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YONGE STREET TRANSPORTATION

Transportation on North Yonge Street for the past couple of months has been provided by diesel busses substituting for the regular radial service in order to save electric power. While the power situation is considerably improved we hope the commission will continue to operate the busses for a reasonable length of time, in all kinds of weather and traffic conditions so that this type of transportation will get a real trial on Yonge Street.

For many years there has been suggestions that busses should replace the radial cars and the street cars have had many staunch defenders as a safe reliable means of transportation at a reasonable cost. The district has been served by radials for many years and people are familiar with the type of service they can give. Now that we have a bus service as an emergency measure is an excellent opportunity to give this kind of transportation a real trial and determine whether or not it measures up to the needs of the district in comfort, dependability and cost.

Transportation is of vital importance to the future development and growth of Richmond Hill and the whole district north of Toronto, and the kind of transportation we are going to have is a problem to face up to in the not too distant future. The present trial bus operation should be closely observed by all interested in the district as the ratepayers soon will have the responsibility of voting to determine the kind of transportation to serve North Yonge Street.

PROGRESS IN HIGHWAY SAFETY

Ontario's highway safety programme finds its ultimate test in the grim record of deaths and human suffering on our streets and highways.

The known dead from traffic accidents in the past 12 months total 729 persons. Let there be no mistake about the fact that such needless slaughter of so many men, women and children is an indictment against our age.

But at the same time, despite more motor traffic than ever before, this loss for 1948 is lower by five human lives than the record of the year before. It is also 72 below the 1941 total of 801 victims. Here is a certain evidence that lives can be saved; that enough continuing effort by many officials, private organizations and citizens can succeed in making our streets and highways safer places to drive and walk.

This apparent slight reduction in traffic deaths would be a negligible achievement, were it not for the fact that we are now facing the greatest traffic hazards in Ontario's history. There are over 1,200,000 people in this Province who are licensed to drive cars, and more than 900,000 registered vehicles. Together with the cars of an unprecedented number of visiting tourists, these vehicles travelled during 1948 an estimated 7 1/2 billion miles on our streets and highways.

In this year, 1949, the hazards will be even greater. An ever widening circle of supporters and helpers must be enlisted in the war on accidents. More and more people are coming to recognize the dangers and responsibilities involved in motor vehicle travel. The continued co-operation of motorists, pedestrians, service clubs, associations, private companies, teachers, police, press and radio stations in the provincial traffic safety program is vitally important.

Let's keep up the good work. There is a big job to be done, and it can be done if we, as individual drivers and pedestrians, realize that accidents can only be stopped by our own care, consideration for others and proper respect for the traffic laws. And it can be done if we all, as citizens, give support and encouragement to every safety measure that is taken in our own communities, and to every effort that is made to develop greater consciousness of safety in people's minds.

"YOU'VE GOT TO LIVE UP . . ."

From 'The Lions Roar, Collingswood, N. J.

The human race is a funny lot. Because of certain beliefs mankind has a penchant for forming in groups where other men haven't the same beliefs make pleasant company. Hence, we have political parties — Church sects — labor guilds — literary groups — etc. And each feller is so all-fired proud of his affiliation that he wears a pin or badge that the world might know how he stands. We know what a vegetarian believes — or a Republican — or a Baptist. But a neighbour of ours asked a question that wuz a puzzler for the minute. He sez, "What are the beliefs of a Lion?"

When yo' stop to think a Lion hez no political beliefs — no religious beliefs — no class ideas. But, he does in general hev very definite loyalties. First off, he believes in God. He believes in kind words and good deeds — in help for the helpless — in doin' his best in his job of jest livin'. He generally is a peace lovin' feller who will fight like all git out fer what he believes is the right. He's the good husband an' father an' the type of neighbor that yo' admire an' respect. He pays his bills and preaches the doctrine of thrift. All in all, he is a pretty average feller — the real good American — or Canadian — or European — or citizen of the world. He's the feller whose ideas are as broad as the smile he usually carries around with him. Yo' got a lot to live up to in bein' a Lion. How are yo' handlin' the job?

