

# Thornhill and District News

TELEPHONE AT. 5-3555

The Liberal is always pleased to publish items of interest contributed by its readers in the Thornhill area . . . . Our representative in Thornhill is Mrs. Donald Smellie, who may be reached by phoning AV. 5-3555.

## Fears Property Depreciation

# Letters To Federal Member Protest Route C.N.R. Line Vigorous Opposition Promised Present Plan

Strong opposition to the route of the proposed C.N.R. by-pass is expressed in two letters by V. F. Grafstrom, a resident of the Bayview district, addressed to Frank McGee, the Member of Parliament for York Scarborough.

Mr. Grafstrom contends that the route chosen demonstrates a remarkable lack of foresight and "slashes" through a highly developed area with resultant depreciation on property values.

Mr. McGee is the Conservative representative in the federal parliament for the riding of York Scarborough, which includes Markham Township south of Number 7 highway. Vaughan Township south of Number 7 highway is in York Centre riding represented by Fred Stinson M.P. The marshalling yard north of Number 7 highway is in York North riding, represented by C. A. Cathers M.P.

Mr. Grafstrom's letters to the federal member are as follows:

Mr. Frank McGee, M.P., Ottawa. I am a resident of the Bayview area, north of Steeles Avenue, Toronto, and on behalf of

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View-Master Reels  
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C. E. STONEBURG  
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Eye-catching and pretty as a picture are the new chapeaux at Madeleine's.  
Irresistible gay flowers highlight our wonderfully wide collection of frivolous and tailored chic styles that include cloches, Bretons, sailors, profiles and brims.  
The colourful shades to look for are blazing poppy, steamer blue, green grass, daffodil yellow, bright pink, turquoise and carnation red.  
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the ratepayers of that area, I wish to register our protest to the route selected for the Toronto-by-pass railroad.

We understand that the engineering surveys made developed five alternative routes for the railroad and the one chosen is the one which is farthest south and closest to Metropolitan Toronto. It is our view that this selection demonstrates a remarkable lack of foresight in that it will undoubtedly before very long be overtaken again by the growth of the city thus requiring an additional by-pass railroad. Moreover, the route selected "slashes" through a large amount of developed property and owner-occupied housing. Without a doubt, the construction of this railroad will result in substantial depreciation of property and home values and, as a practical matter, the owners will never receive compensation because of the inability to produce "adequate proof" of loss of value. This would undoubtedly be so even if the owners of property not actually expropriated could afford to undertake the expensive litigation which would be required and which would be opposed by the C.N.R. management, financed as it is with public funds.

We do not have adequate information as to the alternative routes but these would undoubtedly be available to you and should be available to the public since they were purchased with public funds. However, it is obvious from a glance at the map of the relevant area that any of the northerly routes must follow a course which would avoid the destruction of any appreciable amount of developed property values. In fact, the alternative routes would be largely through undeveloped areas and, in that case, it is reasonable to assume that the property values would be enhanced if they are in the vicinity of the railroad route.

Accordingly, we are of the strong view that the wrong route has been selected and the selection of the wrong route results in the maximum amount of damage to developed property and owner-occupied homes. The selection of the route has, it appears, been carried out in a most undemocratic manner without consultation with any local governmental organizations or persons affected.

It is our understanding that the matter is to be submitted to Parliament for a Special Act. We trust that you will be giving this matter your attention and we hope that you will be able to do something to protect the interests of the Province and of a great many of your constituents who would be very badly affected by the proposed route.

I wish to make it quite clear that we do not oppose the by-pass railroad as such because it seems to us that it is something which is inevitable and will be very beneficial to Metropolitan Toronto in particular. Our opposition is only to the route which has been selected.

Yours very truly,  
V. F. GRAFSTROM

March 25, 1959  
Mr. Frank McGee, M.P., Parliament Buildings, Ottawa, Canada.

