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Wanted: Sane Language Policy

With the federal government taking the lead and most of the provinces in agreement, Canada during the Pearson-Trudeau administrations has embarked on a determined plan to make this a truly bilingual country. Our English speaking politicians and civil servants are being exposed to crash courses in French in the hope they can cope with a second language.

that the federal government has lost its perspective in its hurry to placate Quebec. It would serve the purpose just as well and spare the public treasury if the language featured in signs and inscriptions were that of the predominant group in a particular area. Dual signs and inscriptions in Richmond Hill are just as foolish as in a community in Quebec where French is in the majority.

Yonge Street Traffic

It is unfortunate that after all the time, effort and expense that have gone into planning and zoning, Richmond Hill can be forced to accept a drive-in restaurant in a highly questionable location. The A&W root beer chain wishes to build on the land directly north of the Canadian Tire Store on the west side of Yonge Street North.

come strangled by its own traffic. Instead of relieving the problem the construction of this drive-in restaurant can only clog the street with more cars and irate drivers. Yonge Street needs to be completely reconstructed and it is to be hoped the town and the Department of Highways can make this long-awaited project a reality by next spring.

Plaza Litter A Problem

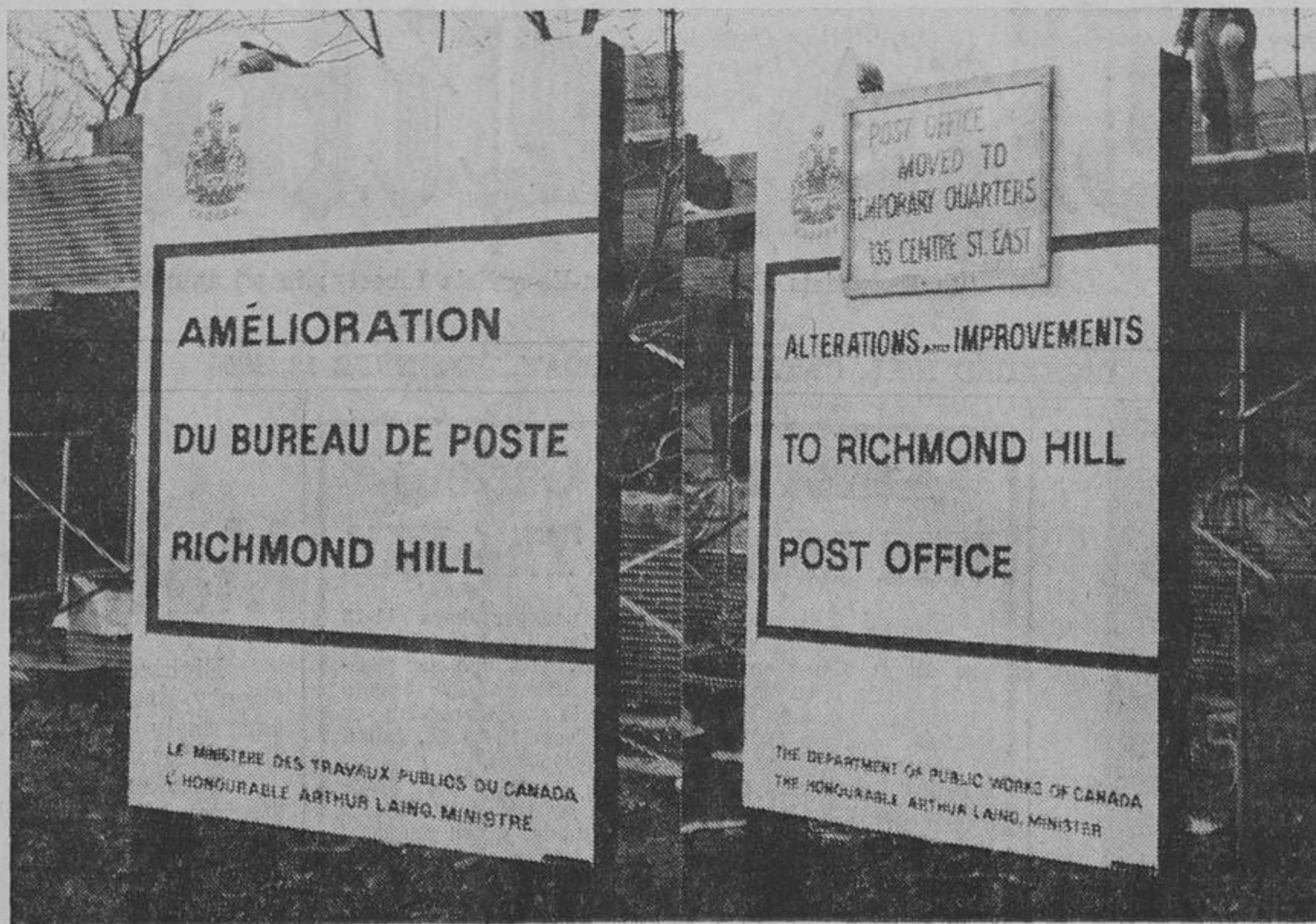
The Borough of North York has a serious garbage problem which it has no power to cure at the present time — and all because it succumbed to pressure a few years ago and allowed stores in "strip" shopping plazas (a string of stores on a main street) to pass into the hands of individual owners. The result has been that garbage and refuse from piles behind dozens of these plazas drifts across parking lots, into gutters and on to neighboring property, and some does not blow away but stays on the parking area.

once required, but owners wishing to sell individual stores, convinced council that the regulation was illegal, claiming it was undue restraint on the rights of property owners. Subdivision agreements now restrict owners of new plazas from resale of parts, but council cannot veto sale of parts of older plazas. This decision rests with the committee of adjustment.

