who this week estimated it would cost York \$991,000 to widen Marlee Ave. and Winona Dr. alone from two to four lanes to handle traffic that would have gone to the Spadina.

But the facts are that there are now approximately 850,000 motor vehicles registered in Metro, the number is growing by about 25,000 a year, and if expressways are not provided for them, they'll follow the next line of least resistance, such as arterial roads, and finally, residential streets like Marlee Ave. and Wenderly Dr.

One thing that will not happen—and this has been proved by the Spadina route was designed with six lanes from its north end

most exhaustive Metro studies as well as the experience of every modern city on earth—is for significant numbers of people to leave their cars at home and take public transit.

As former Metro Chairman Frederick G. Gardner once put it, you could "build subway stations right into the backyards of some people, and they'd still drive their cars."

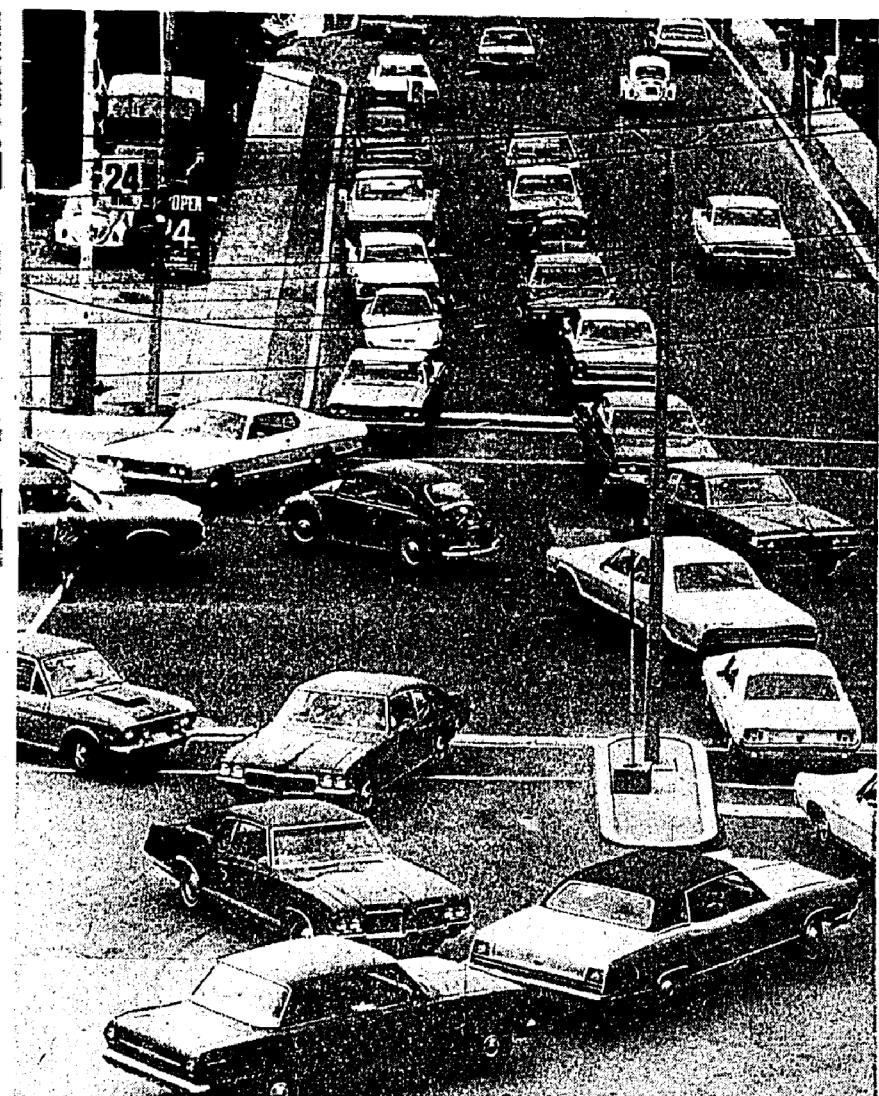
With the expressway cancelled, Metro planners and politicians are now seeking other measures to try to cope with the inexorable traffic growth—especially in the Spadina "corridor," running north from the downtown into northwest Metro.

And the only possibility they see is massive widenings of arterial roads, such as Bathurst, Dufferin and Keele Sts., as well as smaller routes like Marlee, Winona and Caledonia Rd.

But the cost, says Paisley, would make the Spadina Expressway, at \$142 million, look like "a bargain basement deal," while damage to the community environment—in noise, air pollution, traffic deaths and injuries, visual ugliness, destruction of homes, would be "far worse" than the Spadina.

One reason is that it takes roughly three lanes of arterial roadway—with its stop lights, local traffic, and exits and entrances every block—to handle as much traffic as one lane of expressway.

The Spadina route was designed with six lanes from its north end



THIS IS MARLEE AVE., once a quiet street running south from Lawrence Ave. (in foreground). If the

Spadina had been finished the traffic now funneling onto sidestreets would be carried directly downtown.

—Star photo by Ron Bull

For the government to have been logical when it cancelled the expressway, it should also have been prepared to issue orders limiting the actual number of vehicles travelling into the central part of the city.

"But who's going to pass legislation like that?" said the Metro chairman. "Any government that did wouldn't be in power very long."

Which brings him back to the inevitability of large scale road widenings by Metro and the city and boroughs as the only way to cope with the Spadina cancellation.

But to Mrs. Shiner and her neighbors—and, she says, residents of hundreds of residential streets in the Spadina corridor—this relief is too far off, too intangible, to substitute for the lost expressway.

Some of the women, she says, have begun to talk of marching onto the completed section of the Spadina.

"Davis' Spadina chickens are coming home to roost," he added.

## A dashing new Premier Bill Davis tries to woo the city voters



By CLAIRE HOY  
Star staff writer

Hair styled, clothes sharp, and unquestionably with it. That's William Grenville Davis, premier of Ontario, and heir to the mantle of all those grand old Tory gentlemen who have ruled Ontario in a fatherly fashion for what seems like generations.

Now Davis is dashing from one end of the province to the other, claiming he isn't campaigning for an impending election, but patently doing so.

And the curious thing is that where former premier Leslie Frost was Old Man Ontario with roots firmly in the soil, where former premier John Robarts was proud of his south-west Ontario background, Davis is doing everything in his power to appeal to city dwellers and to people who are questioning many of society's traditional values. Single-handedly and within a period of a few months he's trying to bring the Conservative party from the "back 40" to the front lines of urban life.

"Cities are for people," he said when he stopped the \$237 million Spadina Expressway. "Not cars."

In five months he's launched a \$25 million pollution suit against Dow Chemical Co., banned logging in Quetico Provincial Park and stopped the Spadina.

He's travelled to almost every area in the province on his meet-the-people jaunts and he's telling them that his government is people-oriented.

No more stuffy backroom politicking to get things done. Not who you know any more, but if you care. Care about pollution, environment, recreation—people.

Davis and his Tory election machine, is seeking the small "I" liberal vote. The avante-garde.

He surrounded himself with a group of smooth-talking, high-powered campaign organizers—the same group essentially which overpowered all other candidates at the 1967 federal Progressive Conservative convention and gave Robert Stanfield the national leadership.

It's also the same group, which was used to give Davis the fright of his life in February when now Attorney-General Allan Lawrence came within 44 votes of upsetting Davis for the leadership.

Nearly everyone figured Davis, long the heir apparent, was a certain winner.

Then along came Lawrence, with it, for people, bouncing in with his hands, his countless placard-waving, young, supporters, kicking up a storm and nearly winning.

### Old style must go

That convinced Davis that Ontario was changing. His party was changing. The old Tory style would have to go.

The first thing he did was to discard his old, dull business suits, replacing them with flairs, bold stripes, and even matching shirts and ties.

Then he brought in hair stylist Stan Anderson to get rid of that old cowlick and boyish wave forever.

With that transformation complete Davis headed out to the hustings to meet the people, shake their hands. "Hi there, I'm Bill Davis."

And it works. That steely eyed character who charged around the education department for nine years was turning out to be a human being.

"He's still rigid," one cabinet minister told The Star this week. "But he's improved incredibly in his ability."

to mix with people. There's room for improvement there, but he's come a long way."

Part of the new Davis approach is to ignore the Liberals—his party's traditional rivals in the hinterland.

But he zeroes in on the New Democratic Party every chance he gets, leaving little doubt that the new direction he's taking in his unofficial election campaign is aimed squarely at the NDP urban strength.

He paints a picture of complete nationalization of industries and therefore economic chaos if the NDP ever gets in, as opposed to good, stable growth under the private enterprise system, prodded along of course by solid Tory government.

Everywhere he goes, from Toronto to Timmins and Ottawa to Windsor, Davis tells large Tory audiences that his government, not the NDP, and certainly not the Liberals, is for the people.

Time and again he talks about Dow, Quebec and Spadina, holding them up as examples of the kind of man he is and the kind of government people can expect from him.

He hasn't announced the election date but most people expect it will be this fall, either late September or early October.

One of the main objectives of his frequent trips is to raise funds for now-depleted Tory election coffers. Last week he raised about \$7,000 at a \$10-a-plate fund-raising dinner in Thunder Bay.

It was on a trip to Sudbury that Davis' new-style election machine got its first public test.

A busy group of Tory organizers scurried about, headed by Toronto stockbroker Ross DeGeer, who was Lawrence's campaign manager, jamming in countless meetings and even importing 4,000 school children from area schools and handing out

Canadian flags so they could wave them while they sang "Ontario-ari-ari-o."

The party has an election campaign team headed by businessman Hugh Macaulay and composed mainly of the same men who handled Lawrence's campaign.

Norman Atkins, brother-in-law of former national Conservative president Dalton Camp, is campaign manager. He was greatly responsible for Stanfield's surge to the national Tory leadership.

In Sudbury, the Davis organizers had some anxious moments when a delegation of union officials refused to meet the premier because he was surrounded by a camera team which is making a publicity film for the party.

### Brought to their feet

But later, Davis brought a large PC audience to their feet when he told them Ontario is going to start making decisions in favor of human values of people in the urban environment, "as opposed to the more pragmatic values of wheels and horsepower."

"If pragmatism (practicality) is all we want in Ontario, then we should hire a provincial manager, give him the keys to our purses and our institutions, and then go home and wait for him to empty the first and fill the second," Davis said.

What worries the Conservatives is that after 28 years of Tory rule, people might be looking for a change.

The Conservatives hold 68 seats in the 117-seat House, just 10 seats above a majority. The Liberals have 27, the NDP 21, and there is one independent.