Dear Sir:  
Further to my letter of March 24th, a mass meeting was held Tuesday night in the Thornhill High School gymnasium at which representatives of the Canadian National Railways were present to explain the plans for the by-pass railroad. You will, no doubt, have had reports of this meeting and, as a result, are aware that the gymnasium was "packed to the rafters" by your constituents who voiced unanimous and vigorous opposition to the route selected for the by-pass railroad and, in particular, to the dictatorial and undemocratic manner in which the whole project was being carried out. You will also

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Derry Giles  
AV. 5-2241

undoubtedly have been advised of the unbelievably weak case presented by the C.N.R. representatives for the selection of this particular route and I will confine this letter to only one of the many points carried away from the meeting.

The C.N.R. representatives stated that the route which slashes through developed housing areas and interferes with numerous schools was selected in preference to a northerly route in order to save up to \$4,000,000 in out-of-pocket construction costs on a project which will involve an overall expenditure of from \$80-\$100,000,000. Some impartial expert put the figure at closer to \$2,000,000. We are naturally appalled at this admission because it indicates that one or the other of the following suppositions must be true: (a) An inhumanly ruthless and dictatorial decision has been made to destroy and sacrifice millions of dollars in property values, to say nothing of human values, none of which will be compensated for, in order to save far less in out-of-pocket construction costs; or (b) There is a secret, underhanded "deal" of some sort in the picture which has not been revealed and which if it is brought to the light of day will no doubt have neither a pleasant smell nor a pleasant look.

The many people in the entire affected area are continuing to organize in order to present an increasingly vigorous and united opposition to the proposed route and you will be kept advised of developments.

We should appreciate your views and assistance in the matter.  
Sincerely yours,  
V. F. GRAFSTROM.

## Thornhill Dissolution Sparks Debate

By Doris M. FitzGerald

Recently it was reported in "The Liberal" that a group of ten Thornhill ratepayers had addressed a petition to Vaughan Township Councillor E. W. Anstey requesting that an investigation be implemented into the advisability and possibility of dissolving the Police Village of Thornhill and having the Township of Vaughan take over the portion of the village which is located in the township. "It is understood that the present service enjoyed by the village would continue, that is street lighting, road maintenance, sidewalk maintenance, sidewalk snow plowing and road plowing, and other services required from time to time, such as police and fire protection," and the petition continued, "We the undersigned believe that we are representing many who would welcome such a change because it would be instrumental in tax reductions, and would be an all round advantage." This coupled with a rumour that a similar petition would be presented to Markham Township Council has aroused considerable interest among other residents who wonder whether the village would receive the same attention under such an arrangement.

Some of the signers could not be reached for comment, but the others were in general agreement that taxes might be lower. Two who lived in subdivisions said they each paid \$25.00 more than neighbours in the townships, and couldn't see that they were getting any more for their money. Another felt "the set up" would be less cumbersome. At present village trustees must consult with both Vaughan and Markham Townships before making decisions that affect the village as a whole, and this can be a time-consuming, delaying and frustrating procedure.

Allan R. Sumner, Chairman of the trustees of Thornhill Police Village said he had not been notified, and knew only what he had read in the press. Ratepayers, he thought would do well to study their tax bills, especially in Markham Township where the village rate is only about one mill higher than in the township. The rate in Vaughan is about four mills higher. For this village residents receive lights, sidewalks and snow clearance, park maintenance and general clean up work, and the library.

Councillor Anstey said that the implications of the petition were being studied by Vaughan Township but no conclusions had been reached yet. Before any change could be made the matter would have to be presented to the Municipal Board, and he also favoured a vote by the people.

Our system of local government has evolved slowly since the first recorded meeting of York Township in 1799, when Stillwell Willson was elected overseer of highways and fence viewer on Yonge St. from lots 26 to 40, and Baiser Munshaw was appointed constable for Vaughan and the 1st concession of Markham. One of the resolutions adopted at that meeting was that no hogs above three months old should run at large, another was that lawful fences be five and a half feet high. There were then only 224 people in the whole "Home District."

