

# Vote In Largest Ridings In Canada

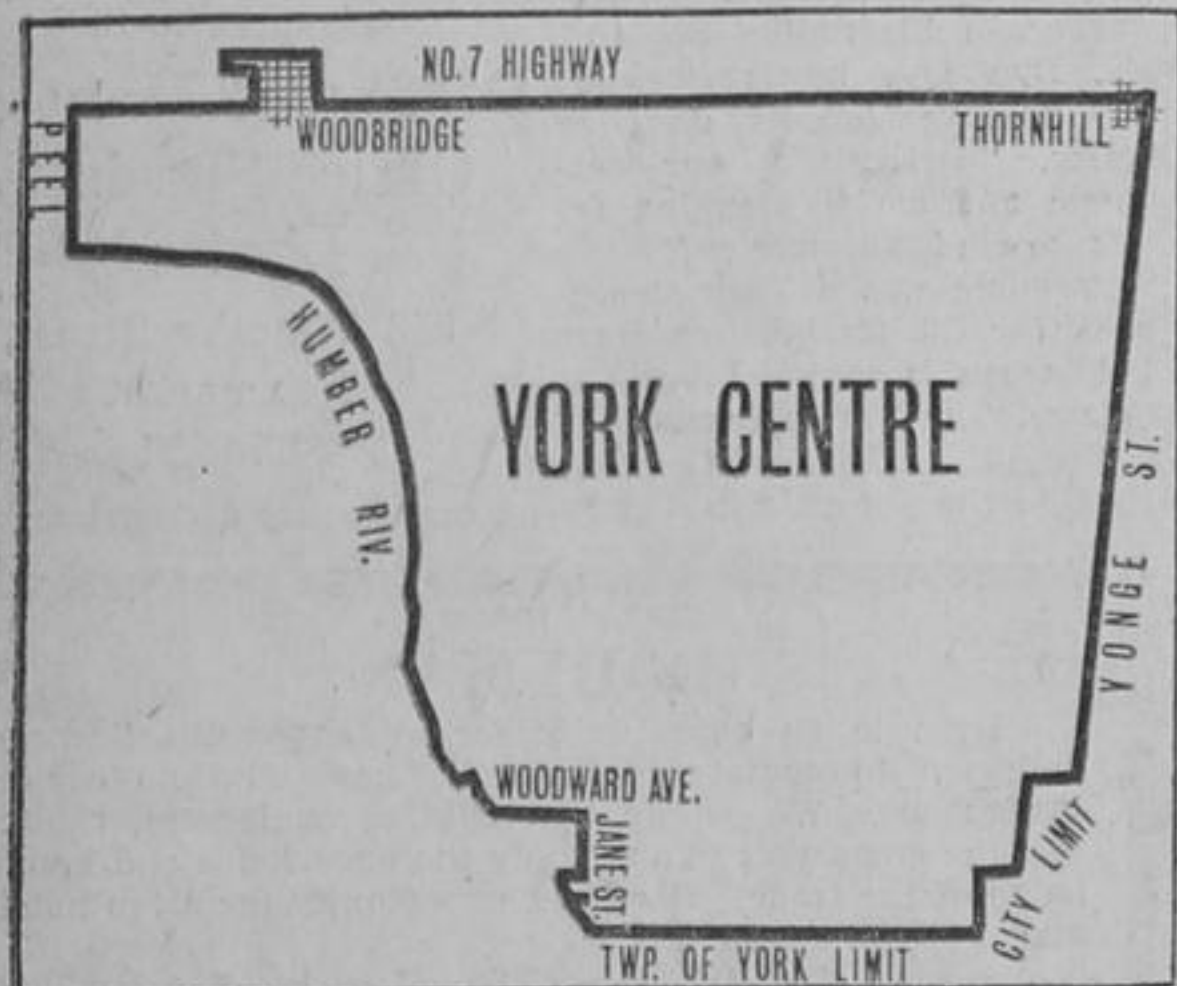
Until federal redistribution becomes official the residents of Markham and Vaughan Township living south of Highway 7 will continue to vote in the ridings of York-Scarborough and York Centre. The Village of Woodbridge which is also a York County municipality is included in York Centre riding.

York-Scarborough is the largest riding in Canada with 190,000 voters while York Centre is the second largest federal constituency with 135,000 voters. Both ridings will be split up into a number of smaller ridings after redistribution.

The southern boundary of York North riding was pegged at Highway 7 at the last

redistribution in 1952. Everything south of this point was included in these two new ridings. A total of 19 York-Scarborough polls including six double polls are in Markham Township between the highway and Steeles Ave. East. In Vaughan Township there are a total of seven polls between the highway and Steeles Avenue West. The Village of Woodbridge has five polls. Both these areas are in York Centre.

