



The Liberal

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A Poor Showing

Fewer than eight per cent of the voters in East York cast their votes in a by-election Saturday to fill a vacancy on council. This was a most disappointing exhibition of democracy at work, and while East York ratepayers may receive good municipal administration, they do not deserve it.

In Saturday's by-election in East York fewer than eight per cent of those qualified to vote took the trouble to go around the corner to a polling booth to cast a vote to determine who would be elected to transact the public business of the municipality for the balance of the year.

Unfortunately the apathy of East York ratepayers is typical of a trend,

and public spirited citizens must take action to foster more interest in municipal business or be prepared to reap the consequences.

The consequences of such apathy as displayed Saturday in East York easily could be very costly to the ratepayers. If people don't care who administers their public business, they are not likely to care more how it is administered, and those elected to office are apt to assume the same attitude.

Municipal business is important to every ratepayer and voters should consider exercise of the franchise as the first necessary step to obtain good administration.

Thornhill Separate School Site

It is hoped that as a result of last week's joint meeting the question of a site for the new Thornhill Separate School may finally be settled. This joint meeting saw representatives of the Village Trustees, School Board, Markham Township Planning Department and the Department of Education, discuss the problem in an amicable fashion and agree on a 5 acre site owned by Mr. V. Grainger. The property in question fronts on Dudley Street and is opposite the new Thornhill High School.

Last week's meeting was the final get-together in a long series of negotiations between the School Board and municipal officials. It is a credit to the community that the whole matter was handled in a spirit of friendly discussion and understanding. When differences do arise between public bodies then the only sensible way to settle them is through discussion and negotiation. It is always hoped that intelligent men and women can reach a decision which is mutually acceptable to all concerned.

Both the Village Trustees and the

Markham Planning Board had frowned on the original two-acre site located close to the church on the grounds that it simply didn't meet the requirements of good planning. This decision was reached after a careful review of the site and the anticipated future growth in the area. It is the duty of any Planning Board to encourage good planning and to fearlessly insist that both individuals and organizations abide by the rules of planned development.

The action of the Provincial government in adopting a hands-off policy after Markham Planning Board refused to be influenced by its suggested approval of the site, meant that the matter if it was to be settled at all would have to be handled on the local level.

Both the village trustees and the township Planning Board while maintaining the principles of good planning have attempted to assist the School Board in finding a suitable location for the school. The Board on their part have responded to the overtures and have entered into the negotiations in a spirit of co-operation.

Motorists Drive With Care

A combination of heavier traffic, plus more schools and increased enrollments in Richmond Hill and surrounding areas has brought out the need for constant vigilance on the part of both village and township police to prevent serious accidents in the vicinity of the local schools.

Recent years have seen such thoroughfares as Yonge Street, No. 7 Highway, the Don Mills Road and Keele St. crowded with heavy, fast-moving traffic. Yet despite the fact that there is usually bus transportation arranged for pupils, there still remains a certain percentage of youngsters from public and high schools who must walk by

these busy roads.

The need for apprehending speeders in these marked school zones cannot be too strongly emphasized. Parents in Maple, Victoria Square, Jefferson, and a host of other communities in the area have expressed grave concern for the safety of school children.

A programme of safety instruction for schools, combined with a crackdown on careless motorists who fail to exercise caution when school children are walking on the roads under the sponsorship of local police departments would be a welcome step in the right direction towards reducing the accident hazard in school zones.

Dear Mister Editor

Re: Trains Still Hold Fascination

Dear Mr. Editor: I don't think there is a boy (or a girl either) between the ages of five and ninety-five, who does not thrill to the sound of train whistles which are heard frequently in Richmond Hill as diesels and steam engines with their strings of cars and coaches go thundering through on their way to distant places in the north and west.

In our pre-occupation with the traffic hazards of Yonge street, we are apt to overlook the fact that less than half a mile away, another road, the Canadian National Railway is carrying a large volume of freight and passengers every day of the week.