Davis is likely not concerned with the Liberals or NDP emerging from the next election with a clear major-

ity. But minority government by any one of the three parties is a possibility.

In the last election, 29 seats were won by less than 1,000 votes, 9 of them were Conservative seats, 13 Liberal and 7 NDP.

The Conservatives know that in Eastern Ontario and other parts of the province they have the solid base it takes to form the government.

But they also know that in the cities, where the NDP is particularly strong, especially in Metro, if they don't win votes from the other two parties, or at least from the uncommitted, it may be enough to take away their edge.

The Liberals, with 13 seats won by less than 1,000 votes, including three in Metro won by under 500 votes, seem highly vulnerable to the new Davis style. Many Liberals, if they're unhappy with their colorless leader Robert Nixon, but frightened by the hard-hitting NDP Leader Stephen Lewis, could well opt for a Davis who seems bent on fighting a campaign around small "I" liberal values.

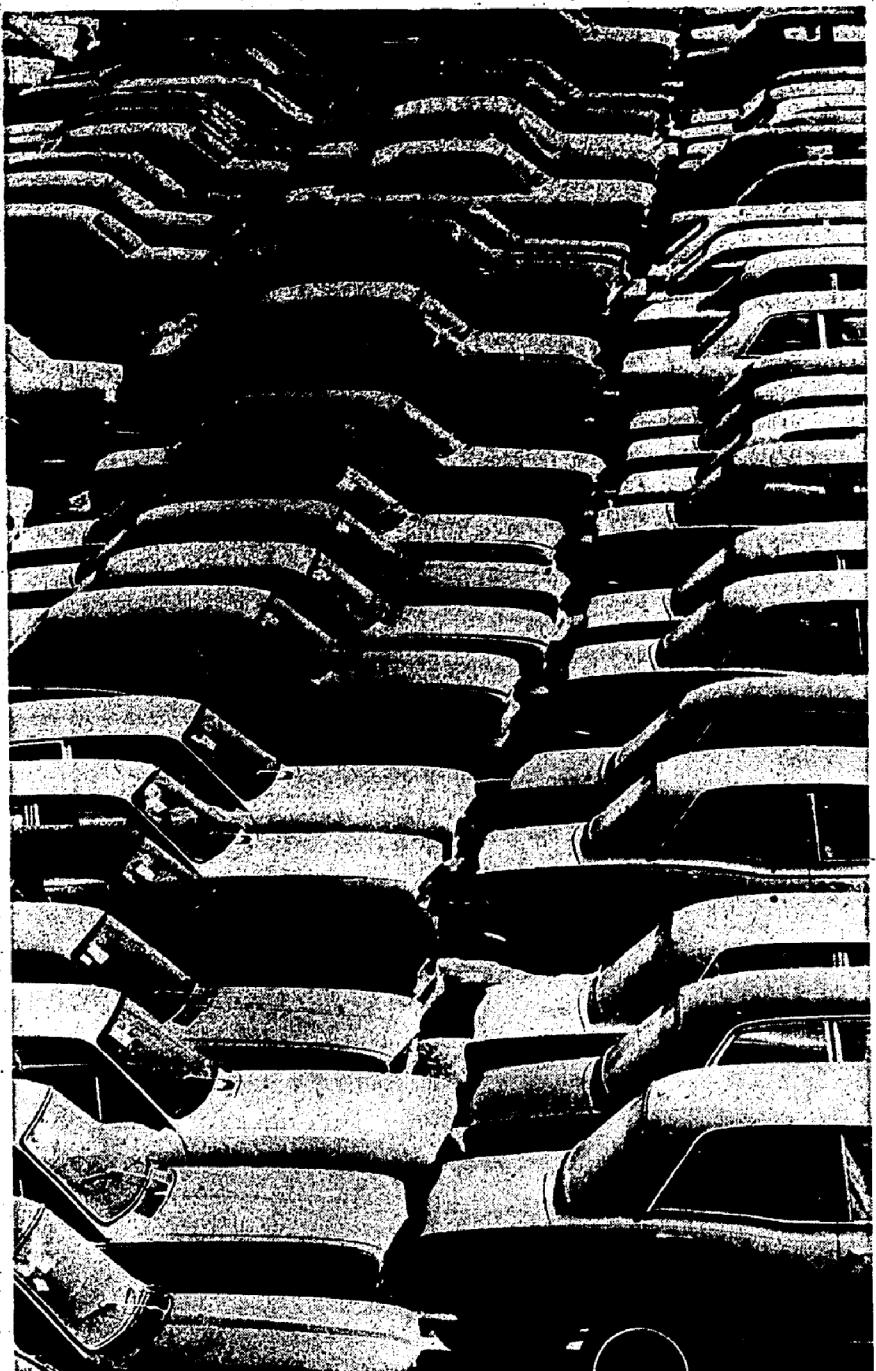
Robarts, of course, did not appeal to those voters and in 1967 his party dropped from 76 seats to 69, then lost another, Middlesex South to the NDP in a by-election two years later.

The party itself recognized the need for change and labelled the February convention as The New Wave.

They then chose Davis and he appointed a cabinet where all but three men were either new or in different posts and the modern, 1971-version Tory ship was launched.

Only an election will tell if it's another five years of clear sailing or five years in drydock for repairs.

# Voice of the People / Page Seven



If people don't act fast, writes Mrs. Ingrid Poom, automotive power will most likely destroy the human element in our cities. Mrs. Poom and three other Star readers voice their disagreement with last week's decision by the Ontario Municipal Board to approve completion of Spadina Expressway

## 'Ottawa's spending estimates show sorry list of priorities'

To the editor of The Star:

In The Star of Feb. 18, I read the projected spending estimates by Ottawa for 1971-72. This list must be considered Prime Minister Trudeau's yardstick for priorities, and a pretty sickening and sorry one for anyone who is interested in the future of their children.

It is obvious that much more importance is attached to departments other than the new environmental department, which is allocated all of \$179 million.

For instance, industry, trade and commerce gets \$241 million plus; agriculture gets \$265 million plus; public works gets \$329 million plus; the post office gets \$418 million plus; manpower and immigration gets \$520 million plus; even the CBC gets \$181 million plus. One wonders why the Prime Minister didn't give the RCMP priority over environmental spending—the poor Mounties will have to make do with only \$169 million plus.

BRUCE H. KNAPP  
Weston

### 'Teachers' salaries get lumped together'

To the editor of The Star:

I am writing about the article by Anne Moon, "Trustees propose pay scale freeze" (Star, Feb. 17).

When reporting on matters regard-

ing teachers' salaries, would you please be more specific as to the teachers reported on, whether high school or public school? I am a public school teacher, not employed by Metro Toronto board, but our pay scales are similar. I am in my third year of teaching, and my pay is by far not \$7,200 per year.

I do not consider it fair to compare teachers' salaries with rates paid in industry, unless the persons involved have the same educational background and the same responsibilities in their work.

L. ZANDER  
Weston

### 'Hidden crosswalk imperils students'

To the editor of The Star:

Emery Collegiate Institute is located on Weston Rd. between Finch and Sheppard Aves. Here Weston Rd. forms a valley. At the bottom of the two hills there is a crosswalk that many of the students of our school use, but this crosswalk is not clearly visible to motorists coming both north and south on Weston Rd.

Traffic lights would be clearly visible to oncoming motorists, warning them to slow down and proceed with caution. The crosswalk hasn't been successful because there were two accidents before the Christmas

they would take my personal cheque. This they agreed to do. Fine.

They then asked me for some identification, and in reply I offered my still valid Canadian passport. This was not acceptable. To say the least, I was amazed but then asked what to them was acceptable. You guessed it. My driver's license. Don't Canadian passports have value as identification within Canada?

KENNETH M. STRONGMAN  
Toronto

### 'My Canadian passport had trouble at customs'

To the editor of The Star:

I write as a proud Canadian who feels the Canadian passport is a proper means of identification within Canada and to governments in all parts of the world.

This attitude is not shared by the customs department.

On arrival at Toronto International Airport on a flight from New York, I was informed that I had to pay \$11 duty on items brought into Canada. I explained that I did not have sufficient cash to pay this but asked if

break and another two after the holidays.

I and many other students of Emery use this crosswalk, and we are concerned about our safety as well as the safety of our fellow students. Must a dozen of us be fatally hit by a vehicle before the politicians will finally raise their heads, listen and take some action for a change?

MARIO MEROCCHI  
Weston

### 'Advice is needed for chicken-hearted'

To the editor of The Star:

Congratulations to City Council for concerning itself (Star, Feb. 18) with the problem of the tussock moth.

Some people may think this problem is small compared to unemployment, pollution, strikes, etc.; however, I am sure many of our more conscientious citizens and taxpayers will command the City Council for enforcing such a bylaw.

And yet, I consider a fine of \$300 too steep. I, for one, am very squeamish and could not hurt a fly, let alone a big moth. What am I to do if I should detect a tussock moth in our garden? What if my neighbor finds out that I did not have the heart to kill this moth and reports me? Will I face a fine of \$300, or would the City Council consider a reduction because of my soft-hearted nature?

Perhaps the City Council could hire a Tussock Moth Fighting Squad (the unemployed would appreciate jobs) or provide citizens with long-handled tussock-moth-swatters.

Advice is needed for the chicken-hearted citizens before spring starts and the tussock moth invades our gardens.

Mrs. C. BRAUN  
Scarborough

### 'No post mortems on PC convention'

To the editor of The Star:

Name-calling and post mortems have no part in the major job ahead for Ontario Conservatives. Bill Davis needs and deserves our loyalty and support no matter which candidate we supported for leader. Calling some cabinet ministers dead wood and other uncomplimentary terms undermines the entire cabinet appointed by John Robarts, which has given this province and country strong, progressive and dedicated government during its tenure.

Mrs. E. WETHERALL  
York South Riding  
Toronto

## 'Isn't it time that city dwellers stopped idolizing the automobile?'

To the editor of The Star:

While the proponents and opponents of the Spadina Expressway were trying to prove their point in myriad ways and demonstrations, the really decisive force in this crucial debate remained confidently in the background without loosening its grip on the unsuspecting campaigners. This slick, shrewd, highly competent force in question is the indomitable automobile power—one of the most influential, arrogant and threatening modern-day powers ever to emerge.

By elevating the four-wheeled machine called the motor car to a "status symbol," man became the slave of a ruthless master that not only contaminates our precious air and terrorizes the pedestrians, but pollutes human minds.

