

**The Liberal**  
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## More Money For County Roads

The provincial government has finally decided to take a hand in speeding up the county road program in 1964. Meeting with county officials during the latter part of December, Highways Minister Charles MacNaughton urged York to expand its road building program in the coming year. Among his recommendations was that the county consider making Dufferin, Steeles and Bathurst county roads.

Residents in the eastern subdivisions of Richmond Hill who must make frequent use of Bayview Ave., will certainly endorse the need for a revitalized county road program. Bayview has been a county road since last May and yet it remains in a deplorable, muddy state.

Mr. MacNaughton, who is the senior road official in the province met with the warden, commissioners and members of the finance and special roads committee of the county. He told the officials that York is lagging behind in the acquisition and construction of additional roads. Mr. MacNaughton said some Ontario counties are spending as high as seven or eight mills on roads while York last year spent only approximately three mills.

In addition to the regular provincial subsidy of 50% on all authorized

road construction, our county is in the favourable position that many of its roads are eligible for a further Metro subsidy of 25%. Under these happy arrangements county taxpayers only have to bear 25% of the total costs. Bayview is a good case in example. Of the total estimated paving cost of \$224,000, 50% or \$112,000 would be borne by the province, 25% or \$56,000 by Metro and the remaining \$56,000 by the county.

At the fall session of county council the members suggested the 1964 council vote additional funds for roads in the new year, and introduced a stage development for five roads. Bayview was included in these recommendations. With the majority of the 1963 county council returning in 1964 it is expected the recommendations of last fall will be implemented.

The Toronto and York Roads Commission is dependent on county council for a major source of its funds. The road commission offered to pave Bayview last spring provided the county had voted the necessary funds.

It is to be hoped county council will accept the recommendations of Mr. MacNaughton and undertake an accelerated county road program in 1964.

## Forecasts Help For Retarded

Indications are that another step in the right direction will soon be introduced by the Ontario Government in respect to schools for retarded children.

Education Minister W. G. Davis forecast recently that action will soon be taken to allow future operations of these schools to be financed by the government. Mr. Davis said that legislation will probably be introduced at the next session of the Legislative Assembly to authorize establishment of a new financing plan to become effective January 1, 1965.

He said this legislation will allow these schools to operate with funds other than those obtained through charity. There are 80 such schools in the province with a total enrolment of 2,730. Since 1953 government grants have been 50 per cent of the approved expenditures.

Schools for retarded children are playing an important role in fitting the mentally retarded child to look after himself, and in many cases the

training received in these schools enables the student to obtain a job and make a living as an adult.

Besides the government grant, and municipal grants in some areas, funds are raised by an association, with the balance being met by a direct levy on the parents in the form of a monthly fee. These same parents contribute to the upkeep of the public schools through their property taxes, and must find this extra educational cost a burden.

It should be the right of every child to receive "free" education to the limit of his ability — with no reservation. In Richmond Hill the public school trustees have recognized this fact, and have been generous in their annual grant to the Thornhaven School for Retarded Children.

The memorial fund for the late President John F. Kennedy of the United States of America will also be a great help to those engaged in this important work, in enabling them to provide more and better facilities for the instruction of more children.

## Much Needed Change

A much-needed policy change was recommended by 1963's Richmond Hill Town Council at its last meeting for the year.

At present moving vehicle law violators receiving summonses from the Richmond Hill Police must appear in court. Even if they wish to plead guilty, even if they live several hundred miles away in North Bay or Windsor, they must appear in court in Richmond Hill to answer to the charges.

The local police has been laboring under the impression that the town court did not approve of out-of-court settlements of such summonses.

Investigation by the police and fire committee of the town council elicited the information that the court would welcome such settlements as they would relieve the heavy docket of cases appearing before it.

As a result council has recommended that the police chief give consideration to revising the current policy. Such revision should improve the public image of Richmond Hill in the eyes of some of our visitors. It should effect a saving of time in lessening the number of cases to be heard in traffic court, and all in all be a better policy for everyone.

