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file Board of Health.
Toronto Mayor Art Eggleton has placed himself at the centre of the fray with a letter to board members, voicing his support for Alderman Tony O'Donohue, one of his political allies and the leading figure at city hall on the issue of beach pollution.

That letter has angered Metro Councillor Jack Layton, another contender for the job which pays \$200 a meeting, roughly \$1,200 a year.

"I think that the mayor should be available for any of those people to consult if they want to, but I question his interfering with the process of selecting a chairman within the board of health," said Layton, a New Democrat, and often a thorn in Eggleton's side.

Also in the race is the current vice-chairman of the board, Dawn Currie.

While the new chairman was to have been selected at a special meeting of the board of health yesterday, that meeting had to be cancelled at the last minute on the advice of city lawyers.

The 16-member board is made up of politicians, provincial officials, school board and community representatives. But only 15 members have been appointed so far. One community representative has yet to be appointed, and that means the board isn't fully constituted, city lawyers argue.

Wants restructuring

O'Donohue, like Eggleton, wants a major restructuring of the board of health, to reduce it in size and give it more responsibility for environmental issues, like beach pollution. Eggleton also wants it made a standing committee of council, so politicians have more input into issues being dealt with by the board.

But Currie, a member for the past five years and vice-chairman for three to four years, says it's "crucial" that the board remain autonomous because its work so directly affects Toronto residents and shouldn't be affected by political wrangling.

A meeting has tentatively been called for Jan. 20 to find a replacement for former board chairman Althe Johnston, who ran for mayor against Eggleton in last November's municipal election and lost.

Report may boost cancer donations society official says

Rundaising for cancer research has probably benefited by the recent report that treatment is suffering from under-funding, says a Canadian Cancer Society official.

Ed Zinkewich, Ontario campaign chairman for the society, said yesterday, however, the society does not want to take over patient services that are the exclusive responsibility of the provincial government and its health insurance plan.

A study released this week said some Ontario cancer patients must wait four weeks for radiation treatment because of overcrowded treatment centres.

More than 600 volunteers from across the province are meeting at the Westin Hotel this weekend to prepare for the society's April fund-raising drive.

BLOOD DONOR CLINICS for today

- Canadian Red Cross Society, 4210 Dundas St. W., Etobicoke, 9 a.m. to 12:30 p.m.
- Earl Haig Secondary School, 100



TONY BOCK/TORONTO STAR

Welcoming world champions

Metro Chairman Dennis Flynn (left) presents world ice dancing champions Jayne Torvill, 28, and Christopher Dean, 27, with a plaque confirming them as honorary citizens of Metro. The British duo, gold medalists at the 1984 Olympics, will perform at Maple Leaf Gardens Tuesday and Wednesday.

Social insurance card can be replaced for \$10

Q: Thieves broke into my home recently and, among other things, stole my social insurance card. Can you tell me what I should do to obtain a replacement card? Each time I call a Canada Employment Centre, the telephone lines are busy.

A: A replacement card is available from any Canada Employment Centre. A \$10 fee has been charged since July. If born in Canada, take along your birth certificate and a second piece of identification, such as a driver's licence or passport. If born outside Canada, you must show proof of Canadian residence (landed status) or Canadian citizenship. You must also provide that secondary identification.

By the way, Canada Employment Centre officials weren't surprised you couldn't get through. They're "very busy," I was told.

Q: If I stay in Florida more than six months a year, will I have to pay U.S. income tax, even though none of my earnings come from U.S. sources?

A: As of this year, visitors to the United States who remain there more than six months will be deemed to be U.S. "residents" for taxation purposes. They'll be required to file an income tax report to the U.S. Internal Revenue Service declaring all income — including earnings outside that country.

However, once you can prove to IRS that your "principal residence" remains in Canada and you pay income tax in Canada, you won't have to pay a cent to Uncle Sam.