In those early days every freeholder was expected to attend the annual meeting of York Township which was held on the first Monday in the new year. On January 1, 1850, the Townships of Vaughan and Markham became organized municipal corporations. J. W. Gamble was the first reeve of Vaughan, and David Smellie, the first deputy-reeve. The first reeve of Markham Township, Amos Wright, later became a member of parliament and one of the Fathers of Confederation. The first deputy-reeve, David Resor, founded the Markham

## 1st Thornhill Scout News

Scouts

The Scouts met on Monday evening in Thornhill United Church. After opening service the boys worked on their tests, a few games were played, election of new patrol leaders and arranging of patrols.

Lashing and splicing were also demonstrated. Don't forget to pass your test Friday evening at the Scout hut.

The meeting closed with the lowering of the flags and the Lord's Prayer.  
Happy scouting, boys.

**NORTH YORK**: At present 20 persons ranging in age from 3 1/2 to 80 take part in a Wednesday night swimming class for the handicapped in the therapeutic pool, Yonge Street. Anyone who would like to take part can secure an application form from the Red Cross office in the community hall. When the maximum capacity is reached, it is felt the program will be restricted to North Yorkers, but until then any handicapped persons is invited.

Use of daylight saving time was first advocated in England in 1907.

## April 5th Sod Turning St. Luke Lutheran Church

On Sunday, April 5th, at 11 a.m., members and friends of the Church of St. Luke - Lutheran, will gather on the church site for the historical sod-turning. The site is located at the intersection of Bayview and Finch Avenues, Willowdale, and includes the 5 1/2 acre northwest corner. The major feature of this event is that

everyone present will be invited to participate in the actual sod-turning. The structure of unique design will be erected on this site without disturbing the outstanding natural beauty. This spacious area is well-wooded with large and outstanding trees. The site includes an expansive green-belt area ideally suited for recreational activities. A great number of the residents of Willowdale are well-acquainted with this showcase of nature, designed as only God can do it. In order to take advantage of this beautiful panorama, the split-level church will be erected on the gentle northern slope.

Located on what is already a major thoroughfare in North York, the objective in erecting this building is to make it a distinct part of and for the community. The membership is vitally concerned about broadening its circle of fellowship to include all in the area looking for a church home.

The first level of the building will include the sanctuary and offices; the second level will include the sacristy, Sunday School and fellowship area, a distinctive nursery, a small kitchen, washrooms and heating room. Wide use of glass will provide a full view of the natural setting at both levels.

Charles E. Stade of Park Ridge, Illinois, developed the original design, which in turn was carried out by the Toronto firm of Weir and Cripps, Mr. Harvey Beercoff in charge. The general contracting firm is Eastbay Construction Company.

The Church of St. Luke is a mission project of the English District of the Lutheran Church - Missouri Synod. Funds for the construction of these mission churches are made available by the District Church Extension Fund. This accredited fund, now in excess of \$8,000,000.00, is made up of dollars loaned by members and friends which earn 4% per annum.

The congregation is currently using the facilities of the Finch Avenue East Public School for its program. It plans to begin using the new building late in the fall. Pastor of the congregation is the Rev. Karl J. Schweder, 23 Bayberry Cres., Willowdale.

Culture, like custard, curdles when it's overdone.

**J. D. Ramer & Sons FUEL KIDS**  
HE USED OUR OIL, THEN GAVE A CHEER, HE SAID "PLEASE SERVE ME EVERY YEAR!"  
YIPPEE!  
FUEL KIDS

**Friendly drivers and metered trucks increase your satisfaction, when you order your fuel oil from us.**

**J. D. RAMER & SONS**  
QUAL FUEL MAKES WARM FRIENDS!  
FUEL - BUILDER - SUPPLIES - FEEDS  
Phone: TURNER 4-1313  
RICHMOND HILL

## 1958 Year Of Growth

# Twp. School Area Pupil Enrollment Increased By 372

Pupil enrolment in the eight schools in Township School Area No. 1, Markham and Vaughan, increased by 372 during the year 1958. Pupils registered as at December 31st totalled 2336, compared with 1964 at the beginning of the year.