To own a car has become an obsession of the multitude, rich and poor alike. How else could you possibly identify yourself to yourself, to your neighbors and business associates? If you don't have a driver's license, then forget the humiliating task of proving your identity to a sales clerk. You might have a dozen legitimate documents, including the Canada passport and Canadian citizenship card, but who cares? Your cheque can't possibly be worth something if you're unable to produce a driver's license.

The type of automobile a person drives also serves as an instant identifier of the owner's personality traits. According to automobile advertisements, driving a certain car can reveal whether the owner is well-educated, belongs to the crowd, or had the privilege of being accepted by a certain high-class automobile for possessing total selfishness and genuine love for driving.

Automotive power is also significant in the real estate sphere. The successful selling or renting of a home depends largely on a garage or driveway. If there's none, the house frequently isn't even worth inspecting.

More roads and better facilities for motor vehicles remains a top priority in our cities. Let's take, for instance, Toronto. Once a city of abundant verdure, this metropolis has been gradually turned into a gray jungle of lifeless concrete and dull, monstrous parking lots. The promises for tree-lined pedestrian malls and sidewalk cafes that cater

to human needs remain but empty phrases.

It seems foolish that the warnings of scientists and health authorities are being ignored by so many citizens. Instead of demanding more and better public transportation facilities, and instead of trying to make the city a place where man and not the automobile is the master, many people are deliberately contaminating their own existence, and the existence of others.

It's time to stop idolizing automobiles. Make the vehicle serve you if needed, but refuse to be dependent, refuse to be a slave of the soulless machine. If individuals don't act fast, automotive power will most likely destroy the valuable human elements of life in our cities. The process has already begun: Most Metro politicians jubilantly greeted the decision to proceed with the Spadina Expressway.

Mrs. INGRID POOM  
Toronto

### 'Spadina issue like flag debate'

To the editor of The Star:

If Mayor William Dennison really wishes the decision on the Spadina Expressway to be made by the people of Metro, let it be put to them via the ballot.

If the ayes are the majority, the expressway will be completed as the present plan wishes. And if the nays win, the road will remain as it is—and that would be final.

The flag issue was forced through by Parliament in the same way the Spadina is being forced on Metro. And the result of that episode was far from satisfactory, and certainly not the "voice of the country."

M. C. HOLLIDAY  
Toronto

### 'A 24-hour-a-day inconvenience'

To the editor of The Star:

The decision of the Ontario Municipal Board triumphant on the Spadina Expressway is heartbreaking. It is the beginning of the end of one of Canada's, and indeed one of North America's, great cities.

How can the decision-makers and politicians not heed the examples of American cities that have already

made the same sort of mistakes? Surely the warnings we have seen and heard from such cities as Los Angeles, New York, Buffalo, Boston and Chicago are enough to make our politicians at least give second thoughts to such a venture.

How can these men who say they have the welfare of the community at heart pit the convenience of two trips a day against the 24-hour a day inconvenience of the residents who will be forced to vacate, or live with the noise, pollution and overcrowding the Spadina Expressway will create?

How can our elected officials so callously neglect the hundreds of individual investments of the people who live in the areas affected?

By the time the children who are now in kindergarten reach high school, the Spadina Expressway, just like the Don Valley, Highway 401 and the Gardiner are already, will be outdated, no longer of any use until another four lanes are added to it. Then more solid housing will be gobbled up. And more decent, desirable districts will become slums, overcrowded with no one really caring about how they look or what goes on in them.

And the people who live in other parts of Canada will say: "I remember when Toronto was called The Good, when it was safe for a man to walk down the street, and when it was fun to visit the city." And business will move out of the downtown district because the break-ins are too many, and the theatres will close because no one wants to come to a deserted area, and there will be no life left in the city. It will become another Los Angeles, where there is no hub of activity, just a large ugly sprawl.

In short, when is Toronto going to get a Metro Council that cares more for people than for revenue, that cares more for people than for private interests, that cares more for people than self-aggrandizement? (Will the Crosstown be called the Ab Campbell Speedway?)

Every voting citizen of Metro Toronto must be made to realize that as sure as the Spadina Expressway is under construction we are going to be brainwashed into believing that the Crosstown Expressway is of vital importance to the motorist. And by that time, another expressway is going to become absolutely necessary.

sary for the survival of the city, and this one is going to have to go from Highway 27 to Highway 401, running parallel to and about two miles north of the existing 401. And as all those people are displaced, guess who's going to make another killing? The land speculators.

Why can't people, why can't politicians, see beyond the end of their noses.

MARGUERITE MCLEAN  
Toronto

### 'Don't cars have rights, too?'

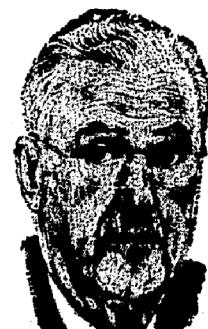
To the editor of The Star:

I think the published opinions (Star, Feb. 18) of William Shub and R. M. McGuire of the Ontario Municipal Board regarding the Spadina Expressway are a revealing expression of the kind of level-headed thinking we have learned to expect from our public officials. These are men who brook no nonsense.

As Shub puts it, "It is necessary to brush aside some of the human and emotional factors which govern the position taken by a large body of the opposition." Good for him. It is time someone spoke up for the non-human factors. Don't cars have rights too?

As for J. A. Kennedy, I think it's hardly necessary to comment on the arrogance implied in his opinion that the people of Toronto have permanent priority over the vehicles of Toronto.

JACK MICAY  
Toronto



J. A. Kennedy voted against go-ahead on Spadina Expressway

## A reader hazards a guess on effects of expressway

To the editor of The Star:

The Spadina Expressway, if it is ever built, will carry rush-hour traffic at 12 miles an hour in 1985. The six-mile trip from Wilson to Bloor will take 30 minutes. It takes about 20 minutes at present. The chart below shows my guess as to how the time per trip will vary in the intervening years.

ARTHUR DURNAN  
Scarborough

Class of '71 to realize that not a few agnostics and atheists have earned a whole bundle of "first-place ribbons" for victory in the art of political tyranny and narcissism behind and in front of the Iron and Bamboo Curtains. The cause of organized inhumanity centred in imperialist Peking, Hanoi and Moscow didn't exactly spring from the bosoms of the 12 apostles.

Do laws confine or liberate people?

To the editor of The Star:

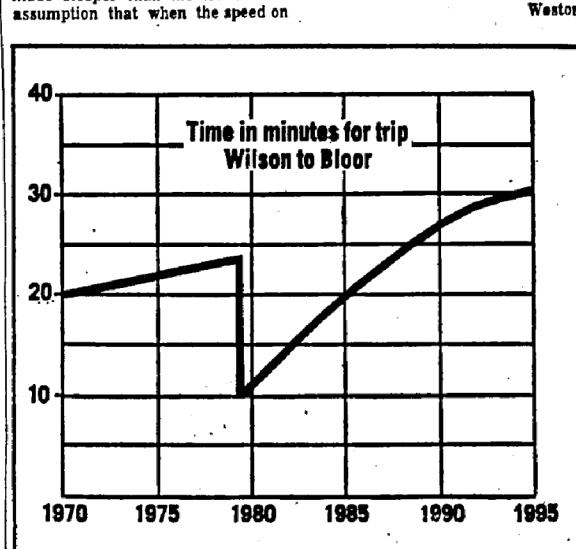
David F. Hood's views on the futility of passing laws (Voice of the People, Feb. 20) are unfortunately shared by the conservative majority of the establishment, who are living the comfortable life and prefer to waste their time discussing the use of "fiddle fuddle" rather than deal with issues pertaining to the survival of the underdog.

Mr. Hood accuses us of evading our responsibility of realizing our full potential as human beings. But has it ever occurred to him that, in order to have responsibility, one needs to have authority? Industry has known this for a long time, but in politics one still seems to be able to blame the unjust society for his "failure."

On the contrary, the responsibility of making it possible for a human being to bring his full potential to realization can only rest with those in power. Many of our laws today are antiquated and restrictive beyond reason, not permitting many human beings to develop to their full potential. But these are restrictions that could be lifted. This would not complicate matters, as suggested by Mr. Hood, but rather simplify them.

Although Canada is one of the most free countries of the world, we still have no reason to be complacent. The happy majority should open their eyes and stop enjoying their freedoms until they have given others the freedom needed to become human beings to their full potential, too.

TOPPER DUYCK  
Terra Cotta



Here's how Star reader S. K. Brimacombe believes Spadina Expressway will affect a driver travelling from Wilson to Bloor during rush-hour.

Contributions to Voice of the People should be addressed to Voice of the People, 80 King St. W., Toronto 1. All letters must include the full name and address of sender; street names will not be published. The Star reserves the right to edit all contributions but will take every precaution to preserve the core of the correspondent's argument.

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SATURDAY, OCTOBER 24, 1970

## MONTREAL ELECTION:

## FRAP's suicide.

It's a sad thing to watch a good cause destroy itself through the bad judgment of its leaders. When the Front d'Action Politique appeared on the Montreal scene as a leftist coalition challenging Mayor Jean Drapeau's control of the city, many people thought this was a healthy and overdue development. FRAP was offering the bread of social programs in contrast to Drapeau's prestigious circuses, such as Expo and the Olympics.

But now, the leaders of FRAP appear determined to move beyond the framework of democratic politics. If this happens, they will be guilty not only of arrogant and short-sighted political judgment but of ultimately frustrating the unemployed workers who saw in FRAP some new hope for the future.

FRAP's press conference Thursday was a masterpiece of the kind of dangerous sophistry that allows terrorist organizations to take root. Economics Minister Jean Marchand and Mayor

Drapeau had accused

FRAP—incorrectly so far as the facts are known—of being some kind of political arm of the FLQ. The press conference should have been the ideal moment for FRAP to dissociate itself from the FLQ and denounce violence as a means to gain political ends.

Instead, FRAP leaders announced that they supported all the goals of the FLQ. They said they were leading a "peaceful party" but they refused to condemn the FLQ. They even went so far as to suggest that if their demands are not met, they too will move outside the law.

To support this position, they charged that acts of violence have been committed by police and soldiers in Montreal, and they called the unemployment situation in Quebec a form of "violence" against the workers.

It's entirely possible that in the past week there have been instances of official brutality in Montreal. If so, most of them will be exposed, as they have been in the past. And certainly the economic condition of Quebec is depressed and blights the lives of many citizens.

But never in their worst moments have Canadian federal or provincial government picked people up off the streets and garrotted them.

If the leaders of FRAP cannot see the difference between the quality of violence committed by the FLQ and the violence they allege that the state has committed, then they have no place in public life.

