



The Liberal

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The Need For Artificial Ice Surfaces

With our Ontario winters apparently getting warmer and more uncertain every year in time we may find our natural ice rinks situated throughout the district disappearing. This shift in winter weather conditions could be handled by villages such as Unionville and Stouffville who have their own artificial ice rinks but it would work a hardship on sports minded individuals in such centres as Richmond Hill who are dependent on natural ice surfaces. Ice skating and hockey are among our National sports and both young and old enjoy participating in, or watching them during the winter season.

In a recent panel discussion the Toronto Park Commissioner stated his men can remember 15 to 20 years ago when natural ice rinks provided skating all winter long. Now the average in the city is about 30 days skating a year. In the Beaches district last year some rinks averaged 50 days which was extremely unusual. In the past few years winters have been so mild Toronto's 200 rinks built for about 200,000 have averaged 15 to 20 days skating with some going as low as 4 or 5 days through the winter.

In a swing to artificial rinks the city has built four at an average of \$125,000 apiece and 18 natural rinks have been dropped.

Those centres still depending on natural ice rinks must face a future shortage

of such surfaces. Failing another shift in weather conditions the only alternative will be to consider the introduction of more artificial rinks or have more than one district make use of the same facilities.

It might prove feasible for some civic minded group or organization such as our Service Clubs or Chamber of Commerce to sponsor the future addition to our Richmond Hill arena of an artificial ice surface. Such a group in conjunction with the Municipal Council could lay the plans and organize the details of such a project. Naturally one couldn't expect the Council to assume the overall responsibility for such an endeavour when the village is handling such important items as expansion, sewers, roads and education.

The idea would first require a thorough investigation as to the actual pros and cons in the matter, what financial arrangements could be made, and then above all, what the response of our residents would be. The potential of Richmond Hill and closely adjacent areas could be analysed in an attempt to determine the total source of revenue for such a venture. In this matter of research the experience of such places as Aurora, Unionville and Stouffville who already possess artificial ice should prove invaluable.

Artificial ice could prove a real boon to an expanding Richmond Hill and district and mark a further step in the life of a progressive community.

Old Rail Fence

The old rail fence, which for many years has been a familiar landmark throughout this part of the province, is gradually disappearing from the countryside. In many communities it is practically a thing of the past. These fences are a real reminder of the pioneer days. It is with genuine regret that their passing is noted.

The rail fence stood up well. Some of them still gave good service after they had been erected 60 to 70 years, although they needed some patching from time to time. The wire fences of today have their advantages, no doubt, but it is questionable whether they possess the durability of the old time rail fence.

The rail fence was cow-proof, pig-proof and sheep-proof. It was impossible for any type of farm animal to crawl under it or through it, unless they were very small. Many farmers are troubled with cattle reaching their heads through wire fences for grain on the opposite side and breaking off posts and tearing down wire. That was impossible with a rail fence, as the space between the rails would not admit a beast's head.

