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CITY EDITION

JUNE 17, 2015

The Suburban

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Régie report shows bias

Evictions trump health

By Joel Ceausu
 The Suburban

A study of Régie du logement rulings illustrates that rent non-payment cases are regularly prioritized over those regarding serious tenant health issues based on arbitrary interpretation of the concept of serious harm.

"This system, which determines waiting times that may exceed two years for tenants struggling with health and safety issues is very opaque," says Claire Abraham of Project Genesis, which along with legal researchers at Université du Québec à Montréal spent a year reviewing the provincial rental board's judgements from 2011-2013.

Cases involving cockroaches, rats, bed bugs and mold face inordinate delays, with the report's most stunning finding that the Régie requires on average 762 days – or 109 weeks – to rule on mold problems. "Even when tenants succeed in proving poor conditions of their dwelling, delays are equally long," says UQAM law student Jessica Leblanc. This is in stark contrast, says Abraham, with cases where non-payment of rent amounts – sometimes as low as two dollars – got tenants evicted in less than two months. More than 89 percent of

See RÉGIE REPORT, page 7



PHOTO COURTESY RALPH SCHLEICHKORN

Armin Herman Schleichkorn celebrates his 101st

Côte des Neiges resident Armin Herman Schleichkorn celebrated his 101st birthday June 5 at an NDG restaurant. Schleichkorn, a Holocaust survivor, was born in 1914 in a part of the Austro-Hungarian Empire that became Czechoslovakia in 1918. "In 1939, Armin fled Slovakia for pre-state Israel, where he joined British forces, was shipped to England and took part in the liberation of Europe from the Nazis after D-Day," a submitted biography says. "Returning home to Slovakia in 1945, Armin discovered his entire family and relatives, save for a Polish cousin on Oscar Schindler's List, to have been murdered by the Germans during the Holocaust." After the war, Schleichkorn managed a lumber mill in Czechoslovakia and fled from the Communists to Germany in 1949, "where he met and married his wife, Gertrude Mueller. They emigrated to Canada in 1951, settled in Montreal and proceeded to raise a family of four sons, Ralph, William, Ernest and Marvin. Armin worked as a bookkeeper for various small firms and dabbled in real estate until his retirement in 1980. His wife, Gertrude, passed away in 2010 at the age of 88, but Armin still keeps himself busy reading, attending functions, and visiting with his eleven grandchildren. One of his favourite expressions is 'you're never too old to learn.'"

Public healthcare negotiations going nowhere

JGH union local leader calls situation "worse than bad"

By P.A. Sévigny
 The Suburban

FTQ president Daniel Boyer confirmed earlier *Suburban* reports about the possibility of a common front when he told the media that several of the province's public sector unions were already thinking about asking their members for a strike

mandate sometime this fall. According to Boyer and CSN vice-president Francine Lévesque, the government's latest offers are nothing less than "...a slap in the face." As over 75 percent of her union's members are women, Lévesque went on to say that she believes the government's austerity measures are nothing less than an overt assault upon the

acquired rights of thousands of working women "...who just want to do their job."

Based upon several issues that presently frame the government's position during its negotiations with all of the province's public sector unions, the two union leaders said that they

See NEGOTIATIONS, page 8

Money main issue for a Cavendish link: Housefather

More access to Décarie will be needed: mayor

By Joel Goldenberg
 The Suburban

Funds are the most important issue for a planned and long-awaited Cavendish extension between Côte St. Luc and St. Laurent, says Côte St. Luc Mayor Anthony Housefather.

The issue came up at a district meeting organized by Councillor Mike Cohen.

Charles Senekal, the city's urban development director, told the meeting that he is part of a technical committee representing Côte St. Luc regarding the link.

"We meet once or twice a year and we're presently going over what could possibly be the new configuration for the Cavendish extension," Senekal said. "We have a meeting coming up this month.... Certain things have slowed the process, one being the potential [Royalmount Shopping Centre at Autoroutes 15

See CAVENDISH, page 5

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Conservatives in high gear in Montreal

Two high profile events brought out hundreds in support of the Conservative Party of Canada and local candidates in Montreal. Photo at left: Industry Minister Joe Oliver (second from left) was the guest at a large reception hosted by Derek (far left) and Richard Stern (far right) in honour of Oliver and Mount Royal Conservative candidate Robert Libman. Photo at right: Industry Minister James Moore (second from left) was the guest of honour at a University Club event where he was enthusiastically greeted by a cross section of Montreal's professional and business communities. Left to right: Amos Sochaczewski, who gave introductory remarks, Moore, attorney Robert Vineberg and Mount Royal Conservative candidate Robert Libman.

