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In International Contest Keith Hood Of Buttonville An Enthusiastic Member Of East York Barbershoppers

By Alex Sjöberg
"If you're too busy to sing, you're too busy!" Thirty-four year old Keith Hood of R. R. 2 Gormley, firmly believes in this slogan and spends a part of almost 100 days each year singing as a member of the East York Barbershoppers, Ontario District. Singing, says Keith, means friendliness, a creative outlet and travel. He and his wife, the former Mildred Derby, recently returned from Dallas, Texas, where the East York group placed third in international competition. Keith, who has been active in the 65-member group for seven years, or as long as he has been married, incidentally is proud of the fact that the group has 'placed' five times in as many years, with four 'thirds' and one 'fifth'. This is no small feat when it is remembered that the 15 choruses competing for honors represent the best here and in the United States.

He is equally proud of the fact that his group have their own weekly 30-minute radio program over CFRB, Toronto, from 7 to 7.30 p.m. every Friday. The program, "In The Old Barber-shop", features quartet and chorus singing. Outside quartets take part regularly.

Keith said that most of those directly associated with him in the pastime practically make the fascinating hobby a profession. "There must be close to five million men from 16 years up in the international incorporated fraternal order," he added. It goes by the name of "The Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America."

The slogan pretty well sums up the philosophy of the organization so far as Keith is concerned. As he said: "If you can get a number of men to sing together you can get past racial, religious and social barriers. A singing group will harmonize not only in song but in everyday economic, political and cultural matters."

"The Liberal" interviewed the Hoods in their rambling bungalow set atop a hill on a two-acre plot of land some two miles east of Yonge St. on the Markham townline. Keith, a carpenter by trade, who built the attractive house, was 'resting' while the thumb and forefinger of his right hand healed after a run-in with a saw.

Over coffee, he explained that in Canada every city and most of the larger towns have at least one chapter of barber shop singers. "A day rarely passes but that a new chapter is being organized somewhere," he added.

BUTTONVILLE

Correspondent:
Mrs. F. H. Leaf
R. R. 2 Gormley
Phone AXminster 3-6188
Mr. and Mrs. George Hooper and Mr. and Mrs. Ken Hooper motored to Pennsylvania last weekend to visit Ken's father. Mr. and Mrs. McNeishe have been on a vacation motor trip through the United States. Last week Mr. and Mrs. Harold Steffler and the boys enjoyed a camping trip through New York State visiting Watkins' Glen and Corning.

A guest at the home of Mr. and Mrs. James McQuay last week was Mrs. Gordon Scott of Oshawa.

On Saturday of last week Jim and Rosemary Miller and their children went to Muskoka Bay, where Rosemary and the boys will spend a week with Horton relatives.

Mrs. Fred Leaf and Lynda spent some time last week at Balm Beach.

Mr. and Mrs. Joe Robinson, Roy and Billy were guests of the Baycrofts at Waboushene recently.

Mr. and Mrs. E. Crisp have been on a camping trip recently with members of their family.

It was a beautiful day for the sale of household furniture at the Webster Farm last Saturday. There was a good crowd of interested buyers and everything was sold. Prices were fair too. We hear Mrs. Webster and her family have lived in the community for 12 years, and we are sorry to see them move from the neighbourhood. Their new home will be an apartment on Avenue Road.

Mrs. Joyce entertained leaders of the Victoria Square charge, Vacation School at her Bayview Avenue home on Friday evening of last week. It was the occasion of the annual meeting, and a time to assist the value of this year's school and recommend improvements for another season. Dr. A. F. Binnington opened the meeting and officers were re-elected for another year. After the business discussion Mr. Joyce showed a movie of the 1959 Vacation School taken by Mrs. John McCague. Refreshments were served.

Visitors at the home of Mr. and Mrs. Dick Jones last weekend were Mr. and Mrs. Bruce Jones and their children of Wallaceburg. Bruce returned home Sunday evening, but Jean and the two children and their baby sister are remaining for a week.

He said that Canadian groups are making a real contribution. "For example, the London, Ontario group, The Nighthawks, have had a command performance at Buckingham Palace. In England itself several chapters have been formed and barber shop singing there seems to be really catching on."

The East York group meets every Thursday evening at the Odd Fellows Hall at Jones and Gerrard Streets in Toronto. Anyone interested in goodwill and harmonizing is welcome.