The annual financial statement for the Area Board shows receipts for the year of \$515,589.47 and a balance on hand at the end of the calendar year of \$32,705.80.

The report shows that four kindergarten-primary rooms were opened for the first time last September with an enrolment of 265.

The new Ross Doan School of six rooms was occupied in February 1958 and officially opened in May. The five portable buildings thus released were moved to other schools in the area where they were needed. One new portable was built and one was bought from the North York Public Library Board.

Two new school sites were bought during the year, one on 16th Avenue in Markham Township and another in the Elgin St.-Clark Ave. vicinity, also in Markham Township. It is expected that the necessity for portables will be much lessened by buildings on these sites in the near future.

Major improvements and repairs in 1958 included:  
New roof and parapet on the front part of Thornhill School.  
New roof on the front part of Langstaff School.  
New fluorescent lighting in two rooms at Thornhill School.  
New radiators in the old part of Thornhill School.  
Several rooms renovated and decorated at Thornhill School.  
Venetian blinds installed on south rooms at Langstaff School.  
A start was made on levelling the playground at the Langstaff School.

A considerable amount of planting and landscaping was done at various schools.  
The financial statement for 1958 was as follows:  
**Receipts**  
Balance from 1957 . . . \$ 26,951.32  
Provincial grants . . . 200,779.72  
Twp. grant on teachers' salaries . . . 29,880.00  
Local tax levy . . . 209,934.60  
Fees from S. S. 2, Markham . . . 6,040.48  
Department of National Defence . . . 3,438.63  
Repayment of loan to bldg. fund . . . 16,872.94  
Rentals . . . 1,898.38  
Donations, refunds sale of scrap . . . 554.98  
Superannuation deducted by board . . . 19,238.42  
\$515,589.47  
**Expenditures**  
Teachers' salaries . . \$320,640.40  
Instructional supplies . . 17,201.97  
Administration . . . 15,881.98  
Plant operation . . . 59,938.10  
Plant maintenance . . . 18,664.84  
Auxiliary services . . . 6,650.60  
Fees to Richmond Hill Board . . . 115.00  
Transportation of pupils . . . 6,271.80  
Capital outlays from current funds . . . 34,840.62  
Extraneous expenditure . . . 559.18  
Bank interest . . . 2,119.20  
Balance at December 31, 1958 . . . 32,705.80  
\$515,589.47

Mr. and Mrs. Frank Plaxton, John St., has returned from a two month trip through the south-western States, visiting with her brother in San Francisco, also motoring to Mexico and going by boat to the Hawaiian Islands where she spent ten days.

Dr. and Mrs. R. Elgie and family of Sault Ste. Marie, and Mr. and Mrs. John Hodgkinson and family of Montreal spent several days this week with Mr. and Mrs. George Spring, Yonge St.

Mr. and Mrs. Eric Bare and family spent the week-end in Montreal.

Mr. and Mrs. Alfred Ecclestone and family spent Easter week-end in Washington.

Mr. and Mrs. Frank Kellam and children spent the week in Montreal.

Mr. and Mrs. Frank Maw spent a few days in Buffalo this week.

Mr. and Mrs. Ed Percival and three children have returned from a three week vacation at Vero Beach, Florida.

Mr. and Mrs. Tom Pherrill spent the week-end in Syracuse, N.Y.

The Young Adults were hosts to the East Toronto Presbytery Young Peoples Societies at a Good Friday morning breakfast in the church hall. About 186 young people attended. The group convening the breakfast

were assisted by Mrs. E. Tanquary, Mrs. F. Heydens, Mr. John Mavor and the Young Life Club. Breakfast was followed by a worship service and Holy Communion.

The Young Adults held a special vesper service Sunday evening led by Mr. Kenneth Terry. A film "Gates of Glory" was shown, followed by refreshments.

