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CANADA

SEALED TENDERS addressed to the undersigned and endorsed "TENDER FOR FEDERAL BUILDING, RICHMOND HILL, ONT." will be received in the office of the Secretary, until 3:00 p.m. (E.D.S.T.), WEDNESDAY, JUNE 17, 1959.

Plans and specifications can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa, Ontario, the District Architect, 385 Yonge Street, Toronto, Ont., and can be seen at the Post Office at Richmond Hill, Ontario.

To be considered each tender must be accompanied by one of the alternative securities called for in the tender documents. Tenders must be made on the printed forms supplied by the Department and in accordance with the conditions set forth therein.

The Department, through the Chief Architect's office, or through the undersigned, or through the office of the District Architect at Toronto, Ont., will supply blue-prints and specification of the work on deposit of a sum of \$100.00 in the form of a CERTIFIED bank cheque or money-order payable to the order of the RECEIVER GENERAL OF CANADA. The deposit will be released on return of the blue-prints and specification in good condition within a month from the date of reception of tenders. If not returned within that period the deposit will be forfeited.

The lowest or any tender not necessarily accepted.

Robert Fortier,
Chief of Administrative Services,
and Secretary.

Department of Public Works,
Ottawa, April 28, 1959.

Marshalling Yard —

(Continued from page 1)
campaign slurs of autocratic and undemocratic thinking."

He said that considerable detailed work has yet to be done, and it will be at least five years before the railway can complete the project. In the meanwhile, we will continue to sit down with duly accredited delegates or committees to discuss, in a rational manner, any aspects of the project that they may wish to bring up with us."

Mr. Kyle said that the railway retained the implications that it had overlooked safety measures for school children, or the possibility of noise interference with their work in nearby schools.

"These were questions of top priority in our deliberations along with other matters of human rights."

"Within that framework," he continued, "we include the question of compensation which is not as complex as some of our detractors proclaim. Where the lines or yard physically infringe on property, the CNR has said that the owner may elect to sell either the part that is needed or the entire property at a fair market value."

He defined a "fair market value" as the highest price in terms of money that an owner willing to sell but not forced to sell, will accept from a buyer willing but not forced to purchase, both being fully aware of all the potentialities that the property possesses.

He stated that the railway is ready to negotiate the question of compensation with owners of property adjacent to the new lines. "Here we have one of those intangibles on which it is virtually impossible for us to say where one begins and ends. However, on this score the railway will weigh each case on its individual merits and it has a long and favourable record for fair dealing which will not be jeopardized in this instance."

There were other factors of a technical nature governing the selection of access routes, including the necessity of finding the lowest ruling gradient in relation to topography, grade requirements for major streets and highways

and practical level connections with existing rail lines, he said. Mr. Kyle attributed many of the false conclusions to the false premise that the proposed access routes were designed as a "by pass", that is to carry trains around the perimeter simply to avoid going through the Toronto area.

"It is incorrect to describe the plan as a "by pass" in the sense that highway 401 was planned," he said. "A basic consideration in our long-range thinking is the expectation that this project will be better — by a fast growing metropolis."

"The root of the transportation problem is in the city's growth pattern," he explained. "Prevented by a natural barrier, Lake Ontario, from expanding on all sides like most other cities, Toronto's expansion, of necessity, takes the form of an ever-widening arc.

The base line is along the waterfront where the present congestion will worsen as the promises of the seaway are fulfilled and as industry is pushed beyond metro boundaries.

"Metropolitan Toronto stands on the threshold of a great future, and if it is to achieve the stature which it deserves we must act today. Responsible and far seeing planners must not be frustrated in providing for the essential railway facilities without which this metro area will meet certain stagnation."

He maintained that rail lines must be laid somewhere close to the present perimeter not only to ensure adequate transportation facilities for existing industries, at reasonable costs, but also to encourage the growth of industrial and community development north, east and west of today's boundaries.

"The railway is compelled to serve the vital concentration which by reason of geography fanned out from the waterfront, and it has also a duty to provide for wider horizons," said Mr. Kyle. "The C.N.R. accepted this challenge and, following lengthy studies and consultations, produced a positive plan seeking the least possible dislocation in human and economic terms."

