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Markham Planner Critical By-Pass Crosses Roads

Following strong criticism by Planning Director R. Forrest of the way in which the new C.N.R. By-Pass will cross township roads, Markham Township Council Monday decided to seek an immediate meeting with the Hon. Fred Cass, Ontario Minister of Highways regarding what council and Mr. Forrest feels is a very serious matter.

In a detailed presentation to council Mr. Forrest stated that in four cases the location of the line has been so arranged to deliberately create road intersections that no highway designer in his right mind would create, but, as the C.N.R. are saving the cost of extra bridges, they feel this is justified. The crossings are the 9th Line and the C.P.R. Line, Highway No. 48 and 14th Avenue, the 5th Line and 14th Avenue and Henderson Avenue and Glen Cameron.

Mr. Forrest represented Markham at a recent meeting of municipal, county and highways officials held at the office of Mr. J. L. Cann, C. N. R. Project Director.

Referring first to the 9th Line and the C. P. R. Line Mr. Forrest remarked: "This proposal almost certainly eliminates any future grade separation of the 9th Line and the C. P. R. line, and creates for all time a major concession road with level crossing which in itself is a hazard, and to add to this we now have a railway bridge over the level crossing. A fine example of the C. N. R.'s disregard for future life and limb. Of course, by crossing in this manner it means only one bridge instead of the two which would be required if they were to keep away from the level crossing, but of course, two bridges cost twice as much.

In the matter of Highway 48 and 14th Avenue Mr. Forrest had this to say, "There is a small jog in the 14th Avenue at Highway No. 48 and it can be foreseen that both roads will become much more important in the next twenty years and the jog would have to be eliminated in order to provide a well designed intersection. An example of this type of improvement can be seen at present north of the village of Markham on this same Highway, where the Department of Highways is improving the road and redesigning the intersections with all township roads by eliminating the jogs.

The C. N. R., once again to save the cost of bridges, are deliberately locating their line directly through the intersection, the one place on the highway that they should be avoiding."

Continuing Mr. Forrest next levelled criticism against the C. N. R. crossing at the 5th Line and 14th Avenue.

"Again a future major intersection and the C. N. R. has deliberately aimed their line through it. An interesting point here, is that the original expropriation showed the C. N. R. avoiding this intersection by crossing the 5th Line a ¼ mile north, and then swinging down over 14th Avenue some distance west of the intersection. This was good design, but must have been an oversight, as a few weeks later they again expropriated, this time smack through the intersection. Once again the C. N. R. have saved money at the expense of future human suffering through traffic accidents."

Finally the speaker dwelt for some length on the Henderson Avenue, Glen Cameron crossing in Doncaster.

"In this whole general future urban area there is a haphazard network of streets serving an existing partially urban area and it will be very difficult to produce a workable road system as the area builds up. The advent of the C. N. R. Line through this area has increased the problem tenfold, particularly at this intersection. It was the township's future intention to remove the jog between Glen Cameron Avenue which runs in from Yonge Street, and Proctor Avenue which runs in from Bayview Avenue and thus produce a direct neighbourhood road through the area from Yonge to Bayview. This proposed road is the only east-west through street that the municipality could hope to obtain either now or in the future, between Steeles Avenue to the south and John Street to the north. The need for such

"Dear Mr. Editor"

Charity Begins At Home

Dear Mr. Editor:-
At this time, when the Metro Toronto United Appeal is at the height of its campaign for funds, it might be timely to remind the many residents of this locality who work in Toronto and who are therefore likely to be approached for contributions, that their own area receives no direct benefit from this fund. Charity should know no bounds beyond the individual's own generosity and his ability to give, but it is also worth remembering that it begins at home. Many praiseworthy Toronto charities are sorely in need of funds - and so too are many that serve our own district.