MARKHAM TOWNSHIP COUNCIL

THORNLEA

(Continued from page 1)

A special license for taxi-cab owners and drivers was next discussed, and it was agreed that a charge of \$15.00 for owners and \$2.00 for drivers was a fair rate. Reeve Griffin expressed concern over the fact that the Round-the-Town radio-operated Taxi from headquarters at the City limits, is in a position to compete against the Thornhill Taxi which had built up the business locally. He considered that some protection should be given the Township Taxis.

In conjunction with the municipalities of Leaside, Scarborough, and East York, plans are underway to establish central Police Chambers in East York. The new location will save much time in travelling. The Attorney General's Department consider the move most favourably and have volunteered to provide the magistrate, attorney and clerk. In reply to Councillor Wicks enquiry concerning the quickest means of contacting the Township police force, Reeve Griffin informed him that the men could be located by day through the Clerk's office, and at night through the switchboard operators, who were kept notified as to their locale. The question of mobile telephones for police cars was introduced by Mr. Wicks and council decided to investigate the cost and invite the Bell Telephone to review the system at some future meeting.

At the annual ratepayers meeting of the school board of Thornlea Public School, which was well attended, Mr. Charles James tendered his resignation as trustee, for the reason that the land he farmed had been sold to the Leitchcroft Farms, and Mr. James would be leaving the community. A vote of appreciation was extended to Mr. James for his service in the school which he attended as a boy and served as trustee, just as his father did before him. Mr. James always attended all meetings and he will be greatly missed. Mr. Norman Porter is serving his second year as public school trustee. Mr. W. Walker, the retiring trustee, was re-elected in Mr. Jones' place. The trustees gave their approval to the formation of a Home and School Club.

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THE BOOK SHELF

THE PRECIPICE

HUGH McLENNAN COLLINS
 Reviewed by Dora Lamb

This is not an outstanding novel; as excellent as Barometer Rising or even Two Solitudes, but nevertheless it is a most rewarding book for those interested in the evolution of the Canadian character.

The first half of the book is devoted to a masterly description of life in an Ontario village steeped in the traditions of the United Empire Loyalists and a stern Calvinistic code of morals. In this village, in the old homestead, live the three Cameron girls, still maintaining the prim Victorian respectability of their long-dead parents. Into this quite dull retreat Stephen Lassiter, an American industrial expert makes his appearance. The local industry has been taken over by an American firm and Stephen is the first emissary to arrive. In the course of time Stephen falls in love with Lucy Cameron, the most quiet and retiring of the Camerons, and to give Mr. MacLennan his due this is entirely plausible. Lucy and Stephen marry and leave the village for New York.

The impact of New York's artificiality is imperceptible at first for Lucy continues serenely happy in her marriage but the unhappy war years make devastating inroads and the marriage faces disaster. Here, the story is slowed considerably, if not entirely, by the lengthy meditations and monologues of various main characters. Intensely interesting as most of the discourses are, they are hurtful to the structure of the story and the balance is destroyed. Finally the difficulties are resolved but in a curiously unsatisfactory way. We feel that the author has not begun to answer the questions posed in the book.

However it is an important book for Canadians for he has some rather pertinent ideas on Canadian life and he has a trenchant manner of putting them on paper.

You have to see *Damage* to avoid it. That's why you must "Keep your wits and windshield clear."

