

Coming Events

EVERY FRIDAY NIGHT — Euchre, Legion Hall, Carville Road West. 8.15 p.m. tfc39
BINGO every Wednesday evening at 7.45 p.m. at the Canadian Legion Branch 375, Carrville Road. tfe48
July 8th to 22nd, Pike's Peak Tent Meeting, located on 5th Concession of Whittechurch, 2 miles north of the Gormley-Stouffville Road. Evangelists, Rev. Mansel McGuire, Rev. A. W. Rees. In the Manse, the Pau, Mullen family. Everyone welcome. C. E. Hunking, Pastor. c2w1

10,000 MILES IS THE MAGIC FIGURE

After 10,000 miles of driving, an automobile engine has taken a severe beating with considerable wear to its moving parts. Distributor points have made 112 million contacts, every spark plug has fired 14 million high voltage sparks, the water pump has pumped 40,000 gallons of water. M. R. Bear the fuel pump 700 gallons of gas and each valve has opened and closed 14 million times.

That is why your engine needs a complete tune-up after this mileage to restore original performance, keep fuel economy at maximum and guard against engine failure on the road. To be effective, a tune-up must be performed by a trained mechanic with the best equipment available. He must usually replace the plugs, clean the fuel pump sediment bowl, check fuel pump pressure and adjust valve lash. The points and condenser must be replaced and the new points set for the proper opening. A gauge check of the timing and electrical system must be made with necessary adjustments to both.

A quality tune-up involves several hours of work and there are no short cuts possible if the job is to be done properly. Obviously, short cuts all the way down to a quick check of points and plugs can be made by a garage interested only in turning out a "bargain-priced" job.

But this kind of job is no bargain. It is throwing money away while the essential work of the re-tuning of your engine goes undone. Your only bargain is in buying quality service. Remember at Dodge Ontario your complete satisfaction is guaranteed.

THE DODGE ONTARIO CAR CO. LTD. 8595 Yonge St. at Cummer Willowdale



Looking For Cheese?

This field rodent was taken into custody by Canine Control Officer Jim Ryan after biting Marion Yee, nine-year-old daughter of Mr. and Mrs. T. M. Yee, 22 Lincombe Ave., Markham Township, last week. She was trying to feed the mouse after finding it trapped in a window-well at the rear of her home. The mouse will be kept under observation for two weeks to check for rabies. (Photo by Huntley)

Request Council To Give All Lot Fees To Board

Lot fees were the chief subject of discussion when members of the Markham Township School Trustees' Association met at Buttonville Hall June 26 with representatives from school areas 1, 2, and 3, and sections 11, 12, 13 and 16. It was stated by representatives of school areas 1 and 2, where heavy building programs have been undertaken recently, that in the past year and a half deputations have approached Markham Township Council to request that lot fees be apportioned to them. They received no satisfaction, nor were they given a sound reason for withholding these fees, the meeting was told.

The trustees stated, should be turned over to school boards in the areas in which they accrue, to defray capital school costs. Public and separate school boards have a just claim it was felt, but not high schools since that cost is spread over a wide area. "We have been told that if this money is used for schools, grants will not be made," said S. R. Patterson, chairman of the meeting. "We do not believe this is so," he added. "In 1954, Buttonville School received \$400 per lot from Arneligh Heights Subdivision, yet grants were received on No. 5 building."

Mr. Patterson further explained that a considerable balance from these fees remains to be used in area 3 capital spending. Lot fees were not paid to the school board but in to the township treasury, and were not all collected until 1961 when the last lots were sold. (Lot fees on new subdivisions are \$500 per lot, and in certain sewer areas there is an added charge of \$125.) Not Followed Apparently the acquisition of Arneligh Heights lot fees by the board of S.S. No. 5 set a precedent which has not been followed up by council. Stan Richardson, a member of TSA No. 3 board, stated that at No. 6 school, (Victoria Square) land in the Cachet Club was donated by R. Person for school purposes. "We have been informed the deed is in council's hands, but the land is not large enough for a school. We are not in the real estate business. We would prefer money," Mr. Richardson told the trustees.