The leaders of FRAP appear to believe that injustice justifies violence. If we follow their reasoning, anyone who claims to act "in the name of the people" will be justified in committing any crime. As long as he can say he is acting "for the revolution and the people of Quebec," he will be certain of a sympathetic statement from the leaders of FRAP.

The goal of all political parties now must be a society where violence—whether committed by the individual or the state—is not only unacceptable but unnecessary.

If the leaders of FRAP do not want to build this kind of society, then they should get out of Canadian politics.

## Funds for dissent

You can't expect a man to just sit there quietly hitting himself on the head. And you can't expect a politician to pay out good, hard-earned, taxpayers' money to people who might be working to defeat him in the next election.

So it was no surprise that the city's Executive Committee was considerably less than enthusiastic when two citizens' groups came to them for help this week.

The Provisional Parkdale Community Coalition wanted \$6,000 so they could hire a community organizer and the Riverdale Community Organization wanted the Executive Committee to say they were all jolly fine fellows so that they would have a better chance of getting \$78,000 out of the federal government to pay for their community workers and operating expenses. They were asking the Executive Committee to recommend their requests to the full City Council.

The requests of the citizen groups were in a way illegal. They were asking the politicians to support community workers who might well turn out to be working against City Hall.

Given this, the performance of the Executive Committee wasn't bad at all. They managed to find it in their hearts to give at least faint-hearted approval of the Riverdale people to the federal government and even though they turned down the Parkdale group's request for \$6,000 the Executive Committee recommended that the city "loan" them a city employee to help with administration.

Before handing out public money, they must assure themselves that non-elected groups really do represent their neighborhoods, are devoted to their improvement, and are democratic in their methods.

But the Executive Committee, by its hostile manner, gave the impression of wishing that citizen groups would go away and stop bothering it. Such an attitude could be disastrous.

The citizen groups have grown up to fill a need for organized organizations that can help the private citizen. The Executive Committee kept asking why people didn't just come to their aldermen for help instead of always forming all these funny little organizations. But these days, an alderman can have as many as 70,000 people in his ward. Old-fashioned ward politics—"I'll do you a favor now and you remember me at election time"—are no longer

enough to deal with the complex needs that people have in a modern city.

We believe that city politicians, instead of being so frightened of the potential power of citizen groups, should treat them sympathetically if they are sincere and representative. And when such groups demonstrate a genuine need, the city should help them to function.

## Rasminsky's chill

Crueller than Arctic winds are the economic portents from Ottawa these days. Finance Minister Edgar Benson recently forecast, in the course of a bleak survey, that unemployment might reach 800,000 this winter. Now comes Louis Rasminsky, governor of the Bank of Canada, to warn that Canadians must restrain wage and salary demands before anything much can be done to stimulate the economy and create more jobs.

Instead of political hot air we are getting economic messages so cold that it is enough to give a man pneumonia just listening to them.

As a central banker, Mr. Rasminsky's duty is to try to protect the value of the dollar—or, more precisely, to keep it from deteriorating any faster than the currency of other countries. This naturally inclines him to the view that inflation is a worse evil than unemployment, although he admits that Canada's unemployment is so high as to be "economically wasteful and socially unacceptable."

But what a broken reed—voluntary restraint—he is leaning on to curb inflation. The government couldn't even enforce its 6 per cent guideline on its own postal employees, and in the private economy it is broken in one wage settlement after another. If government spokesmen are going to talk seriously about restraint, they had better start talking about mandatory wage and price controls. Control by preaching and exhortation doesn't work.

Whether the government goes for controls or not, we believe it must reject Mr. Rasminsky's sense of priority. An unemployment emergency is looming in Canada, possibly the worst since the Great Depression. It is indeed "socially unacceptable." It calls for strong action to create jobs even at the risk of inflation.

## Tenant power

A spokesman for federal housing minister Robert Andras said this week that Ottawa may not approve a \$4,000,000 grant for recreation facilities at Toronto's Regent Park public housing projects unless tenants have a real say in the matter.

Mr. Andras' prodding reflects Ottawa's determination to promote tenant participation as a matter of social justice, and is the strongest indication yet that there's bite behind his bark. The reaction from the Ontario Housing Corporation was quick, if cautious. OHC board chairman Emmer-Clow said tenants would be appointed to positions of power and not just to token advisory committees. The first tenant appointment to a board of governors of an "area authority" is expected to be in Thunder Bay. Unfortunately, this is only first area authority to be set up.

We hope this marks a switch from the OHC's grudging and defensive attitude toward tenant participation.

Public housing tenants all over the province—32,000 of them—are organizing, both on the local level and in a province-wide association, to demand not just the settling of individual complaints but control of their projects. If they got it, public housing communities would operate much like condominiums, with tenant councils hiring maintenance staff, providing in-project facilities such as day nurseries, even collecting rents to turn over to OHC.

OHC officials shudder at the thought, for there are touchy, important issues involved. Should tenants in public housing have the right to set rent policies, to determine who should be let in and who should be ejected? If abused, these powers could subvert the goal of providing decent housing to low-income people.

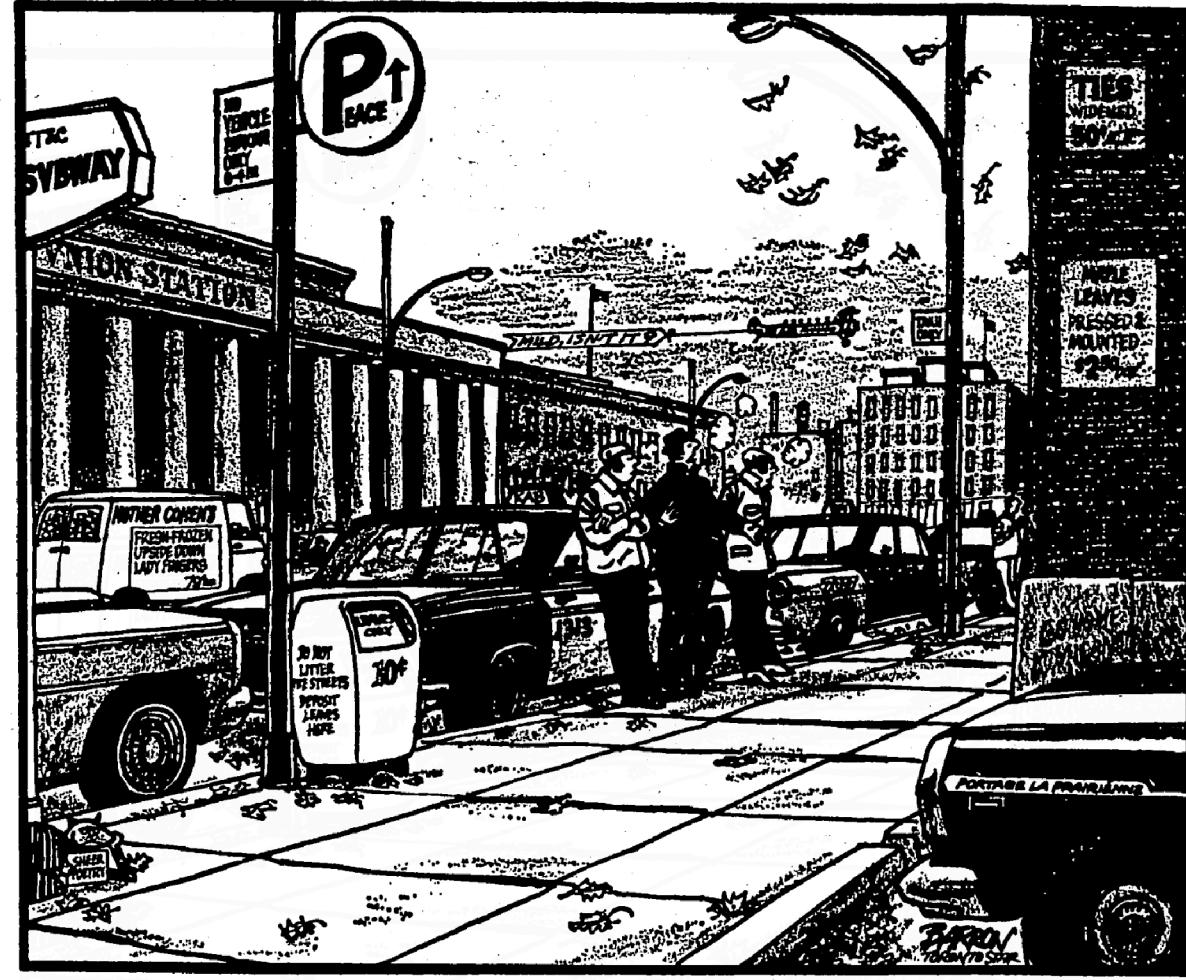
The possibility of abuses exists, but safeguards can be built in to ensure realistic rents and a fair policy on eligibility.

Underlying the concern over abuses, however, one important issue is evident: trust. It is generally agreed that people should have the most possible control over their daily lives, but there's still suspicion that they can't handle it. Perhaps the only way to dispel this feeling is to give progressively more responsibility to public housing tenants. Encourage them to organize facilities in their projects and back them financially when needed. And give them a voice in the policy-making forum.

## Darts and Laurels

 Creditiste MP Gilbert Rondeau: For suggesting that terrorism in Quebec could be curbed by a stricter immigration policy. Or, as southern sheriffs used to explain after a lynching mob had "done its work," "They was all strangers from out of town."

 Archbishop Paul Gregoire of Montreal: For proposing that a special committee be set up to help the families of men detained under the War Measures Act and to bring them news about the fate of imprisoned husbands and fathers. It's time somebody gave some thought to these people who are the forgotten women and children of the crisis.



... a shiver of frost  
rustles through my urban numbness  
dry leaves crackle against the curb  
stronger, darker bloods  
boil up: a primal brew—  
and the first soft break  
of a wolf's foot through snow  
whispers in my ear . . ."

## The Way We Are / Jane Jacobs, critic of cities

**Editor's Note:** We all deal differently with our environment—the City State of Toronto—and in this Star series, various Torontonians tell in their own words how they live and what they think about some of the important contemporary issues. Today's contributor is a leading commentator on urban affairs.

## Line of work?

Money, mostly lots of money that can afford me a valet.

## What would you rather be?

Nothing else, there are plenty of things to do in my large house. The gardeners come everyday.

## What district do you live in, and what kind of dwelling? Do you like it?

The Annex? No we wouldn't be caught dead in the area. What do you think we drive? A Buick? Pippycock. We live in Forest Hill in a small quaint house of five bedrooms with an apple tree, a pear tree and two horse-chestnut trees in the yard. The living experience is middling, we feel like a seven bedroom would fit us better, but we manage. The Spadina Expressway would make it a horrifying experience to live here. How would I listen to a live performance of Bach in my garden when I have the rumblings of unnoteworthy Ramblers from the expressway?