In the tradition of barber shop singers, Keith's group does its bit for good causes. It puts on yearly shows for the benefit of the blind and cerebral palsy victims. The group also entertains for church groups and conventions and part of the proceeds resulting from such shows is earmarked for the group's use, chiefly to help pay expenses to international conventions.

The East York singers make a smart appearance in their turquoise trousers, ties and caps, red-and-white striped jackets and white shoes. Keith said that the white street-sweaters emblazoned with a green Maple Leaf on front and the organization's name on back, also in green, attracted considerable attention in Texas during the recent competitions. Keith and his wife drove to Dallas this year while the rest of the chorus rode in a chartered coach.

Barber shop singing is healthy, interesting and comradely, Keith said. "It makes for greater tolerance," he added thoughtfully, "and I guess we can say that never in our time at least has there been a greater need for this great virtue." It might not be an exaggeration to suggest that without the tolerance generated by the multi-million member organization the world would be a somewhat less friendly place than it is.

Vaughan Roads Program Show Busy 1959 Season

Following is a breakdown of the 1959 Vaughan Township Road Department Report, submitted to council on July 18 by Deputy-reeve Vic Ryder, Chairman of the Roads Committee. The report points out that each year the Department of Highways agrees to pay either a 50 per cent or an 80 per cent subsidy, depending on the program. An 80 per cent subsidy is paid on bridges and culverts and 50 per cent on practically all other items. As follows is an outline of items projected under construction with estimated completion costs, then a column showing actual cost.

	Estimate	Actual
(1) Sundry Culvert Replacement	\$10,000.00	\$16,778.25
(2) Kleinberg Hill completion	4,000.00	807.40
(3) Improve approaches C.N.R. crossing to dump	2,000.00	NIL
(4) New Machinery	6,000.00	5,321.50
(5) Overhead-Office work done by Staff for Road Dept.	8,000.00	8,333.65
Totals	\$30,000.00	\$31,240.80

Ordinary Maintenance Items approved for year:		
	Estimate	Actual
(1) Pavement, patching, crack-filling, sweeping	\$15,000.00	\$28,626.78
(2) Stone or gravel patching, dragging	30,000.00	19,061.02
(3) Dust Laying - Calcium, Salt, Oil, Prime	35,000.00	49,658.59
(4) Ditches Tile Drains, catch basins	5,000.00	NIL
(5) Weed Spraying, Cutting, Brushing, Fencing	10,000.00	7,662.44
(6) Winter Control - snow removal and Sanding	38,700.00	32,974.85
(7) Guide Rails, Signs, Zone Markings	5,000.00	NIL
(8) Bridges and Culverts	2,000.00	1,495.28
(9) Overhead - Work done by office for Road Department	8,000.00	12,399.99
TOTALS	\$148,700.00	\$151,878.95

In addition to the above mentioned program, Council submitted the following itemized Supplementary Construction By-Law, on which approval was received:

	Estimate	Actual
(1) Bridge replacement Road Allowance Lots 25 and 26, Located between the 5th & 6th Concessions	\$16,000.00	\$16,182.01
(2) Approaches to Bridge	4,000.00	NIL
(3) Kerr Bridge replacement - 7th Concession	20,000.00	9,147.35
(4) Asphalt Roads - Crestwood & Carrville Rds. Yonge St. to Bathurst St.	70,000.00	82,781.33
(5) Ditching and re-aligning rds.	10,000.00	20,230.04
(6) Graveling new grades	25,000.00	24,121.02
(7) Purchase of gravel pit	35,000.00	35,000.00
(8) Sundry Completion 1958 Projects	NIL	915.18
TOTALS	\$180,000.00	\$188,375.93

Some of the projects in the Road Budget cost more than the amount which was outlined or estimated, so that it became necessary to eliminate certain projects in favour of others.

Bridge Work

The Kerr Bridge on the 7th Concession was not completed due to a late start by the contractor, who ended up in financial difficulty. This contract was covered by a 100% completion bond. This bridge will be completed in 1960 at the same cost to the Township as the original contract was signed for. Any additional cost must be borne by the bonding company for the contractor.

Permanent Roads

During recent years the Department has been encouraging the Municipalities to undertake a more permanent type of road in their annual programming, such as pavement or surface treatment. In an effort to eliminate costly maintenance, without any permanent benefit, which would be derived from paved roads.