The Presbyterian Church reports that about 400 people in all attended the services of Holy Week with a varying attendance each evening. The special speaker Professor Allan Farris of Knox College delivered the message each night, music also being provided by different guests. The committee in charge of the Holy Week Mission were Chairman Al-an McKeeknie, Secretary Mrs. G. Patterson and Treasurer Wilfred Irons.

Mr. and Mrs. Everett Tobey of DEMS Ltd., Thornhill, are most appreciative for all the expressions of sympathy extended to them with the passing of Hon. Sidney Smith, Canada's Secretary of State for External Affairs, who was a relative and close friend of Mr. Tobey's. Mr. and Mrs. Tobey were in Ottawa for the state funeral and were guests of Prime Minister Diefenbaker and members of the Cabinet.

## Thornhill Notes

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An invitation to you!  
TO ATTEND  
**THE SEMI-ANNUAL ASSEMBLY OF JEHOVAH'S WITNESSES**  
April 3, 4, 5, 1959  
Leaside High School, 200 Hanna Road  
Some distinctive features of the program will be conducted:  
FRIDAY - 7 p.m.; SATURDAY 1.30 p.m. - 7 p.m.  
The Focal Point will be the Bible Discourse - -  
"The Perfect Government For All Mankind"  
by  
P. CHAPMAN  
Canadian Superintendent of Jehovah's Witnesses  
Sunday -- 3.00 p.m. -- April 5

# TOWNSHIP OF MARKHAM Local Improvement Notice

TAKE NOTICE THAT

1. The Council of the Corporation of the Township of Markham intends to construct as a local improvement watermains on:

STREET	FROM	TO
Bayview Avenue	Steeles Avenue	8400 feet north from Steeles Avenue, excluding the portion thereof between John Street and Green Lane.
Thornlea Road	Bayview Avenue	580 feet west from Bayview Avenue.
Elgin Street	Yonge Street	3340 feet east from Yonge Street.
Dudley Avenue	Elgin Avenue	720 feet southerly from south limit of Elgin Avenue.
Albion Close	Elgin Avenue	200 feet south from Elgin Avenue
William Street	John Street	320 feet north
Doncrest Road	No. 7 Highway	1250 feet north from No. 7 Highway.
Rockwell Road	No. 7 Highway	1250 feet north from No. 7 Highway.
Bayview Avenue	No. 7 Highway	1280 feet north from No. 7 Highway.
Highway No. 7	180 feet west of Bayview	3320 feet east from Bayview.

and intends to specially assess a part of the cost upon the land abutting directly upon the land abutting directly on the work and upon the following land which is immediately benefited by the work, namely all rateable property in Water Area Number 1 of the Township of Markham established by By-law Number 1515 except all lands laid out according to Registered Plan 2446.

2. The estimated cost of the work is \$157,330.00 of which no part is to be paid by the Corporation and is to be borne as follows:

(a) An estimated amount of \$92,753.25 is to be assessed against the lots fronting or abutting on the work. The estimated cost per foot frontage of this part of the total cost is \$2.75. The special assessment for this part of the total cost is to be paid in twenty equal annual instalments and the estimated annual rate per foot frontage is twenty-four cents (24c).

(b) An estimated amount of \$64,576.75 is to be assessed and levied on the rateable property in the said Water Area, excluding the land laid out according to Registered Plan No. 2446. The special assessment of this part of the total cost is to be paid in twenty equal annual instalments of \$5,626.81 and the estimated annual rate of this part of the total cost is 2.302 mills.

3. Application will be made by the Corporation of the Ontario Municipal Board for its approval of the undertaking of the said work and any owner may within 21 days after the first publication of this notice file with the Board his objection to the said work being undertaken.

4. The said Board may approve of the said work being undertaken, but before doing so it may appoint a time and place when any objections to the said work will be considered.

DATED at the Township of Markham this 31st day of March, 1959.

H. C. T. CRISP,  
Clerk