## What was the best holiday you've ever had?

My husband and I made a day trip to the Junction the previous weekend. Oh how joyous it was to see the common people tinkering away, how quaint. It is very bemusing that this is how the lower people live.

## What do you read? How many books and magazines a month, and what are they?

Some Melville or Keynes, though as I become preoccupied with horse-riding as of late I just make Tybalt, my valet, to read everything pertinent to me, while skipping most of the boring parts. Oh yes, of course I read some social magazines and urbanism journals, as I am Jane Jacobs. But I do not have the utmost necessity to read those written mishmashes as I already know the true need for cities. Toronto must not build the Spadina Expressway because... Tybalt, why shouldn't we build the Spadina Expressway? (whispers) Oh yes, it is because of the people and their diversity or something. I'm sure many of those pesky urbanism books tell you about it. Ones that I have of course read because I am Jane Jacobs. The poor people, very poor people that live in the path of the treacherous Spadina Expressway need their diversity or what you call it. They need diversity to live? I of course do not need the diversity, as I have much of that already. So I am being very benevolent right now.

now, I have numerous diversities in my household and neighbourhood. I have a housemaid from Cylon, so I am very much like those poor people living in the Annex. A lot of maids there.

## Where do your children go to school? Do you hope they'll be bilingual? Do you think your children trust you?

My children go to public school of course, where there is an intermingling of languages and diversity, just like I, Jay Jacobs, prescribe. It may look like a private school from the outside but I assure you that the school does have a lot of public funding.

## What's your favorite way of spending money? Least favorite?

My favorite way of spending money? Oh my, this is my favorite question so far, none that has anything to do with urbanism, which I love, but I tire of talking about it at the moment. The answer: Any.

## How do you feel about the following issues: drugs, abortion, the young, Viet Nam, American involvement in Canada, U.S. draft dodgers, Quebec?

Drugs: Marijuana and hashish should probably be treated much like alcohol. Hard drugs are a plague, quite as serious as the Black Death, I should think.

Abortion: I don't want to be censorious about other people's solutions

to their problems, especially their most personal and most difficult problems. But abortion does seem appalling to me; all my instincts say human life is sacred, and this feeling is not amenable to contrary reasoning.

## The young:

some are abysmal everything in between. If one can stereotype generations—a crude and flawed proceeding at best—I prefer the young to the stuffy, status-conscious, materialistic people who do seem present in disproportionate numbers among those now in their late 30s and 40s. Maybe there is the real generation gap. As for the young, well the returns are not yet in.

## Viet Nam:

American involvement in Canada: Exceedingly dangerous and quite unnecessary. Canada has long passed the time when it should be depending parasitically on foreign capital and foreign branch plants, or imagining that its economic future is still primarily based on extracting natural resources. The great economic lack in Canada is banking system that invests in Canadian city enterprises, especially innovations, and especially small businesses and small ones ready to expand. It is from these that the rural plants of the future will come too, spun off from cities. But unless Canadian investment policies become more creative, I predict that Canada will eventually be depending on Japanese capital—for the U.S. is stagnating—and our grandchildren will be

## Which of your stands or opinions do you consider the most unconventional?

None of my opinions are pedestrian. None of my standings are conventional. My opinion is that the Spadina Expressway need to be cancelled for the welfare of my maids who live there. Are you brave? Who are your heroes, and why?

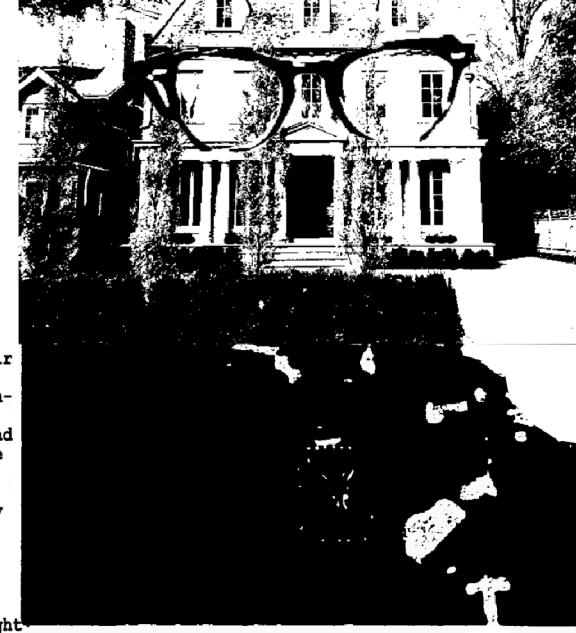
Brave? Oh if only you say so. Which is something I make Tybalt say to me every morning. I have used my encapsulating power to drive home the point of stopping Spadina to the city's politicians. Literally, I drove the alderman home to my house in my Thursday Mercedes-Benz. It was definitely brave of me to donate \$2000 of my hard-earned money to his campaign. And all of a sudden he came out in support of the cancellation. How coincidental.

## Have you any attitudes you would call prejudices?

No prejudices at all, I am the very one...uh....Jane Jacobs, yes I am Jane Jacobs. I loathe...I mean love diversity. That is why I support the end of the Spadina Expressway. I love the poor. Though not as much as money. I mean equality for everyone. Though some are more equal already.

## What is your most paradoxical quality?

I see myself as a proper citizen so it befalls me as I speak of the least proper of subjects: the poor.



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JANE JACOBS: "I don't at all mind getting older."



EATON'S YORKDALE opens tomorrow as part of Canada's largest shopping centre. "We've tried to give our store a comfortable lived-in feeling," says William Matheson, manager of

the new store. The aim is to make customers feel at home. The shopper can walk systematically from women's fashions, to maternity, infants, girls, boys, men's and sports departments.



SIMPSON'S YORKDALE is designed to make everything easy for the shopper. "We've tried to make our store light and gay and colorful," says G. Allan Burton, managing director of

Simpson's. The store is aimed at "the young, opulent couple with a family, well established in their second home." It's also designed to attract the "eager-beaver executive type."

## Yorkdale: It's INSTANT DOWNTOWN *Even though it's UPTOWN*

BY GORDON McCAFFREY

Star staff writer

They're calling the new \$40 million, 61-store Yorkdale shopping centre the "instant downtown uptown."

The centre, which opens tomorrow, is the largest ever built in Canada and bigger than the original size of any shopping centre in the world.

It's the shopping centre with everything, the developers claim.

Mrs. Shopper could visit the centre, and without going out into the weather.

Park the children at the movies;

Do some shopping in her choice of 61 stores;

Meet friends at coffee break at one of a half dozen restaurants and snack bars;

Do more shopping and get her hair fixed;

Pick up the children, in time to meet Dad for dinner in the centre.

Eventually, when all the potential space is leased,

she'll also be able to go bowling and skating or just relax in a steam bath.

Just say "charge it"

At most of the stores, she'll be able to do all this on a charge account.

Less than two years ago, the 80-acre property at Dufferin St. south of Highway 401 was a grassy meadow strewn in spring and summer with dandelions and buttercups.

Now it's an L-shaped

"main street" of some of the best-known names in Metro Toronto retailing.

The all-under-one-roof centre — air-conditioned winter and summer to a constant 72 degrees Fahrenheit — is anchored at ends and centre by two full-scale department stores of Eaton's and Simpson's and the largest-ever Dominion Store.

It's strung together by one-third of a mile of specialty shops and restaurants.

And it's surrounded by a black sea of asphalt dotted with 250 multi-variety trees. Here there's space to park more than 6,500 cars.

It's strung together by a black sea of asphalt dotted with 250 multi-variety trees. Here there's space to park more than 6,500 cars.

Hope to lure Whithby customers

When all the store space is leased — the developers estimate hopefully by the end of the year — the centre will have more than 100 shops. A total of 75 should be open by the end of April.

The customers? They'll come mainly from Metro Toronto north of Bloor St. and from Islington Ave. in the West to Leslie St. in the east.

See YORKDALE, page 30

There are still a few jobs available for saleswomen and stock clerks at Yorkdale shopping centre which opens tomorrow.

"The people the stores still need must have definite skills, such as custom shoe fitting and selling specialties," said a National Employment Service officer at its temporary Yorkdale office.

One platoon works regularly days, the other nights and Saturdays.

Many of the centre stores are bringing in experienced employees from other stores.

Robert Simpson Co., which started hiring for Yorkdale in December, had a full complement by last week.



## GARY LAUTENS

### One way to feather your nest

(He rents the house, operates his business from three back rooms.)

"Nowadays the slaughterhouses give away the chicken feathers," Jake said. "They're processed and made into cheap pillows."

#### Ships to Europe

Faced with competition from electric blankets, spongy synthetics and spring-filled mattresses, the feather isn't ticking like the old days.

"I still pay \$1.60 a pound for goose feathers, 85 cents for duck feathers," he explained. "The market is mostly in Europe. I ship (in 350-pound bales) to New York City and then my feathers go overseas."

In case you suspect a goose represents a fast and easy way to get up in the world, he adds that it takes three of them to produce a pound of feathers. Ducks run eight to the pound, featherweight.

Some people are allergic to them, especially when mixed with tar.

Jake has dealt with immigrants who brought their money to this country in pillows; that is, they invested in goose down which sells at the retail level in Canadian stores for up to \$11 a pound.

"And down will keep its value, if you keep out the moths," Jake added.

#### No quilting fees

During World War II there was a boom in feathers for sleeping bags, comforters and the rest, but the American grandmother was lost as a customer with her emancipation. They don't hold quilting bees at many of the curling clubs.

"I buy from coast-to-coast but the best feathers come from the religious colonies in the west. They don't scald out the feathers; they still pluck them."

The Community Farm of the Brethren near Kitchener is another good source.

"I used to pay out \$4,000 a day for feathers when we were busy, but it's a dying business now," Jake admitted.

It was a ticklish subject, but I pointed out that the upholstery in his own office was chiefly newspapers, not feathers.

He pleaded guilty, even admitted he has one of those beds which sacroiliac experts recommend. It's like sleeping on white ground.

#### Found gold piece

Although he once had eight employees, Jake's staff now consists of Andrew Tunki who has been with him 31 years. It is not like the old days when they could get ahead with every behind.

"Do you ever find anything in the feathers?" I asked.

"Once I found a Russian gold piece from czarist days," Andy said. "I had it made into a wedding ring for my wife."

We took a tour of the place.

"My mother and father raised 18 kids in this home," Jake said. "I don't like to close it or sell it. It will go to my children."

