

The Liberal



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Firm Stand For Local Rights

Municipalities bordering Metropolitan Toronto have on various occasions suffered at the hands of the "big stick" wielded by Metro authorities, and while there have been complaints in the past, there is evidence that local municipal officials are getting tired of treatment accorded them and will take a firm stand for local rights.

The creation of Metropolitan Toronto by the provincial government undoubtedly has resulted in some benefits for the municipalities concerned. It is admitted that Metro should have some authority in planning beyond its borders, but there is a limit to the extent in which the "big daddy" should wield the club of authority in fringe municipalities.

All subdivision plans have to be approved by Metro and Richmond Hill, Markham and Vaughan have had to make changes of doubtful value at Metro's insistence. In opposition to these changes local municipal council members often have expressed the opinion, with which we agree, that in most cases the local elected representatives are in a much better position to pass judgment than an appointed Metropolitan authority.

At this week's public meeting in protest against the rail line route, Reeve John Perry of Vaughan Township made it clear that he has had about enough of outside interference and is ready to take a stand for township rights.

This week Reeve W. L. Clark of Markham Township expressed anxiety over Metro's delay of development plans in the township. Mr. Clark said his township and subdividers have been

patient but the "freeze" could not go on forever.

The location of the railway by-pass through the southern section of Vaughan and Markham Townships just beyond the borders of the Metropolitan area has all the earmarks of another Metro "big stick" decision. Apart altogether from any arguments in favor of the proposed route, the fact remains it was decided by the railway after consultation with Metro and not with the people directly concerned.

Reeve John Perry has stated that his council has fought consistently with the Ontario Municipal Board, the Ontario Water Resources Commission and the Metropolitan Planning Board for approval of township plans, but has been "stymied almost every time". Now he says, "we insist that we will operate the township as we see fit". The Vaughan reeve said further, "we have informed these bodies and our representatives on both federal and provincial levels of our position, and if they don't accept we have a drastic alternative which I cannot announce at this date".

It would appear the time is coming for a showdown for the rights of the municipalities bordering on Metro. We don't know the nature of the "drastic alternative" referred to by Reeve Perry, but whatever kind of secret weapon it may be, we hope it is a good one, as there is mounting evidence it will be needed.

The provincial government has not the right to force local municipal councils to carry on municipal business under the shadow of Metro's "big stick authority".

Dog Control

There will be general approval of the joint effort of three local municipal councils to cope with the dog problem. Richmond Hill, Markham and Vaughan have entered into an agreement for a dog catcher and dog pound service which it is hoped will solve a problem which has plagued councils and law enforcement officers for many years.

Dogs running at large have for years been a nuisance to householders in communities where there is any large number of homes. It is said that a dog is a man's best friend, and we have no wish to argue that point or deny that there is much joy and satisfaction in the ownership of a family pet. The fact is that in towns, villages and built up areas, dogs can be quite a nuisance. They have been in recent years and municipal councils in an effort to meet the situation have passed by-laws providing that dogs must not run at large. The difficulty has been that these by-laws have been hard to enforce.

Disregard for the by-laws became so general in recent years that they have been of very little value. Plagued by constant complaints municipal councils this year decided to join in a mutual effort to cope with the situation. The result is that effective soon Richmond Hill, Vaughan and Markham will be served by a dog catcher who is equipped with truck and pound facilities. Local

officials have high hopes the agreement is the answer to the problem, and householders who for years have been complaining of the dog nuisance join in the hope that the joint action is the right answer.

The official appointed appears well qualified and seems to have an understanding of the problem. In his appearance before council he seemed to have the right outlook and an earnest desire to do the job for which he has been engaged.

It is said the lot of a policeman is not an easy one, and the same can be said for the dog catcher. However, he has been assigned important duties and in the enforcement of the regulations of the dog by-law he must have the whole-hearted support of council members and the people of the community.

We hope citizens will not be too impatient and expect perfection the day the service starts. It will take some time to get the machinery working and to see the results of organized patrolling of the area. The new dog agreement represents a considerable investment of taxpayers' money and we hope it gets the desired results. It is an honest and real effort on the part of municipal councils to enforce a by-law which, if we are to judge by the number of complaints, needed something new in the way of enforcement machinery.

Operation Friendship

A patient who has been discharged from a mental hospital was asked: "What was it that did most to help you recover?" And the ex-patient's answer was "Friendship — the friendship of the doctors and nurses and social workers and attendants — the friendship of the volunteers who came to visit and work with us each week — the friendship of all my friends and acquaintances who let me know that I was not alone."