Estimate \$215,000.00

Pleasantville Public School Ready By 1960

In 1960 Richmond Hill Public School Board plans to have a new public school ready for occupancy. Monday evening, based on a report from the planning committee (Trustee J. Rabinowitch, chairman), the board agreed unanimously to start the required procedure to build an eight classroom, plus multi-purpose room school on the site in Pleasantville. This site was purchased last year.

On Trustee C. Williams of the building committee's motion, Alward and Gouinlock, Toronto architectural firm, will be commissioned to submit drawings for the proposed school. A tentative \$215,000.00 will be asked from the Ontario Municipal Board for debenture approval through the town council. This amount will include construction costs, equipment, fencing, two percent contingency, and architects' fees.

This fall, approximately 199 children who will later be in the Pleasantville School, will have a "portable school" under Pleasantville Principal Duard Rose. Six portables now in use as classrooms will be grouped together on the MacKillop School grounds for the opening of school this September.

Parents and pupils will be duly notified by school officials if they are now within the boundaries of the Pleasantville School.

Another major decision made by the board was to build a three-classroom addition to McConaghy Public School. This will relieve use of basement rooms and of the auditorium for classrooms. It was decided to renovate the basement rooms for administrative offices with special consideration being given to an office for the prospective inspector of the local school system.

The three classroom addition already has the tentative approval of the Department of Education. It is expected to be paid for out of current funds, derived from a larger than anticipated provincial grant for this year. On motion of Trustee Williams, Noble and Douglas, Toronto architects, were selected to design the addition, which is expected to be placed at the front of the present building.

Total cost of the new work plus the renovating of basement rooms into office space and the renovation of six other classrooms is expected to be within the \$75,000.00 already budgetted in the current account, and which will be grantable later if used for this purpose.

Trustee Mrs. Margaret Southwell and Trustee Mrs. Virginia Sully expressed anxiety lest a three room addition at McConaghy might prejudice the erection of a new public school in the Yonge area, west of the CNR tracks bordering on Markham Road area. They were assured

by the rest of the board this would not be the case if increased need arose, or if the McConaghy School were to become a senior school in a tri-level system.

Chairman L. D. Clement felt the fact should be pointed out to the local planning board that "future accommodation will have to be provided in the area itself" if there is more need for accommodation in the south-east corner of town. There is a lack of sufficient vacant property in the centre of town now for a new school.

Have Plans For Tri-Level System
Chairman Clement also expressed the opinion the local school system "will likely be an island if we don't prepare for a senior school in the future." He stated, "This board has considered it part of its planning to provide a plan for a tri-level system", and he considered it "very foolish not to so provide." He believed the central location of McConaghy School would make it a probable senior school.

Have Classrooms For September
Total classrooms required now for September, 1959, are 89 rooms, which are provided for with the use of the six portables. By September, 1960, on the basis that the homes being constructed in the subdivision will have been completed and that no new homes will be constructed until further annexation, the board will require a total of 95.2 classrooms. This additional need is expected to be met by the Pleasantville 8-room school, present construction and the portables.

County Council Notes

Warden William Hodgson, on behalf of fellow members of County Council recorded "deep regret that County Clerk Jack Smith is absent from this meeting owing to illness." Warden Hodgson then thanked the office staff for preparing Friday night's emergency session in Mr. Smith's absence.

Reeve Fred Armstrong referred briefly during the Session to the C.N.R. marshalling yard in Vaughan Township and said "We are bordering that yard and I feel that this council should go on record that a green belt be arranged, to screen out and camouflage the box cars. If the C.N.R. doesn't change its plans regarding the yard, I think they should put up a screen of bushes and trees." No action was taken by Council.

Reeve Floyd Perkins and Deputy-Reeve S. J. Tinker, Richmond Hill personally delivered to County Council the agreement approved in Richmond Hill Town Council last week for the paving of Markham Road, and Mr. Tinker said he wished at this time to publicly withdraw the existence of any feeling against the Toronto and York Roads department.