Can't Aid Biafra Without Nigerian Approval

John Roberts, MP York Simcoe, supports Prime Minister Trudeau's position to the Biafra-Nigeria Civil War. In a speech to the House of Commons, December 5, he told Parliament, "I ignore the views of the Nigerians and we risk torpedoing the possibility of effective assistance to the suffering civilian population in Biafra."

Without the co-operation of the Nigerian Government, he explains there is no way that Canada can supply relief to landlocked Biafra with its inadequate airport facilities. "Unfortunately, that is the real situation which limits our efforts," he said. Canadians are losing interest in the Biafran question, he said, pointing out that he had received less than half a dozen letters on the subject and that the public gallery was empty when the matter was discussed in the House.



(Photo by Stuart's Studio)

Sign Of The Times

With Ottawa's continued emphasis on bilingualism the federal Department of Public Works has erected the above two signs, one in French and one in English at the Richmond Hill Post Office during renovations.

To All Parents

'Twas two weeks before Christmas when all through the house, Not a creature was stirring, not even a mouse. When all of a sudden, who should appear, But a ten-year-old boy on the lawn; poor dear. What to my surprise, did my eyes behold, This boy stooped o'er a floodlight; shivering cold. When I turned on the porch light to see if I might help, He scurried in a flash, like a cur with a yelp. Investigating the intent of the little boy's visit, He had obviously "snitched" a floodlight — I miss it.

Where my dear parents is that spirit of "St. Nick" That entices your child to such a sorrowful trick. I hope one to realize that this is a matter Not for the police, but for only YOU to shatter. Let's hope that this year and '69 to be sure, That in Christmas, the Christ, we can surely lure Into our home; and set the example For boys needing guidance and parents' love ample. If this little poem "rings a bell" in YOUR home Let's not blame the boys but YOU the parents alone.

A CITIZEN WHO IS CONCERNED

Letters to the Editors

SLAUGHTER OF BABY SEALS Dear Mr. Editor: We are school children and have seen and heard about the slaughter of baby seals. We think this is quite useless if they are only going to use the skins. There should be very strict laws or they may become extinct. It is inhuman to kill the way they are killing them now. Sometimes, we have heard, they just knock them unconscious and skin them. The furriers don't need all the fur they're getting, do they? If you could please publish this in "The Liberal" and write us a reply. Shelley Ring and Debbie Thomas, Walter Scott Public School, Richmond Hill.

HIGHWAY 11 AND GULLIBLE TAXPAYERS Dear Mr. Editor: Eric Chapman's views on Highway 11 as a death trap are shared by many residents of Oak Ridges. However, I do not feel that Queen's Park can be moved to act on the basis of petitions alone. They are already aware of the extremely dangerous conditions as a consequence of four lanes narrowing into three, etc.

It is my belief that only when statistical evidence added to the opinion of some authority on traffic hazards pertaining to a road with such built-in hazards is brought to the public's attention by all news media, will the government be compelled to act. The taxpayers of this province must have paid more in surveyors' salaries in the past 16 years alone than would build a new road. Still the surveying goes on, but brings no action. Nothing happens — nothing but humbug to deceive the gullible taxpayer. WILLIAM CRAIG, PO Box 63, Oak Ridges.

WILLOWDALE: Edward Wideman, P. Eng., 65, retired December 1 after more than 41 years service with Ontario Hydro. Born in Markham Village, Mr. Wideman is a graduate of the University of Toronto and has held hydro positions throughout the province since 1927. He has been protection and control engineer for Central Region, Willowdale, since moved to act on the basis of

Containers For People, Says Danson

The proposed expansion of Toronto International Airport to accommodate supersonic and jumbo jets has created a storm of controversy in recent months. Area residents, fighting for their peace of mind, have raised spectres of crashing airliners, air pollution and even sexual impotency for 50,000 people as a result of the increasing noise level. Barney Danson MP York North has a radical and space-age solution to the problem: Put us all in containers when we want to fly and ship us via underground pipelines to airports built outside the cities. This way, says Mr. Danson, we could eliminate noise and pollution problems, help air safety and ease traffic congestion in the air and on the ground.