To a question, "was this an arrangement made between subdivider and council?" Mr. Richardson replied: "I believe so. Title to the land should have been given to the board, but it wasn't." The feeling was general that the problem of lot fees is one for trustees across the township, and it was unanimous among those present that definite action must be taken. As one member pointed out, "In some areas there may be little growth today, but tomorrow — yes. The public should be informed when and how lot fee money is used."

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Pass Resolution A resolution was passed which stated: "Therefore, be it resolved that we respectfully request the council of the Township of Markham to allocate and remit to the local elementary school board, whether it be area or section in which the subdivision exists, 100 per cent of all lot fees obtained retroactive to Jan 1, 1954."

Mr. Terry estimates that the cost for this remodeling job would be in excess of \$10,000 and, even then, he points out, it would still be an old structure. "Therefore it is my opinion that it would be inadvisable to consider any expenditure of this nature on this building either on improvements or extension and that steps should be taken to provide alternative teaching facilities for the coming year." Architects for the new room are Jackson, Ypes and Associates.

Last Rites Held For David Sims (Continued From Page 1) for four years. Though progressing in electronics, he was gifted mechanically operating his own metal turning lathe and related machine tools, producing skilled work which proved of great assistance to his father, who conducts a business machine repair and service business. During the summer periods for the past two years, David was employed at the local radio station, engaged in broadcasting of baseball games, sporting events and church services. This summer he was appointed chief operator of the station. In his den and workshop, partly completed electrical and radio projects bear mute testimony to the skill and enthusiasm of this young man whose career has been so unknowingly and suddenly terminated. Following services conducted by the Rev. C. G. Higginson at the Wright and Taylor Chapel of the Pipher Funeral home, July 10th, he was buried in Richmond Hill Cemetery. Classmates Tom White, John Todd, Brian Tinker, John McIntyre, Paul Murray and Jim Craig were pallbearers.

TOP QUALITY CARS - 1960 VOLSWAGEN Coach - economy at its best. 1958 PLYMOUTH Sedan, 8 cyl. - young man's car. 1957 DODGES - Sedans - comfort for a low price. 1957 METEOR Station Wagon - reduced, clean. 1957 CHEVROLET Sedan, 8 cyl. - competitors prize. 1956 CHRYSLER Windsor Sedan - immaculate. BOTH NEW AND WELL KEPT CARS ON DISPLAY AT Wm. NEAL YOUR CHRYSLER - PLYMOUTH - VALIANT - FIAT and FARGO DEALER 61 YONGE ST. S., RICHMOND HILL TU. 4-7381

Merlyn Baker Announces New Farmer - Owned Processing Plant Merlyn Baker, York County farmer, on behalf of York County FAME Committee announced today plans for a farmer-owned meat processing plant. Mr. Baker is York county chairman of Farmers' Allied Meat Enterprises, the organization building the plant. Many local farmers are FAME members. The processing plant, the first of a proposed series of seven, will be located on a 100-acre property near Galt. The property fronts on Highway 401, just east of the cloverleaf of 401 and Highway 97, and has excellent advertising exposure. Arrangements have been made for the purchase of the property from the owner, Arnold Rife. Water drilling will start immediately, the local FAME chairman said. The plant will be the largest of the seven, and will perform a complete processing, curing and canning operation. It will handle livestock by-products and later will complete meat processing operations begun in some of the other projected FAME plants. The seven plants will be located throughout Ontario. Designers of the plant are Toronto architects, Onasick, McMurtry and Fisher, in consultation with packinghouse design specialists, Troy and Stalder, Omaha, Nebraska. The consultants have conferred since April

Township Wants Bridge On Con. 6 Vaughan Township Council has made a submission to the Board of Transport Commissioners stating that a four-lane bridge over the CNR access line on Con. 6 is necessary. No allowance has been made for a bridge in the CNR's original plans for the new access line in south Vaughan because it had not been thought necessary. However, a proposed new road in North York, Signet Road, has changed the picture. Most of the traffic using Main Street and Signet Road in North York will use Main Street in Vaughan, necessitating the four-lane bridge or grade separation. The CNR would pay for such a project, officials said.