County Council voted to pay the new Civil Defense Co-ordinator, Marshall McMurchy (who succeeds Reeve John Perry), \$1,330 a year and ten cents per mile for his services on the Civil Defense Committee.

County Council approved the Police Committee's arrangement "to transport prisoners only to and from the Magistrate's Court and from the Don Jail." Reeve John Perry, chairman of the committee, said, "Municipalities needing the paddy wagon will have to pay for its use."

Reeve Sellers: "The paddy wagon was bought to be used in Newmarket. It shouldn't go out of town or we lose the purpose of having it."

Reeve J. Luck: "If there's a small riot or some such, it (the p.w.) will be here. But under this new agreement it will have extra-curriculum duties." The 13 municipalities will also pay the annual sum of \$300, for the use of cells provided by Newmarket. Services include transporting of prisoners or witnesses — officers attending court will provide their own transportation.

Warden W. Hodgson asked "members of committees to rise when addressing County Council." In apologizing, Reeve Luck said,

High School Board At Woodbridge H.S.

The regular monthly meeting of the York Central District High School Board will be held in Woodbridge High School on Monday, May 11, at 8 p.m. The public is cordially invited to attend.

RICHMOND HILL ACCIDENT RECORD 1959

FATALITIES 0	
ACCIDENTS	INJURIES
36	3



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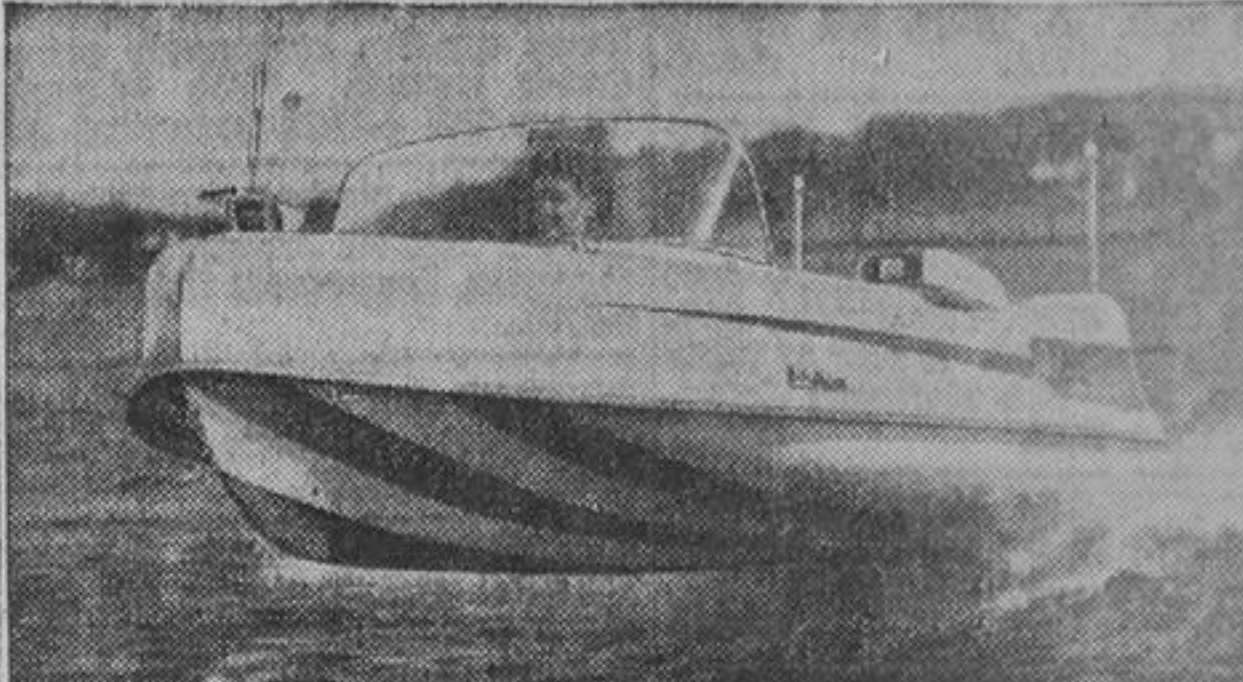
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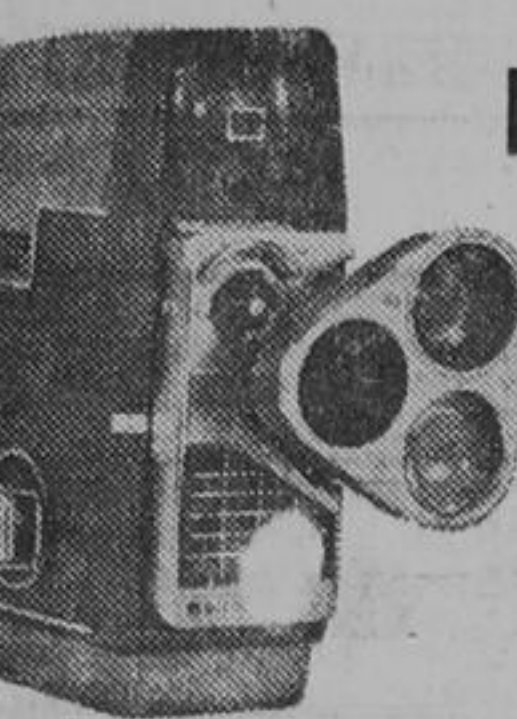
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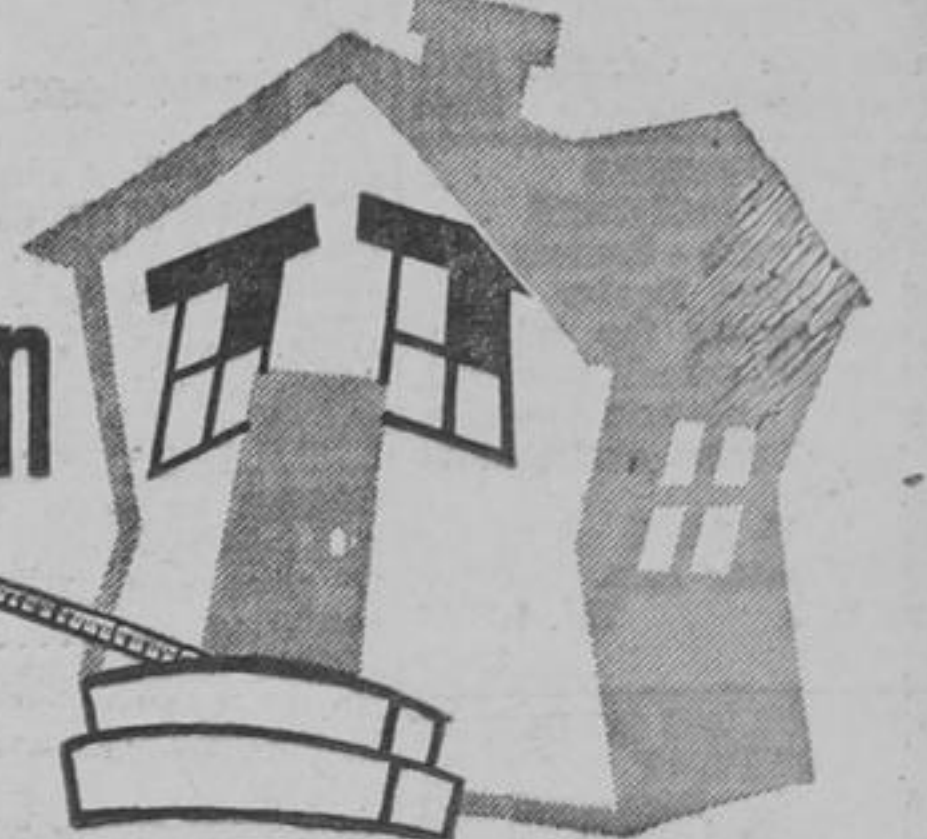
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