Both ridings elected Liberals in their first election in 1953. Then in the Diefenbaker sweep of 1957 the voters turned around and voted in the Conservatives. York-Scarborough remained Tory until 1963 when Maurice Mor-



## Town Can't Hire Youth Counsellor

A request to have the town hire a guidance counsellor to guide errant youth has fallen by the wayside. Members of the citizens' safety committee have been informed by town council that the municipality does not have the authority to hire such a person.

The committee had suggested that a fully qualified youth and family counsellor responsible for all of Richmond Hill be hired to attend to the problems of disturbed and broken homes where young people are involved.

He would be responsible also for helping counsel young people having their first brush with established authority.

Councillor Walter Scudds informed council that he had discussed the matter with the municipality's solicitor who said "we did not have the authority to hire such a person and I doubt if the county has the authority."

Deputy-reeve Floyd Perkins asked whether the welfare officer couldn't handle such a job. Reeve Donald Plaxton said he had been informed the "welfare officer couldn't do it because it just wasn't part of his job which is welfare."

Councillor Scudds mentioned the citizens' committee requested "in any case that it not be brought in on welfare."

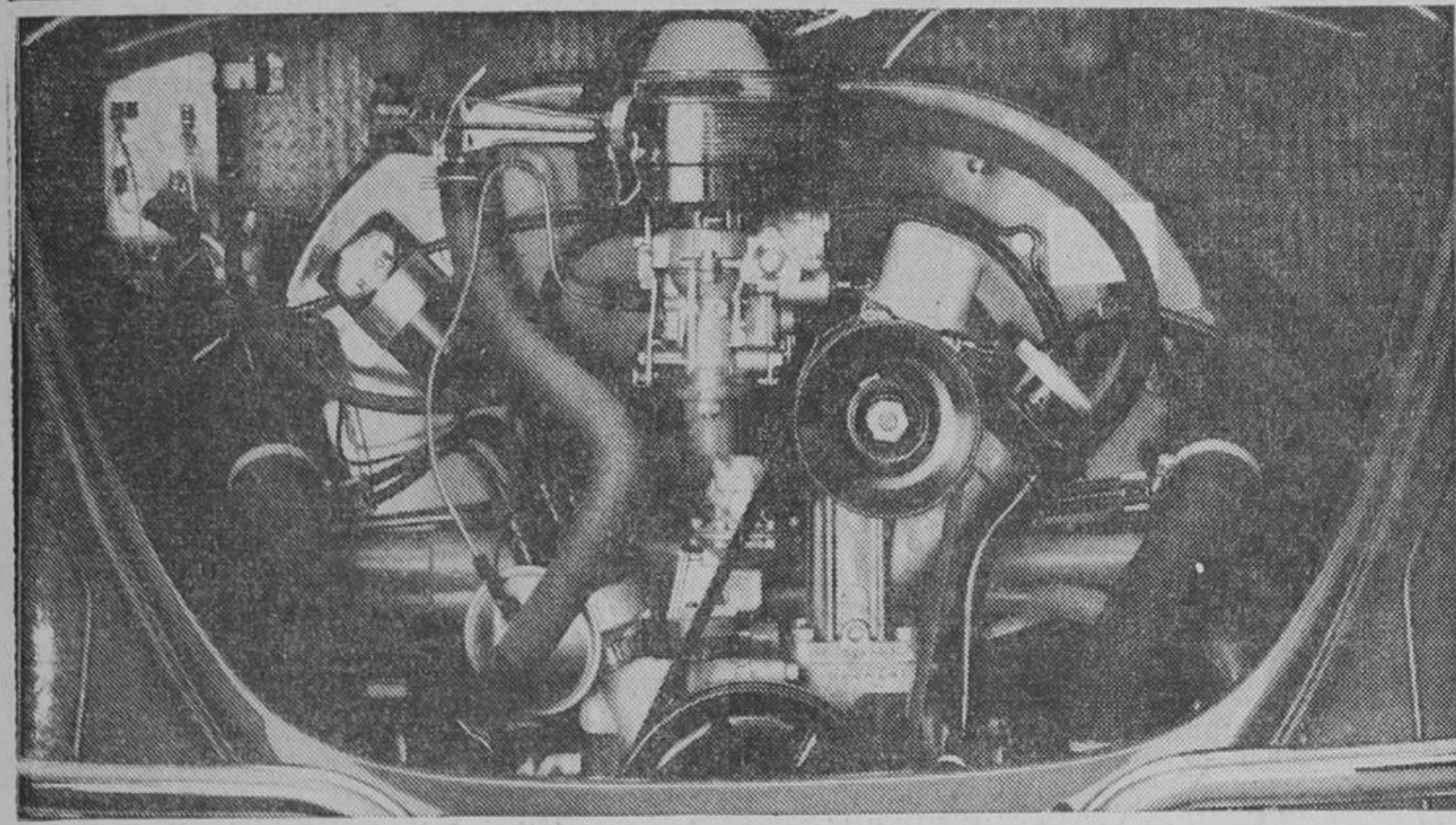
"I'll try to take it up to the county level," said Reeve Plaxton, "because I think it's a good idea."