Repairs Too Costly

Trustees To Close Headford School

(By Mrs. Loren Guild) At the July meeting of Markham Township School Board, Area No. 3, the final vote was unanimous on the motion to close school number three at Headford.

A room will be added to number four on the third line between Avenues 18 and 19 to accommodate the Headford pupils. Pupils from grades 6, 7 and 8 transferred to number four last year and there will be an overflow transfer from number five this year.

Melvin Wellman, vice chairman of the school board and representative for Headford said that it was not an easy decision for him to make. However, reason over-rode sentiment to convince him that the move was advantageous.

In rural areas particularly, local buildings are more than structures of wood and stone. Each is a leaf in the diary of district history; a repository of memories and there is a regret and a certain sadness in breaking ties with the past. Headford school was built in 1847. Many of the residents can say, "My grandparents attended that school."

Transportation Parents and ratepayers will be interested in transportation plans, time spent on the bus, and the cost. Transportation is particularly good. The bus will unload the Bayview High School pupils at 8:30 a.m. and pick the Headford pupils up at their accustomed time of leaving for school. The estimated cost for the extra bus service will approximate \$400.00. This will be offset by other economies.

Separate and thorough examination of Headford School was made by Deciantis and Rice contractors, Richmond Hill and Patrick D. Tully, engineer, Willowdale. Their findings were in agreement:

That the building is in poor structural condition owing to serious disintegration of sections of the foundation, allowing very little support for columns, particularly on the north side where there is a drop of three to four inches. Dry rot is in evidence on the south side and at window sills.

Extensive Repairs To make the building appropriate for continued use as a school the following recommendations were offered:

A new drilled well, approximately 200 feet deep for sanitary and drinking use to replace the present inadequate dug shallow well; new extension to house sanitary services and to relocate the furnace, requiring redistribution of heating ducts, partitioning as required for teacher's room and storage; insulation of roof; reconstruction of existing foundations and of all doors and windows; replastering and decorating inside and out; a new septic tank sewage system. The odor at present is very strong; correcting and securing walls and roof trusses on the north and west sides.

Mr. Terry estimates that the cost for this remodeling job would be in excess of \$10,000 and, even then, he points out, it would still be an old structure. "Therefore it is my opinion that it would be inadvisable to consider any expenditure of this nature on this building either on improvements or extension and that steps should be taken to provide alternative teaching facilities for the coming year."

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To Hold Convention

The annual convention of Ontario Senior Citizens will be held Sept. 11 and 12 in the Walbert Building of the University of Toronto. Registration is slated for 9 a.m. and reports from delegates are scheduled between 10:30 and noon hour. Representing the Richmond Hill Senior Citizen's Club will be Mrs. Grace Sayers.

Fuller, Brown's Corners, for number four; Miss Ulla Christensen, Newmarket for number seven; and Mrs. Minnie Donaldson Scarborough as principal for number seven.

Former teachers, still in the district are, Mrs. Wesley Clark, (Miss Essol Kirkpatrick) Mrs. Cummer Lee, (Miss Jean McDougall) both of Headford and Mrs. Robert Horwood, Richmond Hill, formerly Miss Hannah Hislop, Headford.

Extend Work Hours Bid Turned Down By Council

Vaughan Township has turned down an application by McNamara Construction Company to have working hours extended on their Highway 7 extension project. The company had asked for working hours to be extended from 10 p.m. to midnight.