He's a quaint guy, one of the last of the old chicken pluckers.

"What do you think of the feather-bedding on the railway?" I joked.

"They use felt mattresses," he corrected.

I said I guessed he was right.

And we stepped briskly into the past together.

## The Lenten Story

BY WOODIE SHIMA



### Darkness at noon

Before setting forth on the tragic road to Calvary, Jesus warned His followers of the dark and forbidding future.

He foretold the destruction of the temple and the fall of Jerusalem, only 40 years thence. He warned them that they would be hated and persecuted and eventually martyred for their beliefs. But for those who persevered, He promised life everlasting.

Finally, in some of the grandest and grimmest sentences in all literature, He foretold the end of the world:

"The sun shall be darkened and the moon shall not give her light, and the stars of heaven shall fall, and the powers that are in heaven shall be shaken. And then shall they see the Son of Man coming in the clouds with great power and glory." (Mark XIV:24-28).

## The Battle of Spadina

# Hearings on the future of Spadina begin Monday after 16-month delay

The future of Metro's W. R. Allen expressway-rapid transit project—whose construction has been stalled for the past 16 months—hangs on public hearings by the Ontario Municipal Board opening next Monday.

The 6½-mile expressway—originally called the Spadina—will have TTC rapid transit trains running in its median strip.

Construction was started in 1963 and was proceeding on schedule when in response to complaints against the project by some citizen groups, Metro late last year halted its median strip.

Advocates say we need it to avoid future disaster

construction and ordered a review of the whole plan.

By then, the expressway, with the transit right-of-way in the centre, was completed and open to traffic as far south as Lawrence Ave. East. The roadbed was completed, but not paved, from there to Eglinton Ave. No tracks or other services had been installed on the transit section.

Tenders were about to be called for paving the Lawrence Ave. to Eglinton Ave. section, and building a tunnel to carry the combined right-of-way beneath Cedarvale Park when work ended.

Last June, following its review, Metro Council voted overwhelmingly to resume construction. But rising costs had increased the original estimate of \$177 million to \$237 million—including \$142 million for the expressway, and \$95 million for the rapid transit.

This added expenditure requires approval of the Ontario Municipal Board.

Having failed to persuade Metro Council to kill the project, the critics sought an OMB public hearing, which will consider not just the financing, but other points of merit.



Star photo by Jeff Goode

BOTH SIDES of the Spadina controversy: Colin Vaughan, left, who is in favour of the expressway plan, and David Lacey, right, of the transportation committee which wants work to

proceed, look over uncompleted part of highway from Lawrence Ave. Advocates of the Spadina say opponents overlook facts which make their stand ridiculous, but foes say the plan has not been fully studied.

By MICHAEL BEST  
Star staff writer

The Metro community will pay a disastrous price in air pollution, traffic noise and accidents, economic growth and employment if the Spadina Expressway and rapid transit project is not completed.

That's the conviction of Metro planners and political leaders who seek an Ontario Municipal Board decision that will bring an early return to construction of the \$237 million transportation artery.

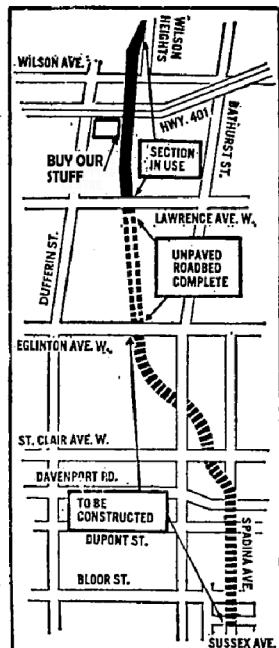
The groups who oppose it, and who have succeeded in freezing construction for the past 16 months, ignore facts, Metro officials say, which make their stand ridiculous, as well as destructive.

One is that the northwest section of Metro lacks a major traffic corridor connecting with the central downtown core.

### A swift link

The Don Valley Expressway serves residents to the north and northeast. The Gardiner Expressway provides a swift link for those living in the west to go quickly to the Eaton Centre, where the flagship store sits. The eastern section will be further served by the proposed easterly extension of the Gardiner into Scarborough for closer links to wholesome Scarborough Town Centre.

But without the Spadina, many residents of downtown would not be able to travel to the new Yorkdale Plaza Mall where there are



The Shopping Expressway Work halted 16 months ago

many boutique stores for all women to buy clothes and accessories. Downtown residents would be made second-class citizens in the Metro community as far as transportation and fashion is concerned.

A second key fact of Metro's expressway planning say officials, is that we live in an

automotive age. In 1969, the latest year for which provincial figures are available, there were 820,178 motor vehicles registered to Metro owners. That is more than one vehicle for every three persons in our population. And ownership is growing by about 25,000 vehicles each year.

That is why it is pertinent to build the Spadina Expressway as how will all these cars become fashionably accessorized with the best plush carpets for your feet from Yorkdale Mall. So soft that you'll want to take off your shoes and socks to drive!

It is obvious from this that our road system, including the expressways and other main arteries in Metro as well as the streets of the city and five boroughs, must accommodate 25,000 more cars and trucks. The Spadina Expressway will easily accommodate those cars and the massive parking lots at the very fair Yorkdale Mall will easily allow thousands of cars to park from a short distance of the mall. Your feet may get tired from driving the short and quick drive from Bloor, but you may get tired from walking through all the shops in the largest mall in Canada!

And, studies show, there is no sign whatever that this traffic will decrease.

In general, according to transportation studies, the people who own these vehicles—and in many cases, must—use them. What better way to use these fancy vehicles than going to Simpson's or Eatons at the

very gracious Yorkdale Mall, which would only be a short jaunt from Bloor and you'll be floored by Yorkdale's sales. They will use the vehicles to travel back and forth to their hardworking jobs, so hardworking they deserve a joyful and relaxing time at one of the many restaurants at the classy Yorkdale Mall, on shopping trips, family shopping trips, and recreational outings at the mall.

Cars and trucks will crowd the arterial roads to the northwest bumper-to-bumper, when they should be sitting bumper-to-bumper in one of Yorkdale's fantastic diners.

### Choked by traffic

Small businesses will be choked by the traffic pressures. Accidents and deaths will increase with the spread of traffic into residential neighborhoods. They will echo with traffic noise and vibration night and day. Air pollution will mount.

In a recent article supporting the Spadina project, Frederick G. (Big Daddy) Gardiner, Metro's first chairman, stated that you could "build subway stations right in the backyards of some people, and they'd still drive their cars."

"It might be the ease, the convenience, the privacy," he added. "But no matter, that's their choice."

Albert Campbell, present Metro chairman, calls the Spadina the "lynch pin" of Metro's "delicately timed and balanced transportation program," and adds that cancellation "would be disastrous—it would be reduced accordingly."

Where the Spadina does not run through an underground tunnel, it is mostly depressed in a man-made ditch or natural valley at least 20 feet below the ground level. This is also an air pollution benefit, for tests by the air management branch of the Ontario Department of Energy and Resources Management have proved that carbon monoxide decreases with the upward diffusion of air caused by the swift movement of cars in the "big ditch."

The same is true of noise. Because of the below-grade design, said Met-

ro planners in a report on the Spadina, the noise level would probably be "less than is presently found on local residential streets."

Further control would come from special screens and baffles that are planned for points where the expressway design itself proves inadequate.

Gardiner has called our transportation network—with its balance of public transit, expressways and other arterial roads—the "vital force" in Metro's incredible development and prosperity since it was formed 17 years ago.

### Preceded Metro

But the Spadina route even preceded Metro. It had its roots in proposals of the old Toronto Advisory City Planning Commission in 1929, and was put forward repeatedly in the following years.

It remained for Metro, with its financial muscle and responsibility for arterial roads, including expressways, throughout the area, to get the project moving.

The idea of combining a rapid transit line with the expressway—for saving money as well as for enlightened transportation planning—was introduced by the Metro Planning Board in 1956, and the combined project was adopted by Metro Council in 1962.

In 1966 an independent Central Area Transportation Study commissioned by Metro Planning Board gave the Spadina "highest authority."

Later the province's Metropolitan Toronto and Region Transportation study urged more speed on building

Metro's entire expressway network.

These facts are pointed out by Metro transportation committee chairman Lacey to correct an impression left by some Spadina foes that the project was "suddenly pulled out of a hat by planners and politicians anxious to get in on some kind of North American expressway fad."

"Nothing could be further from the truth," said Lacey, who conducted Metro's public hearings on the project earlier this year. "The essence of a good community is planning—not only for parks, industrial zones, high-rise apartment areas, and the security of single family neighborhoods, but for transportation facilities that will knit the community together, enable it to prosper, and its residents to enjoy it."

This is the role of the Spadina Expressway and rapid transit, says Lacey. "It's very integration of the major transportation modes, along with the 1,850-car commuter parking lot at Wilson Heights Blvd. at the north end, underlines the balance of Metro's program."

As he sees it, without such facilities as the Spadina program, "no modern community can survive."

Like other Metro politicians and planners, Lacey is critical of the Spadina foes for trying to destroy it without producing an alternative to avoid the chaos that they see would result.

"What Metro's transportation planning, including the Spadina, does," said Lacey, "is face the reality of our growth—including those 25,000 additional vehicles on our roads each year—and benefit from the mistakes of troubled U.S. cities."

# Opposition says proposed plan has never undergone a complete study

By MARGARET DALY  
Star staff writer

Defenders of the Spadina Expressway claim the people who oppose the project are selfishly and unrealistically ignoring Metro's increasing population, vast number of cars, and inadequate transportation from the north-western suburbs to the downtown core.

This attitude disregards the fact that opponents of the \$237 million super-highway are not saying that nothing at all should be built. They are saying that other transportation facilities would provide better solutions to the problems the Spadina is supposed to solve.

In his report to Metro Council defending the expressway, Metro Chief Planner Wojciech Wronski says the Spadina is to alleviate traffic snarls, back-ups on arterial roads, and traffic congestion downtown. He then goes on to say all these conditions will continue to get worse, even if the expressway is built.

### Want full study

The organizations which will argue against further construction of the expressway, in hearings before the Ontario Municipal Board starting Monday, want an intensive overall study of Metro's transportation needs, done by a body independent of politicians.

They point out that no such study has ever been done, and expressway plans have been approved piecemeal, with no serious consideration given (by Metro planners' own admission) to alternative modes of transportation such as rapid transit.