Friendship is indeed a powerful medicine, but there are thousands of mental patients who do not have it, who are in need of it. During Mental Health Week, April 26 to May 2, the people of Ontario will have an opportunity to visit the patients in this province's mental hospitals, and to prove to them that the rest of the world does care. These visits are being arranged by the Canadian Mental Health Association as part of the nation wide pilgrimage called "OPERATION FRIENDSHIP", in

which the effort will be made to bring to the nation's mental hospitals, as visitors, 70,000 people — as many visitors as there are patients in the mental hospitals. In this province's mental hospitals there are over 20,000 mental patients, and 20,000 visitors should be a goal for the people of this province.

Our local Ontario Hospital, Yonge Street South, Aurora, is holding "Open House" each afternoon from 2:00 to 4:00 p.m. during Mental Health Week, and we are all invited to visit.

The first annual meeting of our York County Branch, Canadian Mental Health Association, will be held at the Newmarket District High School on Thursday, April 30, at 8 p.m. The award-winning Richmond Hill Curtain Club will present "Unto Thine Own House" as their special contribution to Mental Health Week. Plan to attend and bring a group of interested friends from your community.



Facts and Faith

A Weekly Comment On
Christian Life And Action
— By Calvin H. Chambers —

THE WAY OF THE CROSS

Have you ever noticed in the Apostles Creed, which is one of the great historic expressions of Jesus to His suffering and death at the end of His ministry? What about the intervening years? Did His life have no significance? Many critics of the creed, have charged that this is one of its great weaknesses. They have claimed, and certainly on Biblical grounds, that it is impossible to understand the meaning of Christ's death without knowing the facts which surrounded His life. In the New Testament Jesus is set forth as one who suffered a great deal throughout His whole ministry. From the very beginning He was a "Man of sorrows and acquainted with grief." "It is wrong," writes Sadhu Sundar Singh, the great Indian Christian, to think of the suffering of Jesus as being confined to the crucifixion. Christ was 33 years on the cross."

The way of the cross was not merely that last few miles that Jesus walked, as He made His way from Pilate's judgement hall to the hill called Golgotha. Jesus lived the life of the cross at every point in His earthly existence. He assumed this burden, because He knew that through it all, He would open the door for men and women in all generations to find victory over the 'crosses' they would be called to bear. Jesus carried His cross throughout His whole life. He identified himself with human sin at every point of His earthly career. Why then did He have to endure the ultimate pain of crucifixion? Simply because "the wages of sin is death," and in His death Jesus not only bore the sin of the world, He carried it away. The barrier which has separated men from God is broken down. Now we may have fellowship with the Father. Now we may know the over-coming power which Christ is able to give to all who "carry a cross."

A person who suffers physical pain and hardship may overcome it in the strength of Jesus Christ, who knew all about it. Sometimes the monotony of work seems unbearable and we wonder if we can take any more. Jesus Christ is able to give our work a sense of meaning, because He knew the meaning of daily work at a carpenter's bench. A person may be forced through circumstances to live away from home. If he wants to be delivered from feeling sorry for himself he needs to remember what Jesus said, "the foxes have holes, and the birds of the field have their nests, but the Son of Man hath no place to lay His head." A person may undergo the strain of misunderstanding. Jesus Christ knew all about this too, and yet rose triumphant over it. In His strength, so may we. A person may be afraid to die. But if he looks to Christ, who suffered death for every man, he will find the sting removed, and a sense of peace will pervade the soul. The burden of guilt may be torturing a person, so that it matters not where he turns or what he does, he cannot escape from it. The way to deliverance from guilt is the way of the cross, for Jesus has walked that road for our sakes. Under the shadow of His cross we can find forgiveness and peace. If we find the way of the cross, with Jesus we can know victory over the circumstances of life.

Beneath the cross of Jesus
I find would take my stand
The shadow of a mighty rock
Within a wary land.

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Over Hill, Over Dale

by Cicely Thomson

Have we come the full circle? I'm referring to the proposed C.N.R. by-pass which is being proposed at a time when our part of the country is well built up. How many years is it since instead of rising up in indignation the people cried and begged for the railway to come near their area. Why New Westminister has really never recovered from the humiliating fact that the railway went to Vancouver instead . . . and the noise the maritimes made about railways coming their way or else . . . before they joined the rest of Canada.