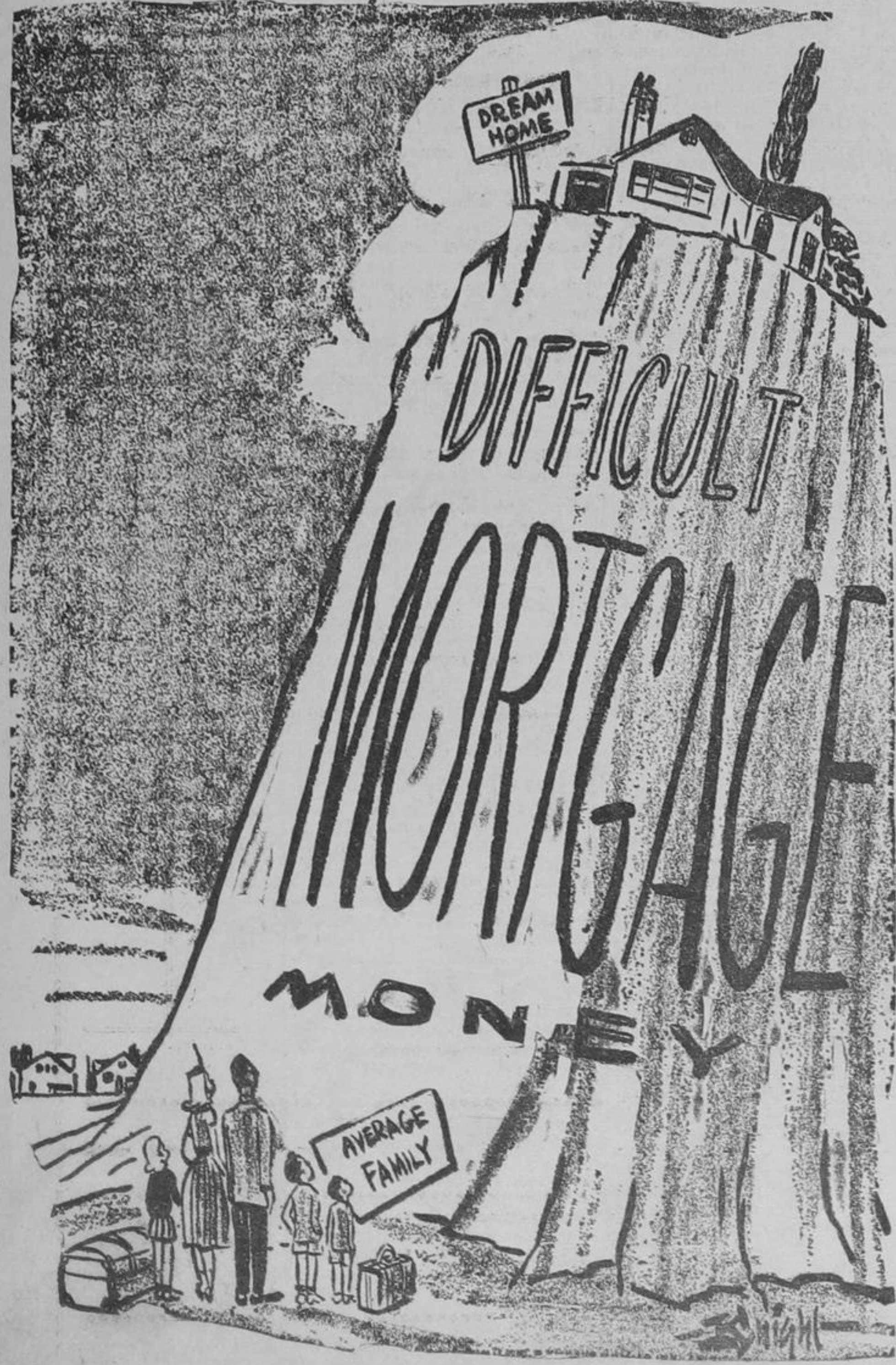
The rail fence was a real friend to the

pioneer of Old Ontario and it was practically the only type of fence he knew anything about. As a rule, the first clearings of the earliest settlers were surrounded by a sort of fence made by piling up logs and brush accordingly as the land was cleared. This, however, was only a makeshift and was usually burned when the settlers had time to erect a permanent rail fence.

The fences were built in a zigzag fashion and were usually eight or ten rails high. The pioneers had some trouble with the top rails blowing off in a high wind and sometimes whole sections would blow down. In later years the idea was originated of staking the corners. This made the fence solid, as two stakes tied together with wire were used at every corner.

Quite often men were hired to split the rails and build the fences. The men were paid according to the amount they split, the rate generally being one cent a rail. In one instance a man was known to split rails and build 60 rods of fence for \$8. The man for whom he was building it supplied the timber. This was indeed very cheap when compared with the high cost of fencing nowadays.

Almost Insurmountable Hill



"Dear Mister Editor"

Re: Markham Twp.