## Dear Mr. Editor

### THANKS FIREMEN AND POLICE

Dear Mr. Editor: We would like to express the many thanks we owe to our local firemen and police for the wonderful service they performed at the "Concrete" fire last Friday night. They worked hard and long under very bad conditions, and all of them proved to be a very fine group of citizens.

We extend our sympathy to neighbours and pray that God will aid them in their misfortune.

May we extend thanks to all the other kind and good folk of the town who have proved so helpful.

Mr. and Mrs. Ernest Reynolds, 16 Yonge Street, South

### AMBULANCE SERVICE

Dear Mr. Editor: Recent criticism by a local newscaster of my ambulance service, I think, totally uncalled for.

The Vaughan-Hill Ambulance receives a subsidy of \$100 each per month from Richmond Hill and Vaughan Township to provide and maintain an ambulance service. This is the only ambulance service between Willowdale and New-

market and serves a population of approximately 70,000 people. I would ask people to consider that the cost of a vehicle is \$16,000, and the bare necessary equipment amounts to another \$1,000. Maintenance costs are higher than for other types of vehicle for several reasons, chief of which is that minor faults must be corrected so that the ambulance will be ready to go on a moment's notice, no matter what the weather or what the road conditions. The vehicles are also driven hard because of the nature of their work, and parts are expensive because they are imported. Coupled to this is the fact that 20 per cent of all calls must be written off as the money for them is uncollectable.

I am not crying the blues but merely asking citizens of this area to consider what the costs of ambulance service 24 hours a day, seven days a week, could cost. I feel that I am providing a good service at a minimum cost and at considerable sacrifice of time and social life. My service averages a call a day and it costs approximately \$10 in wages and expenses for each call to put the ambulance on the road.

The operator of an ambulance service must have another means of livelihood with the ambulance service being an auxiliary business. In the case for which I was criticized, I was busy with my other business. When another driver could not be obtained, the call was transferred by my wife to the Kane Ambulance in Willowdale, which responded promptly. The ambulance service is always my first consideration but sometimes I must of necessity be away from home.

In calculating the time it takes an ambulance to reach the scene of an accident, it must also be taken into consideration when the ambulance was called. Many times several minutes elapse before that call is put in — the police may not call an ambulance until they themselves are on the scene and have assessed the need. I trust that this "other side" of the story will help people understand that I am doing my very best to ensure that ambulance service, a very essential one, will be available to all citizens of this area when and where it is needed.

Dave Holt  
Vaughan-Hill Ambulance



## Rambling Around

by Elizabeth Kelson

"Never lose an opportunity of seeing anything that is beautiful; for beauty is God's handwriting . . . a wayside sacrament. Welcome it in every fair face, in every sky, in every fair flower and thank God for it as a cup of blessing." — Ralph Waldo Emerson.

In the last column my journey took me as far as the Chicago Union station and I was waiting for my next train. In due time I was settled in a comfortable coach in the California Zephyr. The stairs at one end of the coach led up to the vista dome car. This was a promise of some wonderful scenic viewing, and I did spend much of my traveling time in the vista dome car. I was to spend some 32 hours on this train. In 32 hours the train gets to be like a little closed in community completely cut off from outside influences. The charming stewardess who is called a zephyrette on this train keeps coming through to announce meals or to tell you about some of the interesting scenes that will soon be in view. The porters come in every once in awhile and sit down on the empty seats. One told me that he had just finished sending his son to medical school and that he had also educated a young sister as a teacher. Further observation reveals a fellow Canadian from St. Catharines on his way to California and the shy dark man sitting alone is a Chilean from South America. In the seat behind is a bluff cattle rancher from Nebraska returning from a business trip to Chicago. The women passengers are friendly and smile at you when they pass by your seat. One is a grandmother going to Denver, Colorado and another is a young woman with her baby returning to Salt Lake City after a visit with relatives in the east.

Talk about flat country! Certainly the states of Iowa and Nebraska qualify. It was interesting to pass through miles and miles of level country and see as far as eye could see without any trouble.