Apart from the much taunted P.G.E. which was accused of going from nowhere to nowhere for almost exactly fifty years and which two years ago was added on to at both ends and taken over by the provincial government, have we actually built any new track lately? The remote areas that that railway reached in no way could be counted on as an initiation for the C.N.R. and their current pet project of by-passing Toronto through a pretty well developed area. So I suppose they just went ahead in the way that was laid down in the books by their forefathers and drew a nice curvy line in a good topographical map and said that will suit us just fine and never gave a thought . . . or did they? . . . to the idea that times might have changed, and that while we all long for fast commuter service with almost as much passion as the maritimers longed for inter-colonial in the days of yore today to the average householder, a railway per se is a noisy, dirty, dangerous thing that rushes past clattering and banging away and blowing great noisy screeching whistles all night long.

We put up with the trucks, gravel trucks, wholesale trucks, big trailer trucks that go up and down our highways, and only notice the noise from them if we wake in the middle of the night to hear them pull away from a stop signal, and only notice the nauseating diesel oil smell if we get stuck behind them in the traffic.

But the railway is different . . . it has always as far back as we can remember run along the same old tracks and we have all built our communities in relation to the "tracks." Now presto, with no apparent regard as to which side of the proposed tracks those communities are located the dragon is about to set forth on its fire-breathing course on a line which seems to it the most suitable for its purposes.

They could always put it somewhere else. But as the area to the north east, north and north west of Toronto is pretty generally built up now, no matter where they drew their curvy line so would the protesting shouts of the taxpayers rise. For the sake of our Richmond Hill industry it would be just ducky if it ran past here just to the north of the town, but there would be just as much noise from the residents in that area as there is from the Thornhill residents . . . nowadays, just face it, no one, absolutely no-one, wants a great train swooshing past their front door.

The subway when it poked its nose above ground, did so in a deep cut.

Why couldn't the C.N.R. manage that for the more built up sections along the by-pass? The romance of the sight of a train and the lonely sound of the train whistle are both only in the nostalgic past (and in westerns). The flat-noted honk of the diesel is extremely unattractive to say the least, while the motley collection of freight cars is attractive only to small boys of under ten.

So keep it out of sight. Don't bury it, just lower it . . . then all crossings would be underpasses and the honk-hoonk-honk-hoonk would be eliminated, and the clattering rattling noises would be very much subdued for what you don't see you don't tend to hear. And underpasses mean that traffic doesn't get held up, which causes resentment, while a seemingly arrogant line of rail cars leave their tail hanging across a well-travelled road. (Usually just when you are late starting out for an appointment with the dentist, and on these occasions the train is an almost unbearable arrogant thing).

I speculate whether if the C.N.R. had announced that its line would run four miles further north, the residents, ratepayers, what have you, along that line wouldn't have shouted . . . put it further south.

You just can't blame them. Today the railway is not a welcome newcomer to our backyards. Aesthetically we have ceased to appreciate its proximity. It is a social outcast. That's what a hundred years can do for popularity!

'A Child In Springtime

Each morn when the garden world is fairyland,
And lovely Spring is brooding softly over all —
My darling little girl and I walk hand in hand —
To count each flower bloom along the garden wall.
She looks about to see who's busy on the wing —
A humming bird, a bee perhaps or gaudy butterfly,
She cups her ear to listen to a happy robin sing,
Or shades her eyes to scan the lazy clouds on high —
Rapt in her childlike wonder, sturdily she stands
In secret union with the vibrant growth around,
Content to pluck within her chubby little hands
A golden dandelion she pulled from out the ground —
And my little girl's face is as bright as the sun,
There's joy in her heart now that Spring has begun.
— Elizabeth Dale Kelson

PROCLAMATION DAYLIGHT SAVING RICHMOND HILL APRIL 26-OCTOBER 25 1959

Whereas the Town Council, by resolution has authorized me to issue a proclamation requesting the citizens to observe a period of Daylight Saving for the current year, commencing at 2 o'clock a.m. on Sunday, April 26, and continuing until 2 o'clock a.m. on Sunday, October 25.

To carry out this request of the Town Council it will be necessary that all clocks and watches be advanced one hour at 2 o'clock a.m. on Sunday, April 26.

The Town Council most respectfully asks the hearty co-operation of all citizens in making a success of this movement for the public benefit.

Proclaimed pursuant to the instructions of the Town Council this 20th day of April, 1959.

K. W. TOMLIN,
Mayor.

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