Mr. Editor: In the light of recent happenings in Markham Township, I feel it incumbent upon local paper, the thoughts and reasons for some of our projected plans. Uppermost in most minds is the query, is the council as stupid as one of our members would have you believe? What do you think? Do you feel that we as a council are trying to bankrupt the municipality? Do you think that it is possible that we are always wrong? Surely some of our plans have some semblance of common sense and reason.

I am going to try briefly in plain words to tell you what all this adverse publicity is doing to Markham Township and your pocket-book. Do you remember the publicity in the local and Toronto papers regarding the Highland Park-Thornlea school. That my friends is costing us unnecessary money. The debentures for this school were ready to be taken at par, and construction costs met as required, now the debentures rest in the local bank until this created doubt about Markham Township finances is cleared up. But they are costing you people 4 1/2% interest.

I would like to tell you some of the details about our road department maintenance building. The way this building is already provided for out of current revenue. This is a very necessary project. As you know our original building was burned down. Your road equipment is too valuable to keep under the sky, also if you expect your road to be ploughed in the winter the diesel engines must be kept at a reasonably warm temperature or they will not start. Last year's council received tenders for the erection of this building. The estimates ranged from 38 to 62 thousand dollars. We felt that the cost was too high and so shelved the matter for the time being. This year, council knowing that we must have a building, and on our engineer's advice and tentative approval from the Dept. of Highways decided to erect the building on a cost plus basis. You know we had to finally go to the Minister of Highways to undo the damage that one member created. To make a long story short, our building is now nearing completion and I understand the cost will be several thousands of dollars lower than the lowest last year tender. Incidentally the building will be a credit to Markham Twp.

Now about this much publicized administration building, only one member of council ever suggested that the cost would be a hundred thousand dollars. You will no doubt remember the article in the press. Subsequently we received six tenders for this building. We discarded the three top ones and awarded the contract to the highest of the lower three. The reason being, this man was highly recommended and his work beyond reproach. The so-called shady way that the price was supposed to be adjusted was merely due to the fact that some of the elaborate items in the architect's plans we felt were not necessary. Your building committee did not wish to appear extravagant so we dispensed with a few items which might conceivably be considered luxurious. Because your fine new township garage is provided for in your 1952 taxes, twenty thousand dollars plus twenty thousand grant from the Department of Highways and because our present township offices are, to use the expression of a member of the municipal board, "a disgrace", your building committee felt that a debenture issue in the amount of fifty thousand dollars payable over ten years 1953 to 1957 inclusive, would most certainly be approved by the aforementioned municipal board. So it will be Council's job that the balance of the cost of a completed building could be paid for after the sale of the present township building.

Whereas our township can afford twenty thousand in one year for a garage isn't it reasonable to suppose that the same township could afford ten thousand dollars per annum for five years plus interest for a very necessary township office building. If this proposed building is not provided, again I quote Mr. Rowland of the municipal board "It will cost the taxpayers of this municipality more than the price of the building due to inefficiency in inadequate quarters." Thereupon the building committee opposed by only one member of the five man council decided to beat the weather and to excavate a foundation for our new building. Because of an engineered temporary stoppage, we shall probably be faced with higher winter construction costs. In view of the foregoing, as a member of the building committee I feel that I have done nothing of which I need to be ashamed. And with utmost confidence I am glad to meet my fellow rate-payers.

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A. James, Deputy-Reeve P.S.: I have discussed this matter with the most neutral member of our council, Mr. Lennie, and can say that he is in full accord with all the facts I have mentioned in this letter.

Re: Markham Twp. Debenture Debt

Dear Mr. Editor: I would like to commend Mr. Robert Rae of Unionville for his attempt via a letter to your publication under date of September 25, to arouse public interest concerning Markham Township's debenture debt.

Any endeavour which aims towards caution in handling of public funds is a good one. In this particular case the endeavour is leading many citizens to take a keen interest in local affairs. If there is any truth in the old saying — "people get the kind of government which they deserve", then surely the taxpayers of Markham Township are heading for better times.