Houses Wanted

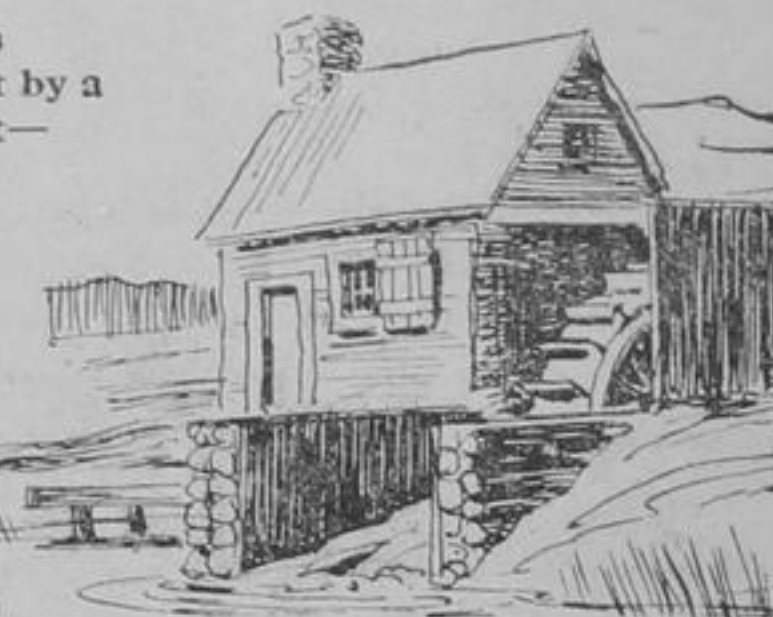
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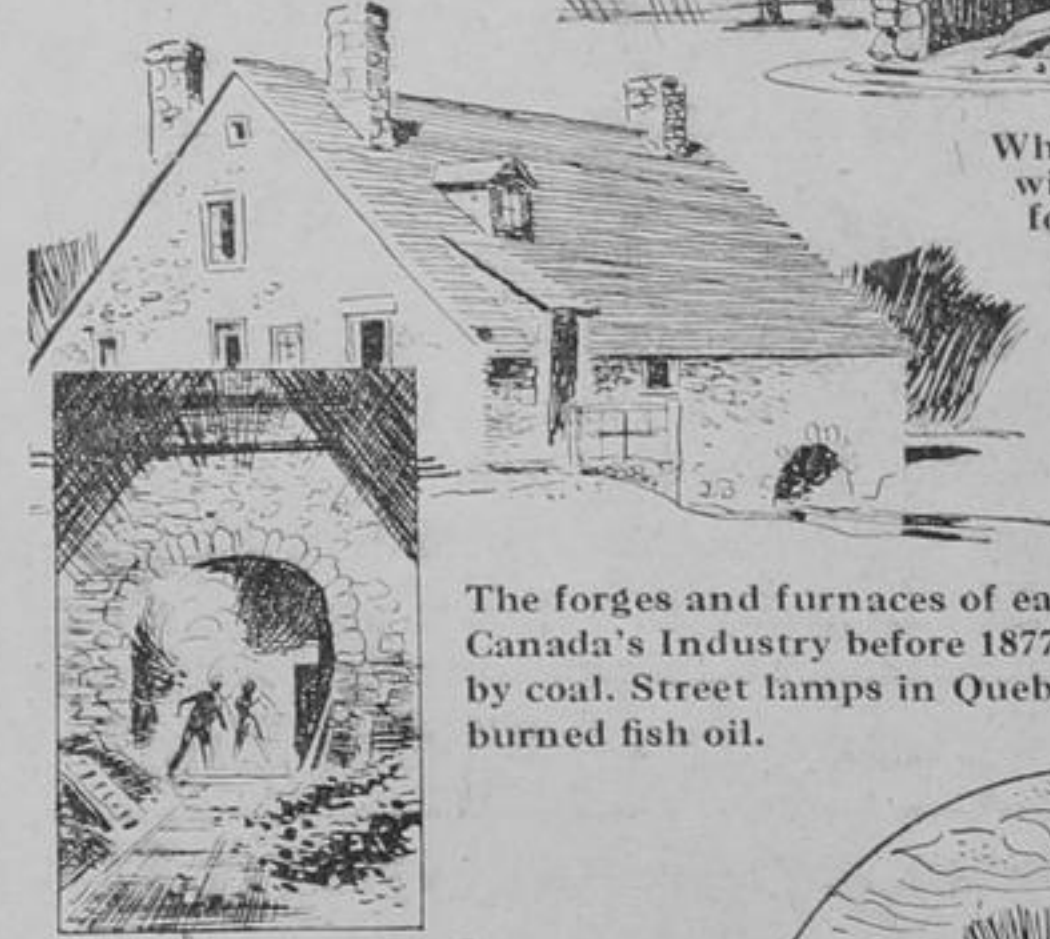
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TURNING THE PAGES OF "Canada Unlimited"

The first mill in Canada was operated by water power, built by a young lawyer—Marc Lescarbot—in 1606. Lescarbot helped establish the first town in Canada, Port Royal. Here he built his grist mill. Canadian industry was born.