The Richmond Hill - Markham - Vaughan joint committee might well consider if it is feasible to organize a similar appeal for their own area, or maybe it should be approached from the County level. As this area receives some indirect benefit from the proximity of certain institutions in the Toronto area which are not duplicated here - such as the Sick Children's Hospital - a local appeal could make a block donation to such institutions, whilst reserving for local use sufficient funds to maintain and develop our existing charities and for encouraging the institution of others of which we stand in need.

Meanwhile, local residents should consider ensuring that an equitable portion of their charitable donations is distributed to those charities in their own area, which are of direct benefit to their less fortunate neighbours and fill a need in this community.

Yours truly,
T. Broadhurst

Highland Park

Correspondent:
MRS. D. R. DARLEY
84 Highland Park Blvd.
AV. 5-2719

Sherman-Lahonen

White gladioli and mums decorated Thornhill United Church for the wedding of Miss Irene Ann Lahonen, daughter of Mr. and Mrs. Oliver Lahonen, to Douglas Henderson Sherman, son of Mr. and Mrs. Elgin Sherman on September 26, 1959, when the Rev. Stephenson united the happy couple in marriage. During the service Mrs. Jean Cunningham sang "Because" and "The Lord's Prayer," accompanied by Mrs. Gunn at the organ.

Given in marriage by her father, the bride wore a long white dress of lace and net over satin with finger tip sleeves and finger tip veil; she carried a bouquet of sweetheart roses and shasta daisies.

Miss Joyce Shuman was maid of honour and the bridesmaids were Mrs. Bud Lahonen and Mrs. Gordon Wood, all gowned alike in aqua-blue street length gowns with balloon style skirts of Swiss organdy, with bands of tiny flowers for their headdresses.

A reception was held later at the home of the bride's parents, on Woodward Avenue when the mother of the bride received in a two piece dress in warm beige with chocolate brown accessories. The groom's mother assisted in receiving, in a beige wool suit with baby blue accessories.

Out of town guests included a number of the groom's aunts and uncles from Owen Sound, Welland, Tara and Port Elgin; and friends of the bride's family from Toronto were Mrs. George McCullagh and her daughter Ann and her husband, and son Robert and his wife; and Mr. and Mrs. W. B. Milliner from Vancouver.

AURORA — Voters here will be asked to vote on the question of a two-year term at this year's municipal elections.

an east-west through street is made more serious by virtue of the fact that John Street, presently the only other through street North of Steeles Avenue is heavily built up and runs along the lip of the ravine for three-quarters of a mile which makes it almost impossible to widen in the future. The next east-west artery is No. 7 Highway, 2½ miles north of Steeles Avenue. It is interesting to note that at the time of approving the Selkirk Subdivision (1¾ miles north of Steeles Avenue) an attempt was made to obtain a through road from Yonge to Bayview but the C. N. R. refused a crossing over its Bala Subdivision.

The foregoing illustrates the importance of the Henderson - Glen Cameron intersection as compared to other minor intersections in the area, and again this is one chosen by the C. N. R. as the most economic to cross."

Mr. Forrest stated he was unsuccessful in his attempts to have a discussion of the intersection problem at the meeting. The C.N.R. ruled any such discussions should take place at a later meeting.

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9' x 10'	99.50	66.60	NONE
9' x 12'	119.40	79.92	NONE
9' x 15'	149.25	99.90	NONE
12' x 15'	199.00	133.20	NONE

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SIZE	REGULAR	SALE	Down Payment
9' x 12'	143.40	106.56	NONE
9' x 15'	179.25	129.20	NONE
9' x 18'	215.10	155.84	NONE
12' x 15'	239.00	176.00	NONE
12' x 18'	286.80	211.52	NONE

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SIZE	REGULAR	SALE	Down Payment
9' x 12'	191.40	131.88	NONE
9' x 15'	239.25	164.85	NONE
12' x 15'	319.00	219.80	NONE
12' x 18'	382.80	263.76	NONE
12' x 21'	446.60	307.72	NONE

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