But Mr. Rae's letter has created the impression in some quarters that Markham township is staggering into a quagmire of debt. Consequently some members of Council (all of whom are taxpayers) have become concerned lest the reputation of the township be sullied with all the facts pertaining to our public debt occasioned by the expansion of our school facilities. Mr. Alfred James the deputy-reeve has appealed to me to elucidate — to present the picture as I see it. Towards this end I would appreciate some space for comment upon this very complicated subject.

At the outset I would venture the opinion that the potential liability assumed by the taxpayers is not in accordance with Mr. Rae's figures. If Markham village, Stouffville, and Whit-church remain solvent, and if the provincial department of education does not refuse to provide anticipated grants, the actual burdens to be assumed by the taxpayers are in fact only a fraction of these amounts.

In support of this assertion I submit the following figures —
 Re: \$425,000 Stouffville High School
 Estimated gov't grant 70%
 Stouffville share of the balance 35.94%
 Whitchurch share of bal. 41.32%
 Markham Twp. share 22.74%
 The above figures are based on present equalized assessment.
 Re: \$525,000 Markham High School
 Estimated gov't grant 70%
 Markham Village's share of the balance 27.973%
 Markham Township's share of the balance 72.027%
 Re: \$193,000 Thornlea School
 Estimated gov't grant 60%
 Vaughan's share of balance 42%
 Markham Twp.'s share of the balance 58%
 Based on present equalized assessment.

A very important consideration should be taken into account in an analysis of this kind — the provision of more adequate facilities for our children's education.

When all of the above factors are considered, it is to be hoped that the kind hearts and gentle people of Markham township will not be unduly alarmed about supporting the liabilities imposed by the march of progress — and the assets represented by greatly improved facilities.

Arthur Lennie, Markham Twp. Councillor

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ARTICLE NO. 7

EARLY SETTLERS

Wright-Law
 The ancestors of our local Wright family were among the earliest to emigrate from England to the British colonies and among the first to come to Canada at the outbreak of the American Revolution.

Abraham Wright was born in New Haven, Vermont, in 1786 and came as a child with his parents to Augustus, Ontario. There Amos was born in 1809. In 1815, the family came to Richmond Hill. They farmed on Yonge St. and later moved to Church St.

Amos Wright entered public life in 1850 when he was elected the first reeve of Markham Township. In 1851 he was elected to the Canadian Parliament, representing the riding of East York. He held this post for sixteen years. Later he represented the riding of West York for four years. He was the only Member of Parliament to be elected from Richmond Hill until the election of our present member, J. E. Smith.

William, the second son of Abraham Wright, lived all his life in the district. He first owned what is known as the Mackie farm, east of the C.N.R. tracks. Later he moved to the site of St. Basil's No-titiate. Only two of his descendants remained in the district; Miss Louisa Wright, a famous equestrienne and Mr. O. L. Wright, who passed away a few years ago.

Closely associated with the Wrights was the family of Abraham Law, for it was one of his daughters who married Amos Wright, the father of Miss Louisa Wright and Mr. Osmond Wright.

Sunday Afternoon

By Dr. Archer Wallace

"THE BOILING POT"
 There is a well-known story in the life of Dr. Samuel Johnson which tells of a meeting between the philosopher and John Wesley. They had heard much of each other and the meeting was not unpleasant. Both were men of culture and sincerity but Wesley's amazing activity rather antagonized Johnson. He wrote: "I like a man who will put his legs under the table."

Some years ago a short life of Wesley was published in England with the title: "Knight of the Burning Heart" and the author, Dr. Leslie Church, paid tribute to Wesley as one of the most energetic men of all time.

In these days of good roads and fast automobiles we are apt to forget the achievement of men on

TODAY'S QUOTATION

Our quotation today is by Dr. Frank Boreham: "It is almost better to become criminal than to become cynical."

horseback who lived when roads were almost impassable. Yet this remarkable little man John Wesley, frequently travelled eight thousand miles a year over very bad roads, when accommodation for travelers was often wretched. John Wesley was born at Epworth in England, in June, 1703, the son of an Episcopal clergyman, at a time when carelessness and indifference had beset even the church. The spiritual life of the nation was at a very low ebb.