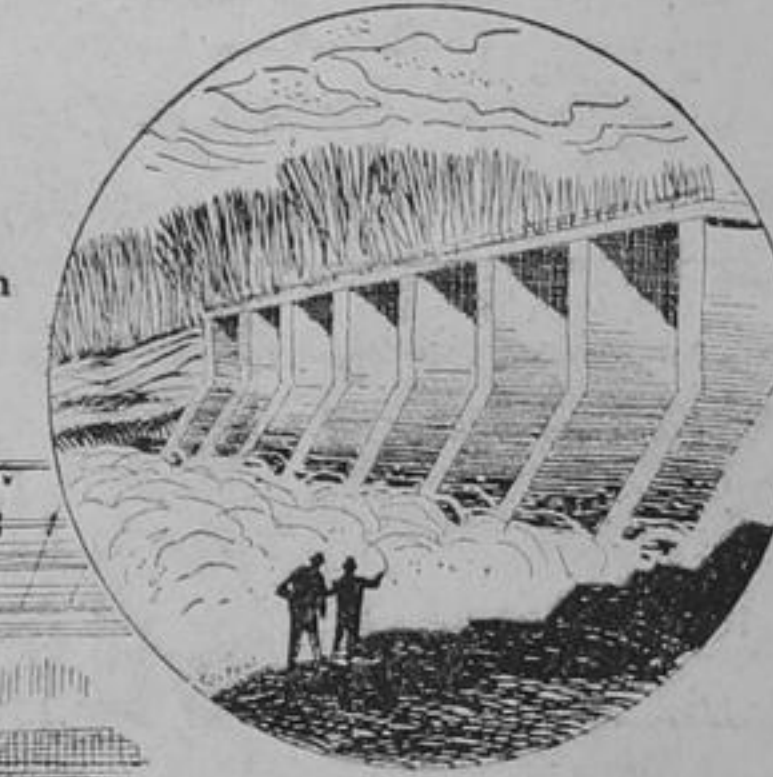


While in a few places windmills were used for power, Canada's water resources were so great that by 1734, the country had 52 sawmills and 118 grist mills operating by water power.



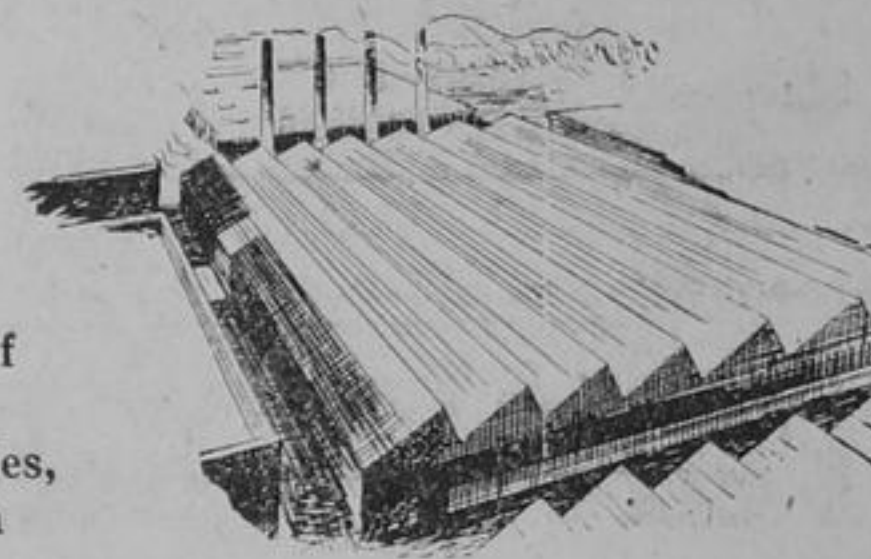
The forges and furnaces of early Canada's industry before 1877 were operated by coal. Street lamps in Quebec up to 1849 burned fish oil.

Operation of electric turbines by water power, first started in 1880, opened a great era of industrial progress, and, by 1900, installations were supplying 173,000 horsepower.



Last year hydro power in Canada amounted to more than 10,500,000 horsepower, furnishing energy greater than that of 100 million workers!

The future promises limitless power through atomic energy. And with this will come undreamed of opportunity in our industrial expansion. Yes, there's room to grow in Canada Unlimited.



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