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Q: My wife and I were born in Britain, but are Canadian citizens. I have been in Canada for 41 years, my wife for 36. We are planning to retire in Scotland in 1987. I will then be 65 and my wife 55. Will we be entitled to Britain's health plan? Will it help if we take British citizenship again? What pensions may we be entitled to from Britain. And what will we get from Canada?

A: British citizenship is not lost on becoming a Canadian. You have dual nationality. You will be entitled to the British health scheme when you take up residence in Scotland. At age 65



JOE SERGE

you will be entitled to the Canada Pension and the full old-age pension.

Your wife will get 37/40ths of the old-age pension. If she has worked here since 1966, she'll also get Canada Pension benefits. To find out what pension, if any, you may be entitled to from the British government, write to: Department of Health and Social Security, Newcastle Upon Tyne, England NE981YX.

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Q: My girlfriend has been in Canada on a foreign domestic permit and will be returning home on Jan. 27. I would like to know what I must do to bring her back, because we intend to get married this year. How long will it take?

A: A fiancée may be easily sponsored for Canadian residency. But you can expect the visa process to take about eight months — in some cases, much longer. If you get married now she won't have to leave you, as a spouse may be processed for permanent residence from within Canada. But she likely won't be permitted to work until granted that status — and, because of a backlog of such applications, this could take more than a year.

Q: I am 19 and in my last year in high school. I would like to know if I can become an American citizen to seek a future in that country.

A: You have to be a permanent U.S. resident before you may apply for American citizenship. To apply for an immigrant visa write to: Consulate-General of the United States of America, Visa section, 360 University Ave., Toronto M5G 1S4. Don't raise your hopes too high. Visas are hard to get.

Joe Serge welcomes your letters, but regrets he cannot reply personally to every one. Write c/o The Toronto Star, One Yonge St., Toronto M5E 1E6. All correspondence will be kept confidential.

Breathalyzer firm's proposal could help feed city's hungry

By Jim Byers Toronto Star

A move that could help curb drinking and driving could also help feed Toronto's hungry, says the president of a firm that wants to install breath-test machines on city streets and parking lots.

Matthew Morton, president of Alcotec Canada Ltd., has proposed that if he's allowed to install 111 breathalyzers, the first \$100,000 generated by the machines will go to FoodShare Toronto, a group that co-ordinates distribution of donated food to various agencies that help the city's hungry.

Morton's novel idea will go before Toronto's city services committee later this month. He also is waiting for approval from the city's parking authority to install some of the machines in city parking lots.

"It's a great opportunity to help end hunger in the city and at the same time reduce drinking and driving," Morton said.

'Generous offer'

Mayor Art Eggleton, who initiated the FoodShare program, called Morton's suggestion a generous offer and said he would welcome any added money or donations of food to the program.

The breathalyzer machines, similar to those used by Metro police, would cost 75 cents to use and would be operated by blowing into a straw connected to the machine. Alcotec's only existing machine, in a Yorkville parking garage, has had more than 1,500 users in its first year of operation, Morton said.

Morton originally proposed 44 breathalyzers on city streets but amended the plan to 15 street machines after city staff expressed concern about sidewalk crowding. Putting an extra 96 machines in parking lots would avoid cluttering the sidewalks, Morton said.

Parking authority officials have referred Morton's idea to the city solicitor for a report on whether installation of the machines might leave the authority open to any sort of legal action.

"There's obviously a good deal of interest. It would be an understatement to say the general population is concerned about drinking and driving," said David Stager, chairman of the authority's board of directors.

to build a tunnel to Toronto Island Airport — provided it is strictly for pedestrian use, says a city planner.

Joe Debrano made the comment yesterday after Transport Canada gave the green light to a \$20 million expansion plan for the airport that could result in greatly increased passenger volume over the next five years.

Under the existing lease agreement between the federal government, which owns and operates the airport, and the city, which owns the land, construction of a bridge or tunnel for vehicles is strictly forbidden.

But the lease "would appear to leave the door open" for an underwater pedestrian walkway which could not be used by vehicles, Debrano said in a telephone interview.