He began to preach with great earnestness in 1726 and continued until his death in 1791. He was an early riser. Late in life he could say, "I have been at four o'clock every morning, and, taking the year round, I don't lie awake a quarter of an hour a month."

He preached for the first time in the open air at Bristol in 1739. There was a good deal of opposition and hostility, but, although he found his first attempts "strange and disagreeable," he felt it his duty to preach and he continued open-air preaching for nearly fifty years.

He often preached five times a day and frequently to very large gatherings. Once at Kensington Common he preached to over twenty thousand people and to an even greater number in Cornwall. There were no loud speakers in those days.

A companion of his tells that Wesley rode continuously through England and Wales. For many years he had a strong black horse, and only under unusual circumstances did he ever hire a horse. Even those who did not agree with much of his teaching admitted that he did much to change the character of England. Although a small man physically — he never weighed more than 102 pounds — he had a strong personality and extraordinary physical endurance.

It is estimated that he traveled on horseback not less than 225,000 miles and delivered over 50,000 sermons. It is questionable whether that record has ever been equaled.

Apart altogether from his religious view no one could help admiring the energy of this remarkable man. One of the signs of advancing years is to enjoy the company of those who as Johnson said, are willing to put their legs under the table.

There is a homely old proverb: "It is better that the pot should boil over than that it should not boil at all."

The plain truth is that Christianity's chief hindrance is that we are all too complacent and easy-going. Church rolls were never so large. Actually, the percentage of our population who are church members today is more than double what it was a century ago, but with many, church affiliation is nominal; almost meaningless.

Festus though the Apostle Paul was beside himself because he was so enthusiastic and concerning Jesus the self-satisfied Pharisees said: "He hath a devil." They were suspicious of enthusiasm.

It has been my privilege to speak literally hundreds of times at clubs, lodges and other organizations and when I see the members full of enthusiasm, calling each other by their Christian names and saying: "He's a jolly good fellow," I covet that fervour for the church and don't see why we can't have it. Too many of us are likely to die of self-control. We are afraid of enthusiasm.

Mr. & Mrs. F. Schmidt Celebrated Golden Wedding Anniversary
 On the evening of September 24, at the home of Mrs. Frank Schmidt, Steeles Ave., Markham Township, Mr. and Mrs. Wilford G. Brown celebrated their Golden Wedding Anniversary. Mrs. Brown is the former E. Letitia Valliere of Markham. The couple were married by Mr. G. W. Stevenson in Markham, September 24, 1902, but have since lived in Toronto. Mr. Brown was a member of the Toronto Police Department for some 35 years.

Mr. and Mrs. Brown have one son, W. Donald, who with more than sixty guests were present to congratulate the happy couple. Many gifts and floral tributes were received including a bouquet of 50 golden roses presented by the family of the bride of 50 years. Rosemount Chapter, O.E.S., of which the couple are members, also sent flowers.

Presiding at the tea table which was centred with a wedding cake made by Mrs. W. Brown, were Mrs. Jos. Bales of Lansing and Mrs. Nelson Street of Richmond Hill. Musical entertainment was provided by two nephews, Kenneth and William Starling. Visitors from a distance included: Mr. and Mrs. Ted Brown, Uxbridge; Mr. Arthur Whitmore, his daughter Ella and Miss Luella McCleary, all of Edgeley.

The Richmond Theatre

Richmond Hill, Ontario Telephone Turner 4-1212

Friday & Saturday — October 10 & 11

In all the annals of buccaneer and brigand...there's none to match it!

Sunday, Oct. 12, after Midnite Only

Adult Entertainment

Monday & Tuesday — October 13 & 14

Wednesday & Thursday — October 15 & 16