"There is practically nothing being done at the government level to try and counsel these children before they get in trouble. Any counselling comes after he is already in trouble."

Councillor Lois Hancey said a study was supposed to be made to see whether the problems "lie with the children, the parents, or housing. If one knows the need you can then take steps to help the situation."

The matter had been previously broached at a meeting of the police and fire committee.

At that time a delegation from the citizens' committee asked that an investigation be made to find out the cost of having the county handle such a project if it has the authority. Chief Constable R. P. Robbins advised the delegation of the groups and organizations already available locally to assist and guide individuals with youth and family problems.



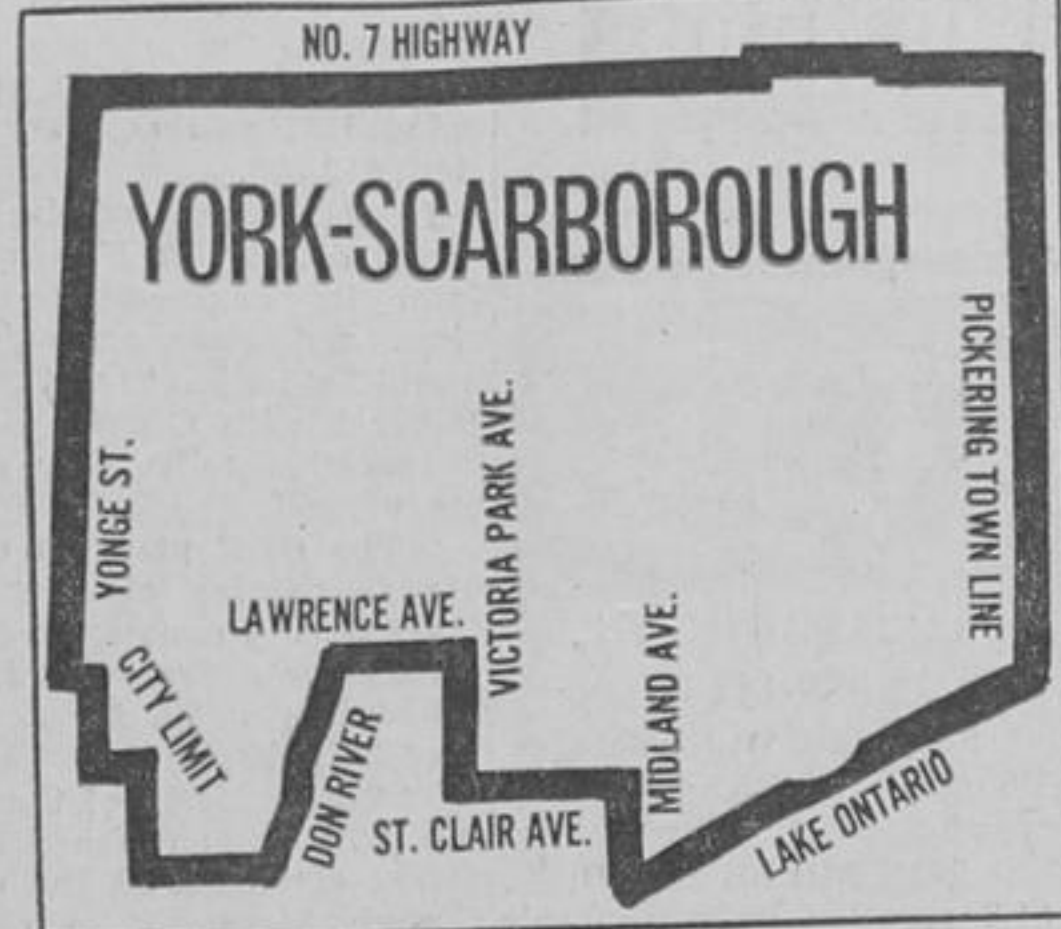
## 1966 Volkswagen owners are going to get a big kick out of this.

The new Volkswagen has a bigger engine. It's about 20% more powerful than this year's model. So it accelerates much faster. And it doesn't get short-winded on long hills any more.

Surprisingly enough, our 1966 engine doesn't drink any more gas than the old one did. Volkswagen owners will still get around 38 miles to the gallon. The only difference is that they'll get them faster from now on.

In case you think we've just gone power mad we'd like to make it clear that the engine isn't the only thing that's new about the 1966 Volkswagen.