"I think that if City Express (airline) or the federal government came to council with a serious proposal for such a tunnel, council would certainly listen to them," he said.

Strong support for the idea came from Metro Toronto Board of Trade manager Bob Christie, who said improved access "simply makes good business sense."

Some others, however, see such growth as a stepping stone to larger planes — including jets now banned from the island — and more traffic congestion in an already beleaguered downtown area.

"It is the snowball effect we're worried about," said Neil Young, New Democrat MP for the Beaches. "It seems as if the federal government wants to sort of sneak things through without sufficient public hearings into these proposals."

"Does it mean, for instance, expanding the Spadina Expressway, more expressway cut-offs and generally just more traffic headaches in downtown Toronto, where the situation is already horrendous?" he said.

Putting pressure

Much of the pressure for tunnel access to the airport is coming from City Express, the company operating a STOL (short take-off and landing) service between Toronto, Ottawa and Montreal. Airline president Victor Pappalardo said that while he welcomes Ottawa's plans, the airport will remain a second-rate facility until the access problem is resolved.

And he insisted yesterday that a pedestrian tunnel will not be enough.

"What is needed is a vehicular tunnel with passage restricted to passenger buses, emergency and official airport vehicles," Pappalardo said. "That would alleviate concerns over tons of people stomping all over the island."

Since the company began service in 1984, the number of passengers has soared from 56,000 in the first year to 150,000 last year. Projections for 1986 call for volume to double to 300,000 passengers.

According to Pappalardo, the tunnel — which he estimates would cost up to \$12 million — would pay for itself in 15 to 20 years.

Elimination of the ferry service to the island would alone save the province \$800,000 a year and also be an environmental plus, he said.

Asked whether, since Transport Canada's proposals do not include a tunnel, City Express and other client airlines might pick up the tab for construction, Pappalardo said that is out of the question.

"The government already gets a 9 per cent tax on ticket sales. That's plenty of revenue already for the investment," he said. "And at that rate, we're still not getting our money's worth in services and facilities at the airport."

Metro news digest

Mystery fumes force bank to close down

A mysterious, unpleasant smell sent 35 Mississauga bank customers and employees into the street seeking fresh air yesterday.

But Consumers Gas, the Mississauga fire department and the Peel Region works department called into investigate the foul odor at the Royal Bank at Dundas St. and Highway 10, could not find the cause.

"The fumes were very odd and they seemed to be coming from the floor," said bank manager Rosa Lopes, who shut down the bank at 10.30 a.m. and reopened for business at 1 p.m., when the smell vanished.

Potpourri of items to go on sale at auction

Sailboats, pianos, sewing machines and a large selection of office furniture are among the surplus items to be auctioned off by the Ontario government next Saturday, Jan. 18 at its first sale of the year.

The cash-and-carry sale will be held at 155 Judson St., off Islington Ave., south of the Queen Elizabeth Way, between 9 a.m. and 1 p.m.

Cash, credit cards and certified cheques made payable to the Treasurer of Ontario will be accepted.

Centre offers courses on Italian language

COSTI-IIAS education centre, an immigrant-aid agency on D'Arcy St. in Toronto, is offering instruction in Italian language and culture geared to business and professional people involved with immigrants. The 13-week course, consisting of a weekly, three-hour instruction period, begins Monday. The fee is \$65. Call 977-7991 for more information.

Toronto man charged in assault on prostitute

A 22-year-old King St. man was arrested on 15 criminal charges after a 17-year-old prostitute told police she was beaten repeatedly by her pimp.

She said the man had taken all her earnings over a two-year period. Police estimated the amount at \$164,000.

Charges facing Wilherm Pierre, 22, include assault, assault with a weapon and living off the avails of prostitution.

Catholic funding issue draws record response

TV Ontario's *Speaking Out* program Thursday night on the issue of funding to Roman Catholic schools drew a record 52,492 calls.

About one-fifth of the respondents called to vote on the question: "Do you support the government decision to fully fund Catholic separate schools?"

A total of 4,376 callers voted yes, while 5,711 voted no.