Anti-Semitic incidents at new highs in 2014

By Joel Goldenberg
The Suburban

Anti-Semitic incidents in Canada as a whole reached new heights, with 1,627 reported in 2014, B'nai Brith Canada's annual audit reveals.

According to the audit, the cross-country figure represents a 28 percent increase from 2013.

"This is consistent with data gathered by other human rights organizations around the world, such as the Anti-Defamation League, which reported a 21 percent increase over the previous year," says a B'nai Brith Canada statement.

Michael Mostyn, CEO of B'nai Brith Canada, said the 2014 conflict between Israel and Hamas created an atmosphere which legitimized anti-Semitism, through anti-Zionism, as a "legitimate form of political protest.

"Criticism of Israeli policies soon became a condemnation of the Jewish people as a whole, reigniting interest in misguided boycott movements," Mostyn added. "In many cases around the globe, attempts were made to justify virulent anti-Semitic attacks as sup-

port for anti-Israel ideology, despite the fact that Jewish people, and not the Israeli government, were the target."

Mostyn praised the federal government's efforts to fight the radicalization of Canadian youth.

"This is a phenomenon that is also anti-Semitic at its core. However, government cannot act alone, and we must all stand united if we hope to stem the tide of rising anti-Semitism. It is our hope that by building societal bridges, we will encourage this open dialogue and a more tolerant society."

...

In Quebec, there were 256 reported anti-Semitic incidents in 2014, up from 250 for 2013. B'nai Brith officials told The Suburban that while their audit attributes 88 incidents to Montreal, incident reporting differences, some related to threats from social media like Facebook, meant that some incidents could not be specifically said to have originated from Montreal, although they may well have.

Some of the reported Quebec incidents included a fire at the back door of a synagogue and swastikas painted on buildings. ■

"We definitely need money from the province. But because of Quebec's austerity measures, they said no new road projects will be funded this year and next year. We're going to need, for 2017, to make sure the Quebec Liberal government puts forward a plan that gives the money for Cavendish."

Regarding the design of the link, Housefather pointed out that a project bureau, between 2005 and 2007, came up with a design that has consensus.

"Now that's just really being massaged." Asked to clarify how the Cavendish configuration could be massaged," Housefather told *The Suburban* the route has been set and chosen.

"What's missing is no agreement yet on whether the cars come out only at Royalmount and Jean Talon [to Décarie], or multiple streets. Montreal and TMR haven't agreed. TMR is rightly saying to Montreal, 'you should open up some of your streets,' it can't only be Jean Talon, especially with what they're going to build at Blue Bonnets. If they're going to put housing at Blue Bonnets, they'll have to also create more routes out. The route around the railroad tracks is set, but not necessarily the side streets and where they will open up at Décarie.

"That's still a debate between TMR and Montreal." ■

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CAVENDISH

Cont'd from page 1

and 40). That sort of changed the ball game with regards to traffic and traffic counts, and the eventual design that will be settled upon."

The proposed design calls for a link from Cavendish in Côte St. Luc to Royalmount in Town of Mount Royal via a newly created street, with access to Décarie via Royalmount and Jean Talon, and then a link north to Cavendish in St. Laurent. Another factor that could technically affect the project is planned housing for the Blue Bonnets site west of Décarie.

Housefather told the meeting that, on the political side of the matter, the main issue is money.

"The agglomeration has set aside \$44 million, but that's not going to be anywhere close to the cost of actually doing the extension. It is in, through Côte St. Luc's and other cities' very hard efforts, the master plan of transportation for the island of Montreal to be done between 2019 and 2022, with the planning process to start in 2017. It will happen, but it will only be completed with actual money from the Quebec government in particular, and hopefully money from the federal government if we can convince the federal transportation ministry this is a plan that has national interest and impact.