For instance, we've also put in a new, thermostatically-controlled heater booster to keep



eau won the riding for the Liberals defeating Diefenbaker cabinet minister Frank McGee. York Centre went Liberal in 1962 when Ottawa whip James Walker defeated Conservative Fred Stinson. The same two men are again facing each other in this election. Because of differences with Mr. Diefenbaker Mr. Stinson was not a candidate in 1963. In both the '62 and '63 elections NDP Val Scott ran second and the Tories were third.

Mr. Walker, 54, is a former member of North York Township Council. He was defeated in a bid for the reeveship in the late 1950's. In private life he is an insurance agent. Mr. Stinson, 42, is a lawyer and a former chairman of the North York Board of Education. Scott, 37, is business manager for the Society of Ontario Hydro Professional Engineers and a

former education officer for the Unitarian Church.

In York-Scarborough Liberal Maurice Moreau decided against seeking re-election because of family and business pressures. Nominated to carry the Liberal banner in his place is Robert Stanbury, 35, chairman of the North York Board of Education. Opposing him is Conservative Frank McGee who in private life is a newspaper columnist and public relations consultant. Trying for the third time for the NDP is 34-year-old Ontario Hydro Engineer Ed Phillips. Mr. Phillips suffered defeat in 1962 and 1963. He is the son of Dr. C. E. Phillips who was the former director of Graduate Studies at Ontario College of Education. Dr. Phillips who resides in Grandview Estates is president of the Ethical Educational Association.

## Police Accident Report

### Two-Car Collision On Highway 11 Results In Death For Aurora Man

A 23-year-old Aurora man was killed in a two-car collision near Richmond Hill on Wednesday of last week.

Frank Holt of 45 Centre Street, died at the scene of the crash at the King-Vaughan Sideroad and Highway 11. He was alone in the car at the time.

Driver of the other car was Robert McBride, 48, of 3141 Bayview Avenue, Willowdale. Mr. McBride escaped injury, but a passenger in his car, John Harris, 36, of McKee Avenue, Willowdale, suffered a broken arm.

In an accident in Richmond Hill, Jimmy Johnston, 9, of 85 Rockport Crescent, suffered a fractured arm when he allegedly ran into the side of a municipal bus, about 12:10 pm, Friday, at Sussex and Centre Street.

The youth was taken to York Central Hospital by a private citizen. He was reported in satisfactory condition this week.

A Toronto man has been charged with two counts under the Highway Traffic Act following an accident in Langstaff, October 24.

Walter Liddle, 56, of 11 Yorkville Avenue, was charged by Vaughan Township Police after he pulled his car out of a park-

ing lot on Roosevelt Drive and collided with a vehicle driven by Robert J. McFarlane, of Lively.

In another accident in Vaughan Township, October 23, about \$800 damage was done to cars driven by Calvin McIntyre, 20, of 76 Arnold Crescent, Richmond Hill, and John McDonald, 52, of Willowdale.

According to police the McIntyre vehicle was going north on Bathurst and the McDonald vehicle east on Steeles when they came into collision.

Extensive damage was done in two accidents in Markham Township during the weekend. In the first one Saturday, a car driven by Mrs. Nellie Guzwak, Willowdale, was struck by a car driven by Douglas Milley, also Willowdale, as the Guzwak vehicle was stopped at a stop sign.

Damage to the two cars amounted to \$1,100.

The second accident occurred Sunday about 1:45 pm, when a car driven by Sam Swoyers, Willowdale, ran into the rear of a car driven by Sadie MacAskell, Don Mills, as the latter turned into a driveway.

Damage amounted to about \$1,000.

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5.60-5.90-6.00/13	20.34	21.62
6.40-6.50/13	21.80	23.66
5.00-5.20/14	---	20.72
5.60-5.90/14 (6.45/14)	---	21.38
6.40-7.00/14 (6.95-7.35/14)	---	25.78
7.50/14 (7.75/14)	24.68	27.10
8.00/14 (8.25/14)	---	29.30
8.50/14 (8.55/14)	---	31.24
5.50-5.60-5.90/15	20.90	23.10
6.70/15 (7.75/15)	24.30	26.76
7.10/15 (8.15/15)	25.80	28.50
7.60/15 (8.45/15)	27.56	30.44

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In case you think we've just gone power mad we'd like to make it clear that the engine isn't the only thing that's new about the 1966 Volkswagen.

For instance, we've also put in a new, thermostatically-controlled heater booster to keep

VW owners warmer in winter. We've fitted safety locks to the front seat backs so they won't tip forward when the car brakes quickly. And we've added a four-way emergency flasher to make night stops less hazardous.

There are some other new features, too, but we're saving those to show you when you come in. One last thing. Some people thought we'd changed the shape of our car this year. They needn't have worried. It's still pretty difficult to tell a 1966 Volkswagen from a 1965 or even a 1955.

Unless you're driving it, that is.

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