A visit to the C.N.R. depot, particularly on a Sunday evening is a rewarding experience for every member of the family. And you will not be alone there. In fact, it is one of the most popular places in the village from approximately 7 to 8:30 p.m. During that time the Transcontinental and the Northland pass through with their quota of passengers, and receive train orders by means of the 'hoop.' If you are very fortunate one of them may stop for a few seconds. Sometimes, too, a large steam-drawn freight will be 'huffing' away on the passing track.

Among the onlookers, you are always able to find some well-informed person who can answer your questions on the equipment and rules of the road. The railroads are still playing an important role in the development of our country, and I am happy to see that they still retain an appeal for the younger generation.

If you wish, to treat your children, grandchildren, the neighborhood youngsters (and of course yourself) to the thrill of a train ride, it is possible to board a comfortable passenger train at the Maple station for a 50-minute ride into the Union Station.

Railway Fan

Thanks Kind Motorist

Dear Mr. Editor: I would like through the pages of your widely-read paper to relate the following incident: On Saturday afternoon my car stalled on the grade north of Thornhill and there I sat helpless and not knowing exactly

what to do. Many cars passed. Finally one stopped at the top of the hill and, realizing my predicament, backed down the hill and pushed me to my destination, the distance of a mile or so.

I never got a chance to thank him nor did I have the sense to make a note of his license number. However he did remark that he was going to Richmond Hill, so I am writing this letter in the hope that it will come to his attention and assure him of my warmest thanks for his kindness.

H. M. Tandy,
Unionville.

East Vaughan Needs Representation

Sir —

I read your interesting editorial in last week's paper headed "Serving Your Community", and I look forward to reading more about those who serve us in the various communities in public office.

I agree that too many ratepayers take altogether too little interest in municipal affairs, either at election time or throughout the year.

Your editorial was thought-inspiring, and I was amazed on looking for the relative information that all the members of the 1955 Municipal Council in Vaughan township live west of the sixth concession. My problems naturally are concerned with the Yonge St. area where I live, and I frankly was astonished to learn that no member of the council lives within seven miles of the built-up area where all the development is taking place.

I suggest, Mr. Editor, that ratepayers' associations and citizens generally in Vaughan township should concern themselves with this problem and at the next election see that this part of the township, representing such a large percentage of the assessment, has representation on the council.

It might be possible that a ward system of representation should be planned for the future, but right now this great part of the township should be represented on council.

Trusting to hear from other Vaughan ratepayers, through the columns of your excellent paper, I am,

Sincerely yours,
Vaughan Ratepayer.

Good Prices At Clubine Sale

The auction sale last weekend at the farm of Lorne Clubine, Con. 2 Markham, is reported to be one of the largest auction sales in the area in recent years according to Ken and Clarke Prentice, auctioneers for the day. The selling which was run from two rings started at 1:30 and the two auctioneers sold the last item at 5:30.

Prices were reported generally good with a five year old tractor bringing \$965. The high price for cow and calf was \$200, ewes brought \$15 each, lambs \$16 and a ram \$37. Oats commanded 65c per bushel, hay brought 50c a bale and chop sold for \$2.00 a hundredweight. Household items brought good prices with glassware, china and silver selling particularly well.

Reserve Decision On Selkirk Agreements

After a lengthy three-day hearing held during the latter part of last week the Municipal Board reserved decision on the validity of the Selkirk subdivision agreements. The agreements concerned were made between Markham township and the Selkirk firm. The hearing which saw a large number of witnesses called by both sides was presided over by Commissioners R. L. Kennedy and R. H. Yeats of the Municipal Board.

For the main part the Toronto legal firm of Timmins and McDiarmid who represented Mr. Selkirk objected to paying the \$218.00 per lot administrative fee on 120 lots of the 210 lot subdivision. The Selkirk firm would also have to make a contribution towards the proposed water area.

Indications are if the Board rules in favor of Mr. Selkirk, Markham will appeal the decision. The township was represented at the hearing by Donald Fleming, Q.C. and J. D. Lucas.

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