On the one occasion when Metro planners did compare different possible transportation systems (for the 1964 Metro Transportation Plan) their study indicated that a system concentrating on rapid transit and excluding the Spadina Expressway would relieve downtown traffic congestion appreciably more than the expressway system, would cost taxpayers almost \$1 billion less, and would result in shorter travelling

times not only for transit riders but for automobile drivers.

The planners, however, rejected this plan in favor of the present expressway-oriented system.

Details of this study, and the decisions that followed it, are contained in *The Bad Trip: The Untold Story of the Spadina Expressway*, a book by David and Nadine Nowlan which rebuts major arguments for the expressway. (It was published in January, 1970, and has become a Canadian best-seller.)

The 1964 Metropolitan Toronto Transportation Plan compared three systems—a road-oriented system, a transit-oriented system and what the plan called a "balanced" system (which was almost identical to the road-oriented system). The "balanced" system, which has been adopted, includes 175 miles of expressway and 29 miles of rapid transit.

The transit-oriented system, with 81 miles of expressway and 88 miles of rapid transit, contains a Queen St. subway line, an express-bus route up the Don Valley Parkway, rapid transit along Eglinton and Finch Ave. in North York, Spadina rapid transit, and commuter trains downtown from Markham, Richmond Hill, Malton, Streetsville and along existing GO routes.

The planners' figures show that the system they have adopted gives an average trip time for all means of transportation of 28.8 minutes, compared with 28.3 for the transit-oriented system they rejected.

Transit riders save almost 10 minutes in the transit-oriented system. But even those who stick to their cars save time. Average auto speeds are lower, but travelling distances are so much shorter that average auto trip time for the transit-oriented system is 25.5 minutes, compared with 25.6 for the adopted system.

The Metro Planning Board did not calculate costs for any of the systems; but the Nowlans did, using known costs-per-mile for rapid transit and for expressway. They estimated that the transit-oriented system would cost \$912 million less than the one that's been adopted.

The adopted system, according to the Metro Planning Board, will leave the city with 32 miles of heavy traffic congestion, mostly downtown. The transit-oriented system provides 32 miles of congestion, none downtown or on the now over-used Bathurst St., but scattered in low-density areas where road expansion could be done at minimum expense and disruption.

### More highways

"Can it possibly be argued that any but the transit-oriented system comes off best?" ask the Nowlans in their book.

The other major transportation failure of the Spadina, according to many of its foes, is that it will necessitate the construction of a Crosstown Expressway, an east-west elevated super-highway through the middle of the city, linking the Spadina to the Don Valley Parkway, in approximately the area of Dupont St.

A study in 1968 by an independent firm of systems analysis indicated that the Crosstown would be an utter failure as a transportation device, and even most politicians who support the Spadina oppose the Crosstown. Metro Council decisions to build the Spadina have deliberately excluded the Crosstown, most recently last June.

Yet the planners who designed the Spadina have repeatedly said the Crosstown is vital to its performance; without the Crosstown, in the words of the planning board report, "unbearable traffic conditions" would exist "on Spadina Rd. south of Dupont and would have a severe impact on the general area between Dupont and Bloor."

The Wronski Report (presented to Metro Council last March) says a redesign of the southern end of the Spadina "minimizes" the need for the Crosstown. Yet, as a brief to Metro from the Confederation of Resident and Ratepayer Associations (CORRA) points out, indications are that the expressway will not carry "capacity volumes" of traffic, the same volumes previously

deemed to necessitate the Crosstown, and still dump this traffic in the same area.

In fact, Metro planners and officials have given many indications that they're still counting on the Crosstown going through. A map in the section of the Wronski Report quoted above shows the Crosstown as a major transportation facility to be achieved by 1995.

And officers of the newly-chartered Spadina Review Corporation, which has hired lawyer J. J. Robinetto to battle the expressway before the OMB, learned recently that developers of projects in that area, such as Summerhill Square on Yonge St., are being required by city officials to include a path for the Crosstown in their plans.

Critics of the Spadina say that if it is built, elected officials may not have the option of rejecting the Crosstown—or the elaborate system of expressways in the 1964 Transportation Plan. The limited-access nature of expressways in cities creates traffic jams at their entrance-exit points that can only be alleviated by further expressways, says urban expert and author Jane Jacobs, one of Spadina's foremost foes.

"This dynamic is the reason why a city expressway program is never finished," she wrote last year.

Mrs. Jacobs also attacks "the illusion that trucking is aided by city expressways."

### Dismissed idea

The 1964 Transportation Plan dismissed this idea, saying present roads would be "generally adequate" for trucking. (The Nowlans, for that reason, dealt with the subject only briefly in *The Bad Trip*.) Now the Wronski Report emphasizes the use of expressways for trucking. However, Metro planners did no studies of trucking in relation to the Spadina. The last study of any kind on trucking done by Metro planners was in 1956.

"The competition of passenger cars with trucks for street space is the worst handicap to movement of goods in cities," said Mrs. Jacobs.

The other side of this coin is, of course, that employment opportunities in the suburbs are increasing at

a faster rate than suburban population.

Another attitude that Spadina opponents object to is that people should be able to drive cars if they want to, and therefore stopping the expressway means subtiring freedom of choice and our democratic way of life.

What people want to do is what's most convenient, says the anti-Spadina faction. The fact that so many people drive cars is simply testimony to the inadequacy of present transit facilities and the need for increased concentration on transit.

### Biggest question

The question that looms largest in the minds of many expressway opponents is the one of financial priorities. Much active opposition has come from groups in areas which won't be directly affected by the Spadina as a transportation device, because these people feel it will drain Metro financial while other fields such as housing, parks, recreation, sewage and pollution control will suffer.

The Spadina was originally estimated to cost \$76,680,000, and this is the figure approved by the Ontario Municipal Board. But Metro has now spent all but \$10 million of that, and seeks another \$66 million to complete the highway part of the project alone. (Rapid transit down the mid-section of the expressway would push the total cost from \$142 million to \$237 million.)

This is the reason for the upcoming OMB hearings—Metro must get the board's approval to spend the extra \$66 million. Board chairman J. A. Kennedy has already criticized Metro for spending its allotment without giving the board advance warning of the major cost increase.

And further cost increases are expected. In *The Bad Trip*, the Nowlans project the rate of upward-spiral that has already occurred and guess that the road will cost \$210 million when it's finished. Evidence garnered recently by the lawyers for the Spadina Review Corporation supports this claim—Metro officials told the investigators that the \$142

million estimate did not cover future inflation, a major reason for upward-spiraling costs so far.

Colin Vaughan, CORRA president and a director of the new corporation, said the inflation factor has been included in cost estimates for all other Metro capital projects. He said Metro officials could not explain this change in policy.)

Metro planners have made no effort to relate costs of the expressway to its expected benefits. (They have told critics this would be dealing in "intangibles.")

In *The Bad Trip*,

# The Spadina is dead – Long live the Spadina

**Editor's Note:** Alderman William Kilbourn gathered together the following quotes of public officials and private citizens who have been responding since June 3 to Premier William Davis' decision to halt the Spadina Expressway.

Former Toronto mayor Philip Glivens, now York-Forest Hill candidate: Davis' decision to stop Spadina is "reckless irresponsibility ... This deathbed repentance ... will throttle the downtown area. The golden goose is being killed" (CBC-TV, June 10).

York-Forest Hill resident Harry Crowe: His metaphors are as badly mixed as his sense of city planning (June 17).

Metro Chairman Ab Campbell: God, it's unbelievable ... This is a disaster (Star, June 4).

Metro citizen Rose Smith: Chairman Campbell is a disaster (June 4).

Metro Chairman Campbell: It is a slur on the responsible elected authorities (June 3).

Metro citizen Rose Smith: Who elected him? (June 4).

Metro Chairman Campbell: I support Alderman David Rotenberg's suggestion that a referendum be held on the Spadina (Telegram, June 12).

Metro citizen Rose Smith: We'll consider that after a referendum on the Metro chairman (June 12).

Ontario Liberal Leader Robert Nixon: In no circumstances would a Liberal government re-open the Spadina project (Star, June 4).

Deputy Liberal leader Vernon Singer: If the Liberals form the next government, I will seek to have the Spadina project re-opened (Globe, June 4).

North York Controller Paul Godfrey: Metro should defy the province and build it down to Eglinton (North York Council debates, June 7).

York Council: We'll fight any attempt to build the road down to Eglinton (Globe, June 8).

Liberal MPP Tim Reid: A major decision. The most important by this government in 20 years ... "I'm truly impressed" (Globe, June 4).

Liberal Leader Nixon: There is deep division in the community over this matter and even in my own caucus, well organized though it is. Do not be deceived. The reason for this is that we are strong. We do not always march as one body. A strong caucus has room for individuality (Globe, June 10).

NDP Leader Stephen Lewis: "A

rare moment ... I and all my party agree with the government. I feel surprised but very good about the decision" (Globe, June 4).

Former Toronto mayor Phil Glivens: Outside of Metro and in the rural areas they couldn't care less. As far as they're concerned, the throwing away of hundreds of millions of dollars on Toronto is ... well, they couldn't care less, there's more where that came from (CBC-TV, June 10).

Caledon East Reeve Gerald Paitor: We care more not less up here, and we want the province's money for a sewage system not an expressway (June 18).

The Ottawa Citizen: A bold decision ... a welcome victory for sane planning in the central core of cities (June 4).

London Free Press: Decision seen as a good omen in London by a number of civic leaders (Headline, June 4).

Sudbury Alderman Murray Davidsson: The handwriting has been on the road for a year-and-a-half ... If there are other sounds but cheers it can only be because it took so long to come to our senses (Globe, June 11).

Ethobicoke Council (on a split decision, 1970): Build the Spadina. Ethobicoke Council (10-3, 1971): Stop all expressways into Toronto. They'll hurt Etobicoke.

Long-time opponent of Spadina, now Liberal candidate, True Davidsson: The cabinet decision is "stupidity, pigheadedness and arrogance" (Star, June 4).

North York Controller Irving Paisley: "How can you expect our officials (like Wronski and Cass) to go on working with the same interest when they can see results like these? The cabinet decision was a perversion of democracy" (Star, June 4).

Chief Metro planner Wojciech Wronski: The Ontario government has dissolved the partnership with Metro. The decision was taken in defiance of the unanimous advice of all responsible political and technical authorities (Star, June 5).

Globe and Mail editorial writer: In Mr. Wronski's view, apparently, OMB Chairman Kennedy, the government of Ontario, the majority of the Ontario Legislature and the minorities of City and Metro Councils are not responsible political authorities. If Mr. Wronski wishes to engage in a public campaign against Mr. Davis' decision, let him leave the safety of his office and enter politics" (June 11).