Most of the evening I sat up in the dome car. The stars were out. They lit up the night like hosts of sparkling candles and as I looked upward at them through the glass and saw their wonderful shapes and formations they seemed very close to me. All the poetry I ever read about the stars came welling up into my mind. I thought of the eighth psalm with emotion: "When I consider thy heavens, the work of thy fingers, the moon and the stars, which thou hast ordained . . . What is man that thou art mindful of him . . ." Riding through the night with such a glorious company is to feel very close to God.

I made a friend. She was a charming young woman from Kentucky. She worked as a librarian in the University of Lexington. She was spending her holidays getting acquainted with some of the beautiful scenery in these United States by way of the train. So this tall and rather elegant girl with lovely auburn hair and I were to spend the next day travelling together through the state of Colorado. The section of Colorado travelled by the Zephyr was as flat as could be and my companion and I sat in the dome car and watched the miles go by, getting glimpses of the shallow and muddy looking Colorado river winding its way across the plain. At last I can say that I have seen the Colorado river that has been immortalized in a song but I must say that the part I saw didn't look the least bit "silvery". (I understand that this river is quite deep in places.)

Finally the magnificent foothills of the American Rockies rose before us. As we passed through the foothills, the mountains loomed on either side at fantastic heights. I was impressed by the majesty and eternal strength of these mountains. The Zephyr went through one mountain tunnel after another. I counted fifteen though there may have been more. The zephyrette announced that we would soon be coming into Ruby Canyon. This begins in Colorado and extends into Utah, the "Beehive State". What a magnificent spectacle! The whole canyon seemed to flame and change color under the influence of the setting sun. From the canyon we crossed over into the Utah desert and finally at 10 p.m. mountain time or thereabouts, the California Zephyr eased into the Salt Lake City station.

My new friend and I said goodbye and I took a taxi to Temple Square Hotel. After 32 hours on a train, a room with a bath is something like heaven.

In the early morning I got a glimpse of the famed and beautiful Salt Lake City which lies beneath the rugged peaks of the Wasatch Mountains which rise more than a mile above the valley floor. It is in this city where the famous Temple Square is located. It contains the granite Temple, the huge domed tabernacle, assembly hall, bureau of information and church museum. In the tabernacle is housed the great pipe organ and it is from here that the renowned Mormon Tabernacle Choir is heard weekly over a national radio station. Grounds and building except the temple are open to the public and tours are provided without charge. There are free organ recitals daily.

I still had a few hours journey to Cedar City in southern Utah where my daughter makes her home. It was early morning and the mountain air was very invigorating. The Wasatch Mountain range continued along both sides of this scenic highway. Whether I looked ahead, behind, left or right, the panorama of these beautiful mountains was continually in evidence. Even on a bus interesting incidents are bound to happen. There were three men on this bus. They were wearing Turkish dress. At one of the stops, the three got off, spread their prayer rug on the sidewalk, and all knelt together, turned their faces to the east and prostrated themselves. Even in a strange country far from their home these Moslems didn't forget their God. What a lesson for us!

When I got back on the bus I bumped my head on the low ceiling . . . so the next time the bus stopped, I was very careful not to bump my head again, and I mentioned it to the portly old gentleman who sat behind me. "I was feeling for you," said the elderly man gravely. Then he smiled. "But," he added, "it's the bumps that teaches." What a thing to say! But the more I thought about his remark the more I realized that he had handed me a little bit of wisdom. In my experience anyway it has always been the bumps that teaches.

At last the bus arrived at the Cedar City Station. (Continued On Page 12)

## Second Thoughts . . .

BY GEORGE MAYES

● Yesterday's news is not necessarily dead

The citizens of Toronto are being instructed to leave their Christmas trees out for collection for a huge bonfire to be held on the waterfront. . . . And the R.C.A.F. will be asked to have Pathfinder planes drop flares over this mysterious area to help Torontonians find it.

And, speaking of their "waterfront", Toronto's new plying saucer, the Ongiara, went into service last week on the Island ferry route. Ongiara, it turns out, is an Indian word meaning: No Washrooms — which sort of explains why the crew had to put in at Hamilton on that "rough trip" from Owen Sound.