According to Hugh Gerrard, who represented the company at Monday's council, such an extension would mean the company was able to set up two 10-hour shifts. With such an extension, the contractors would be forced to lay off about 40 workers.

Reeve Albert Rutherford reminded Mr. Gerrard that near a concession when the company had been allowed to work until 10.

To Hand Down Decision On School Fate Tonight

The future of Patterson Public School will be decided at tonight's (Thursday) meeting of the Vaughan Township School Board.

The board has favored closing the school but a recent ratepayers' meeting has shown public sentiment to be very much in favor of keeping it open.

According to Milton Savage, Jr., the general feeling was that as long as high standards could be maintained, the school should be kept open.

Mr. Savage recalled that in the past the board has been able to acquire first class teachers and that standards have been maintained at a constantly high level.

Representatives of the neighborhood's community association supported Mr. Rutherford's statement, adding that noise made sleep impossible while the company was at work.

They claimed that it was unusual for noise to continue for up to an hour after 10 o'clock deadline.

Councillor Ruth McConkey suggested that the only reason the firm wanted to work double shifts was to free its equipment earlier for work on the CNR access line.

Mrs. McConkey said that under the CNR contract, the railway would send in equipment at the contractor's expense if the job was not finished by the deadline.

Thirty children from the Royal True Blue and Orange Home, on Highway 11, were guests of the McKinley Lodge last Saturday for the north-end July parade held at Streetsville.

Those viewing the Toronto parade on Saturday next will miss these charming youngsters who parade each year, the girls wearing white dresses and matching headbands of flowers; the boys in white shirts and navy shorts or slacks. Owing to the changing times, everyone is moving their activities out of the more congested city streets; and the Orangemen north of Metro Toronto have built up their own show. The parade at Streetsville, which is almost equal now to that of the Toronto march on July 12, was enjoyed by thousands.

New High School To Be Built In Langstaff Area

(Continued from Page 1) tee be formed to meet the four councils involved for discussion of financing and other related problems.

Named to the committee were Trustees Mrs. Katherine James, R. Ross, T. Pitt and vice-chairman of the board, E. Redelmeier. It is expected they will meet with the councils during the next month.

Mr. Ashworth was of the opinion the municipalities wished to curb expenditures this year. He recommended to the committee they stress that construction will not begin until May 1964.

Soil testing has started on the 13 1/2 acre site, formerly the Chapman farm property on Yonge Street. Floor space in the proposed school will be 87,646 square feet.

ELGIN MILLS - JEFFERSON Correspondent MABEL LOUISE ROBERTSON BROOKSIDE ROAD TU. 4-1396

Obituary Late Walter James Hampton An old soldier with 40 years service, serving four monarchs in war and peace, Walter James Hampton of Elgin Mills died at Sunnybrook Hospital on July 2, 1962. In his 80th year the late Mr. Hampton had been in ill health since last Christmas and was in and out of hospital since that time. Born in Warminster, Wiltshire, England, in 1883, Mr. Hampton joined the British Army as a private in 1901, he was with the Scot's Guards for 12 years, serving as an Acting Sergeant on several occasions. During World War 1, with the Wiltshire regiment he was sent out to India for three years; then to Palestine, and was there awarded the Military Medal, for singular bravery, the second highest honor in the ranks. At the close of that war he transferred to the Argyle and Sutherland Highlanders and served three years. Mr. Hampton came to Canada in 1931 and lived in Elgin Mills since 1932. He was a security guard at DeHavilland Aircraft for 10 years. Surviving are two sisters, one in Toronto, the other in England, and a niece and a nephew. Funeral services were conducted by the Rev. J. O'Neill, at the Wright and Taylor Chapel of the Pipher Funeral Home, where the former soldier's medals were displayed on the flag-draped casket. Interment was in the Soldier's Plot, York Cemetery, and the pall bearers were, George Patton, John Sheppard, Gilbert McIntee, Reg Burns, Norman Bone and Clarence Jones.

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