Mr. Danson made his proposals in a debate in the House of Commons, November 22. "Technology is moving so fast that it is difficult to keep up with it," he said and urged the formation of a world Institute of Transportation Studies associated with Queen's University to seek solutions to the problems posed by increasing air travel. Such an institute would be staffed by experts from around the world, he said. "What we require are studies that focus upon constructing terminals which are situated some distance from urban areas," he said. For instance, he explained, a single facility could be built between Toronto and Montreal in lieu of the two proposed extensions. He suggested the Kingston-Trenton area as a suitable site because of the availability of land, lighter population density and proximity to centres like Syracuse, Rochester and Buffalo, New York.

"The key to this concept is getting people to the airport from major centres," he said. "I think we have to talk in terms of moving them at 200 miles an hour." The American cities across the lake could be served by hovercraft, he said and proposed either monorail systems or pipeline systems, operating on the same principle as the apparatus used in stores to propel money and messages through tubes, in other areas. Such a radically designed method of fast transport could serve cities within a

radius of 500 miles of the airport, according to Mr. Danson. He also conjured up visions of Buckminster Fuller designed proto-cities of 100,000 serviced by rapid transport to accommodate airport employees. "Such a project allows a great opportunity for planning," he said. "Once we have achieved this technology we shall have solved a problem of particular importance to a country such as ours, with vast distances and difficulties in communication which make it hard to get around, even to summer resorts," Mr. Danson continued. "At one stroke we shall have found a way toward an improved economy and a richer life."

Boost Non-Smoking, Urges North York

Cigarette companies should sponsor anti-smoking commercials, according to Chairman Mr. Watson said that federal legislation should be brought down forcing the companies to warn the public of the dangers of puffing.

"The television still bounces forth with advertisements about the enjoyment of smoking but not a word of caution as a balance," he said. The borough is presently considering an anti-smoking campaign.

A Good Try Mr. Roberts

(The Bradford Witness)

York Simcoe Member of Parliament John Roberts along with benchmate Barney Danson of York North, made a valiant attempt this week to encourage the federal government to get involved with the GO North campaign for rail commuter service north of Metro. They presented a detailed brief to Paul Hellyer, Minister of Transport, outlining the needs and costs of such a service.

Alas, Mr. Hellyer deftly whacked the ball into the court of the provincial government by stating that the present GO system is operated by the province and that it was really up to them to make the decision. The minister added that the federal government was willing to co-operate at any time with the province in launching the new commuter service. Nicely stroked! Paul, But it really isn't good enough. The province is just completing a detailed study of the GO North proposal and in conjunction an examination of the existing GO commuter service operating on the lakeshore. The provincial cabinet will examine all the pros and cons probably sometime in January and it's expected that a decision will be reached early in the New Year. But the federal government could take a more dramatic step NOW by offering money, equipment and services. Men who represent the area know the need for such a service. And a small group of determined people have spent hours researching the project. They've even been able to demonstrate that by operating eight trains a day — four each way — that a modest profit could be made. Added pressure will be brought to bear by the two members of the legislature Art Evans of Simcoe Centre and Bill Hodgson of York North later this month when they present a private bill in the Legislature urging establishment of the service. We only hope that these voices in the wilderness — the wilderness of the back benches of their respective governments — will be heard on high and that our community will be justly served with a rail commuter service.



Rambling Around

by Elizabeth Kelson

James Davidson, First Permanent Fire Chief of Vaughan Township

Twelve years ago, Vaughan Township decided to appoint a permanent fire chief. James Davidson of Arnold Road, Thornhill was the man. He received his appointment effective January 1, 1956. In the role of fire chief, James Davidson is responsible for the administrative and technical work in planning, organizing and directing the fire fighting and prevention activities and other related duties in the municipality. The fire chief is responsible for staff, training, budgeting and all other administrative matters. He oversees the development and improvement of the department to keep abreast of changing local conditions and brings up to date knowledge of technical changes in fire fighting and fire prevention. With the exception of major policy decisions Chief Davidson is given considerable freedom of action in making administrative and technical decisions.

NOT AN EASY JOB

Chief Davidson supervises the overall administration of the fire department including the work pattern and discipline of the staff, requisitioning of material and equipment, preparation of departmental budget and maintenance of records. He organizes and directs all fire fighting activities at fires and emergencies. He directs the operation, maintenance, and improvement of the alarm system. He directs the maintenance, repair and replacement of fire fighting equipment, stations and other properties of the department. He directs or sometimes personally trains fire fighting personnel in modern methods of fire fighting and use of equipment. He prepares rules and regulations for the efficient operation of the department and consults with council regarding major policy decisions. He holds conferences with staff, civic officials and representatives of industry. He participates in civic programs, emergency measure activities, fire safety and prevention and addresses groups.

(Whew! That is a lot of work. Take a bow Chief Alfred Stong of Richmond Hill and Chief Myrle Smith of Markham Township.) One job that consumes a lot of Chief Davidson's time is examining all building plans other than single family dwellings. This includes all industrial buildings, multiple dwellings of all kinds, service stations, hotels, motels, schools, hospitals and nursing homes. Chief Davidson said that a routine inspection of these places should take place at least once a year. Fire inspections other than routine don't just

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