Peterborough Journal: Mr. Campbell did not mention that Metro Council could initiate many of these controls itself (June 10).

Globe and Mail article: Mr. Campbell did not mention that Metro pressure will force the Ontario government to reverse its decision within 10 years. It might not be the same route as Spadina ... but it will closely resemble an expressway (Telegraph interview, June 12).

Marshall McLuhan: As a man of the '70s you will understand that Ontario has a unique opportunity to make cities for the '70s, an opportunity lost to the U.S. The expressway is an old hardware American Dream ... The merely efficient decision-maker eliminates himself at once. Mere concern with efficient traffic flow is a cloacal obsession that sends a city down the drain (Personal letter to Premier Davis dated April 26).

Controller Paisley: The cabinet decision paralyzes Metro ... They might as well take over this whole council and disband us (Star, June 5).

Metro citizen Rose Smith: Good idea.

Acting mayor of Toronto David Rotenberg: We are in limbo (Star, June 4).

Colin Vaughan, president of the Confederation of Residents and Ratepayers' Associations: Failure has gone to their heads (June 5).

Metro Chairman Campbell: Metro and the city will have to immediately institute a massive road widening and improvement program ... streets like Avenue Rd., Bathurst, Spadina and streets in and around the Annex (Telegram, June 4).

Metro Roads Commissioner Sam Cass: The road widening will cost "hundreds of millions of dollars or more than the final cost of the Spadina Expressway" (Globe, June 10).

Metro Chairman Campbell: I challenge the Ontario government to introduce legislation to control automobile use in Metro. It should consider an increase in the provincial gasoline tax to discourage car ownership and an auto sales tax; the closing of certain streets to traffic and prohibiting cars from defined downtown areas; more severe parking restrictions and parking fees to make car ownership in the city a burden. The question is, of course, whether or not the provincial government is ready to pass such controlling legislation which is the logical and needed next step, and I doubt it (Star, June 9).

Globe and Mail article: Mr. Campbell did not mention that Metro Council could initiate many of these controls itself (June 10).

Metro Chairman Campbell: Public pressure will force the Ontario government to reverse its decision within 10 years. It might not be the same route as Spadina ... but it will closely resemble an expressway (Star, June 5).

Hans Blumenthal, former assistant planning commissioner for Metro: CORRA supporters haven't yet overloaded the scrap dealers with their cars. Nor are the mass media refusing automobile ads ... They are using this symbol to deflect at-

tention from the real reason for the urban crisis: the policy of exploitation, super-armament and war pursued by the ruling corporate establishment ... TTC service will have to quadruple and fares be reduced ultimately to zero. Even if this can be achieved, year after year many people will be killed because trucks will be on city streets instead of freeways and because fire trucks and ambulances will arrive later (Star, June 10).

Metro Centre President Stewart Andrews: The decision doesn't affect Metro Centre (June 4).

Fairview executive Nell Wood: It won't affect Fairview (June 4).

Metro Commissioner Sam Cass: The Spadina Expressway was the key ... the rest was superfluous (Globe, June 4).

Jane Jacobs: We had to fight Commissioner Barnes of New York over and over again. We stopped that expressway three times before we killed it. Barnes is dead now (June 10).

Metro Chairman Campbell: We've got to get this road back on the rails (CBC interview, June 3).

Colin Vaughan: I wonder what he means by that? (June 4).

Maurice Cursen, former assistant planning commissioner for Metro: CORRA supporters haven't yet overloaded the scrap dealers with their cars. Nor are the mass media refusing automobile ads ... They are using this symbol to deflect at-

tion from the real reason for the urban crisis: the policy of exploitation, super-armament and war pursued by the ruling corporate establishment ... TTC service will have to quadruple and fares be reduced ultimately to zero. Even if this can be achieved, year after year many people will be killed because trucks will be on city streets instead of freeways and because fire trucks and ambulances will arrive later (Star, June 10).

Robert Reguly, star staff writer: During his tour of the abbey, Mayor Dennisson appeared ill and excused himself at intervals. "I think it was that cup of espresso coffee yesterday" (Star, June 5).

Metro citizen Rose Smith: Expresso coffee?

Maurice Cursen in Rome: I will return to fight like the devil. I'm going to keep pressure on the Ontario government to change its mind (Star, June 7).

Maurice Cursen in Toronto: The man who runs for mayor in '72 will

be using this symbol to deflect at-

tion from the real reason for the urban crisis: the policy of exploitation, super-armament and war pursued by the ruling corporate establishment ... TTC service will have to quadruple and fares be reduced ultimately to zero. Even if this can be achieved, year after year many people will be killed because trucks will be on city streets instead of freeways and because fire trucks and ambulances will arrive later (Star, June 10).

Colin Vaughan: They've been telling us we'd waste millions if we didn't finish it (June 15).

Mayor Dennisson, touring Monte Cassino Abbey, Italy: I'm shocked ... You can't build a wall around Toronto to stop people from coming in (Star, June 4).

Colin Vaughan: And they will have to build another one five years after that.

Dennisson: Yes, but it will give us another breathing space.

Grossman: And a third one five years after that!

Dennisson: Yes, but the opponents have come up with no alternatives. There's no futuristic cushion car, or any mysterious aero car ready to use. And they're far too expensive. We've been very careful and very frugal about the Spadina Express-



The decision to stop the Spadina was greeted with surprise by people who stood on both sides of the issue. Alderman William Kilbourn, who supports the decision, gathered together public and private responses and imposed his own order on them.

—STAR photo by Reg Innell

way. It is the most economic means of serving the northwest.

Grossman: Bill, I was on City Council back in 1952—I don't think you were there just then—and we went through all this. Why don't you come along with us now. With optimism. The whole world's looking to us and to our decision. Let's get the positive alternatives and make them work.

Dennisson: Rome is still building expressways. I see no sign of the automobile diminishing. It will not begin to diminish until we run out of gasoline about the year 2000 and the price goes up.

Former Metro chairman Fred Gardiner: Can't you see they want all the votes they can get? Bill Davis is a very wise politician (Star, June 15).

York Alderman Ben Nobleman: The government is pandering to a tiny vocal minority (CBC-TV panel, June 3).

Colin Vaughan: Pandering to a tiny minority in order to win an election? That is a form of political mathematics I don't understand.

North York Controller Irving Paisley: It's a road that goes from nowhere to nowhere (June 3).

Bad Trip author David Nowlan: Mr. Paisley, that's not a very nice way to talk about North York (June 3).

Fred Gardiner: The expressway is as inevitable as the law of gravity (Star, June 15).

## Spadina advocates take slight lead over opponents

**Editor's Note:** Since Premier William Davis announced on June 3 that the Spadina Expressway would be halted at Lawrence Ave., Voice of the People has received nearly 160 letters on this issue alone. Opinion has been split all along, with the final tally showing about 51 per cent against the cabinet decision, and 49 per cent for it.

**Toronto is car-oriented city**

To the editor of The Star:

An important fact which cannot be denied is that Metro Toronto is an automobile-oriented metropolis.

With the arrival of motorized vehicles to the present level, the enlarged city has ceased to belong to the people, and cannot be returned to them. We left the horse and buggy stage of development behind us many years ago, and should face the realism of the late 20th century.

Metro should conduct a plebiscite which would enable an honest evaluation, countering the vociferous mi-

the expressway would have helped to reduce traffic. Have you ever tried to cross Bathurst or Dufferin streets?

PETER W. BRUCKSTEIN  
Toronto

**'A powerful case for the decision'**

To the editor of The Star:

Your readers opposed to the government decision on the Spadina Expressway have made, so far, a powerful case for this decision. There are those who oppose and give no reason at all. (Why are we against? Because!) Some claim to belong to a majority—silent or otherwise—with no explanation of how the counting was done. Another group states categorically that all reasons given for the government decision are ridiculous (now there is a "smashingly" telling argument!). Then there is the faction which assures us that the majority shuns public transport (where good facilities are available, as on subway routes, wouldn't it be reasonable to assume that more people are moved by subway than by cars?). Some contend that people drive cars; therefore, expressways are for people. The logic of this one allows one to reason that people breathe dirty air; therefore, dirty air is for people.

Poor "Spadina" (or William Allen)—with friends like that who needs enemies?

J. F. TAYLOR  
Toronto

**'Future looks black, indeed'**

To the editor of The Star:

I am appalled by the completion of the Spadina Expressway, it is almost impossible to find anyone who is pleased with Premier Davis' recent decision.

Certainly not the many thousands of people who live or work in North York or Etobicoke, who have been waiting patiently for 18 years first for construction of the expressway to start, then for its completion.

Certainly not the hundreds of business men who have established their offices and plants in the northwest section of Metro Toronto, assured that with the completion of the expressway they would have reason-

able access to the city for delivery of their products and services.

Certainly not the many hundreds of residents of Forest Hill, who have seen a steadily increasing amount of traffic on their residential streets, with a similarly increasing amount of noise, fumes and accidents.

It's unbelievable that a decision on a project of this type would be based, not on the need for the facility, which is certainly apparent, but on political expediency.

ROBERT JACKSON  
Downdown

**'Toronto spared fate of Los Angeles'**

To the editor of The Star:

I saw Los Angeles both before and after expressways. I am glad Premier Davis and his cabinet had the courage to spare Toronto a similar fate.

Mrs. L. SMITH  
Toronto

**'Wake up, silent majority'**

To the editor of The Star:

Stopping the Spadina Expressway was an erratic decision and should be revised. A Metro-wide vote on the issue is needed. All citizens must have their say. Wake up, silent majority.

L. PARMA  
Toronto

**'Victory of vociferous minority'**

To the editor of The Star:

We hear from various people that the Spadina Expressway decision is a victory of the people's will over the government's will. However, I feel that the majority of the people of Metro have been overruled by this decision. We must take note of the fact that the government of Metro had decided that the expressway was to be completed, and that this decision was overturned by the provincial government. We must remember that the issue of the last municipal election was the expressway. Thus the decision made by those elected at that time would appear to be the will of the majority of Metro. The decision made by the provincial government was a victory of a vociferous minority over the silent and not-so-silent majority.

TERENCE J. C. FARNHAM  
Downsvew

creative ability of many disciplines in addition to that of traffic engineering. We hope that any commission which Davis forms to undertake a transportation study will be broadly based and include representation from the architectural profession as well as from other appropriate professions. In addition we feel most strongly that it should include representation from the community at large—the citizens and users.

IRVING D. BOIGON  
Chairman

Urban Action Committee

Toronto Chapter

Ontario Association of Architects

## GALLUP POLL OF CANADA:

### Most voters believe prices will rise faster than wages