Council agreed with this policy and decided to pave Carrville Road plus Crestwood Road from Yonge to Bathurst Street. They were chosen for the following reasons: (1) Exceptionally high maintenance costs, (2) Heavy traffic counts, (3) Considered east-west arterial roads, (4) Some heavy traffic on gravel roads in immediate area would be channeled to the paved roads.

The base of these two roads proved very costly to construct, due to a bad type of subsoil which had to be removed and back-filled with gravel, even to a depth of over four feet in places. Two inches of a three inch pavement was laid in 1959 and it will be completed in 1960.



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Mufflers Installed

CHEV. (1949-53)	7.70
PONTIAC (1954-59)	8.90
FORD (1949-54)	7.70
METEOR (1955-56)	9.10
(1957-59)	10.15
PLYMOUTH	
DODGE (1949-59)	9.40

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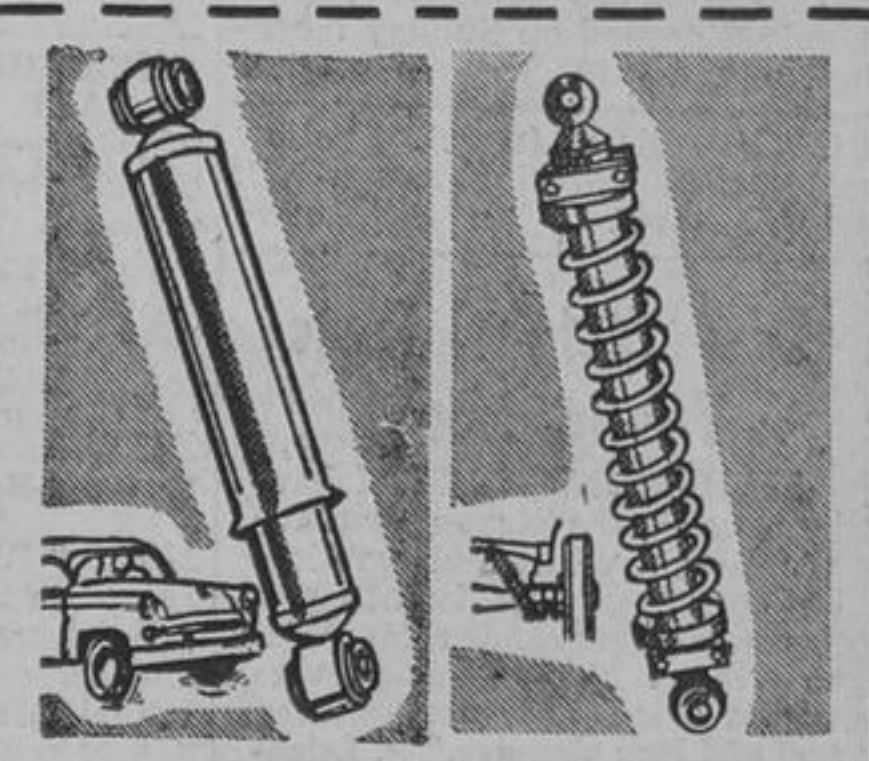
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CHEVROLET - PONTIAC 20, 22 1948-50 1951-59	7.40 7.25	17.40 17.25
DODGE - PLYMOUTH 1946-56 1957-59	7.25 7.10	19.25 19.10
FORD - METEOR 1949-54 1955-59	7.15 7.25	17.15 17.25
MERCURY - MONARCH 1949-54 1955-56 1957-59	7.25 7.65 7.90	17.25 17.65 17.90
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COIL SPRINGS - Chev. 55-57, pr.	9.80
Dodge, Ford, Meteor, Plymouth (most to 56) Pair	11.50 to 13.96
TIE ROD ENDS - Chev. 1955-57 (most), Pair	3.80
Dodge and Plymouth 1946-54 Pr.	4.65
Ford and Meteor 55-58 (most), Pr.	3.50
KING BOLT SETS Includes everything that is needed for both wheels. Ford and Meteor, 1957-58 Set	5.40
Chevrolet, 1959-54, Set	4.25
Dodge and Plymouth 1957-56 Set	4.95
BALL JOINTS Reduces front wheel sway, improves steering. Chev., Pontiac, 1955-59, Lower	8.50 to 8.70
Upper	8.70
Ford and Meteor, 55-58, Upper	14.90
Lower	14.90

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