The president of the Hill's Aristocrat Car Club says the only trouble in their New Year's Eve driving-for-drinkers service came from party-goers who tried to trick the aristocrats into driving them from party to party. . . . Until they had drunk enough to think they could drive themselves?

A Star survey on the New Year's resolutions of well-known personages included the short paragraph: "In Ottawa few politicians would admit to New Year's resolutions." Surely the Star should know by now that few politicians — at any time — will admit to anything. That IS their resolution.

Big fuss in Philadelphia over the mummies marching in blackface. The "comic" writes defend the practice as traditional. . . . And the NAACP objectors could probably put a peaceful end to the tradition by merely insisting that the blackface boys be made to march in the traditional place — at the rear.

. . . and a big fuss in France as judges of the Miss France contest announced that girls in the 1964 contest will be checked to discover any padding of their vital statistics. . . . Or, as the French say: they will Cherchez la Femme.

Medical science has now discovered that eating cheese with some of the modern tranquilizers could be fatal. Fortunately for nervous cheese-lovers, our breweries are still producing an old-fashioned tranquilizer that goes pretty good with it.

"Canadians are the gabbiest people in the world" is the interpretation of the American Telephone and Telegraph Co., of their latest survey showing Canadian phones have the world's highest average number of calls. . . . On the other hand, their survey may only indicate that Canada has the most dancing schools and magazine agents.

## Flashback

### In Years Gone By

Items gleaned from files of "The Liberal", the home paper of this district since 1878.

Present-day Canadians make more use of the telephone than any other people in the world, but in January 1909 the telephone was just becoming established as a means of communication.

"The Liberal" of January 28, telephone under the names of 1909, carried an advertisement of a meeting scheduled for February 1 to discuss the question of the Bethesda and Stouffville Company extending their lines to Richmond Hill with a view to making connection with the lines of the proposed Woodbridge and Vaughan Company.

A news story in the same edition claims "Many farmers nowadays find it to their advantage to have a telephone in their house, and there are at present over 200 phones on the Bethesda and Stouffville line, with headquarters at Stouffville. The price of a phone will be \$12 a year, giving connection with about 1,000 phones extending from Scott to Lake Ontario, and east into Whitby.

The present stockholders are well satisfied, as satisfactory dividends are paid on the money invested."

(The Bethesda line became a part of the Bell Telephone System on November 17, 1963.)

Another story in the same issue records that a few years before Marconi had astounded the world with his wireless telegraph utilizing electric waves of the atmosphere. More recently, the article continued, Lee De Forest, inventor of the wireless telegraph, installed in the Eiffel Tower a wireless telephone apparatus.

It reported his voice was heard quite clearly 500 miles away at Marseilles. Many ships of the United States Navy were already fitted with his apparatus, enabling them to communicate at distances up to 40 miles. The inventor claimed he had machines which would extend that range to 70 miles.

Senor Torres Quevedo, a Spanish engineer, was amazing the world with demonstrations of wireless control of movements of a ship.

Even this was not the end of wireless wonders. A young Danish engineer, Dr. Hans Knudsen, resident of London, had been demonstrating how photographs, drawings and handwriting could be transmitted through space without the aid of wires. The article forecast that Dr. Knudsen's transmitters and receivers would make it possible by means of a special typewriter for a simultaneous copy to be secured in a distant city as the original was being typed. With additional changes of mechanism, it was also forecast that the copy could be set in type ready for printing in that far city.

All these forecasts have been fulfilled in the intervening 55 years, and we are quite familiar with these facts of the wireless

## Hi Diddle Diddle!

While nations are racing  
 And hoping that soon  
 They'll be in first place  
 On a trip to the moon;  
 We look back to the days  
 Of our nursery rhymes,  
 And recall an old stunt  
 In the long ago times,  
 When the moon was jumped over,  
 (Don't ask why or how!)  
 An this act was performed  
 By just an old cow!

Robert D. Little

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