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**Hitch Hiker Complains
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Two males in their early
twenties and a late model pick-
up truck are being sought by
York Region Police after a 20-
year-old Metro hitch hiker com-
plained she was raped in Mark-
ham at 4 a.m.
The offense is alleged to have
taken place in the vicinity of
14th Avenue and Ruddick Road.

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Vaughan Analyzes 125 Years Kleinburg History For New Plan

(Continued from Page 2)

thick planks eight feet long, crosswise on longitudinal sleepers. The space between the sleepers was filled with earth, and earth was sprinkled over the top planks to muffle the rumble of wagon wheels and horses' hooves. While they had an advantage over the earlier trails, in that they were passable in all types of weather, they were costly to build and were in constant need of repair. Planks would warp and curl up and sometimes break into dangerous holes.

Costs could run as high as one thousand dollars a mile. Toll gates were installed at strategic spots along the route in order to meet costs. The Vaughan Plank Road had four toll gates, one of them south of Kleinburg and another at the junction of Highway 27 and the Kleinburg Road.

Tolls charged were not high but in spite of this and heroic attempts to keep the roads in repair, the plank roads were not really a great success. The building of the Grey and Bruce Railway in 1869 sounded the death knell of the plank roads. By the 1880's most attempts at plank road maintenance were abandoned. Some plank roads were converted to stone roads and some were abandoned to concession roads which were in better condition.

Since the zenith of its history in the 1890's Kleinburg, like many other small Ontario communities, has declined. This was due to a number of factors. The stripping of the timber resources from the land and lowering of the water level and decreased flow in the rivers, hence the slackening

of the mill wheels, the coming of electrification, the railroad, competition from other more favorably located centres, all contributed to its decrease.

The two most important factors today contributing to an again growing Kleinburg are the automobile coupled with the large metropolis to its south. Downtown Toronto is less than an hour away by car and many work places in Metro are within much shorter driving times.

Pressures will continue to mount for development around the old village. The proposed subdivision to the south of the old village is an example. If we are to have a viable community, we must be prepared for development when it comes and channel it into sound planning concepts which must be prepared in the form of a secondary plan. The worthy old buildings and

their atmosphere with roots deep in Kleinburg's history, must be preserved as a symbol of our heritage and accommodated in the plans of modern development.

A building condition map has been prepared with the concept not only to preserve the old buildings of architectural or historical interest but to assess the possibility of the redevelopment of the older buildings in the core. It indicates the condition of buildings as "Good, Fair or Poor" according to a cursory examination of exteriors only.

In addition, buildings of historical or architectural significance have also been shown and this was done after consultation with various individuals interested in this aspect of Old Kleinburg.

The building condition map is by no means the final word and the studies that have been undertaken by certain Kleinburg citizens into the history of Old Kleinburg should be continued.

Schedule "A" of the Secondary Plan outlines the general area which we call Old Kleinburg and a policy statement in the Secondary Plan indicates that a separate zoning by-law should be enacted in order to protect this special area. Certain buildings that have no relationship to the history of the lots on which they are located, may be redeveloped in keeping with the area, whereas other buildings of definite historical interest should be preserved.

It has been learned that a new service station erected in Old Kleinburg resulted in

the removal of two structures of historical interest. A great deal of co-operation will be required if this trend is to be discontinued.

Finally, the Secondary Plan shows that the proposed new shopping area should be restricted to certain uses excluding those uses which could properly and profitably be included in the existing commercial area of Kleinburg. We refer to antique shops, boutiques, gourmet shops, craftsmen's and artists' shops, certain professional offices, etc.

In other words the new shopping area will be for the necessary convenience goods whereas the existing commercial area can become specialized. This should not inhibit a healthy competitive interrelationship between the new and the old.



OTTAWA REPORT

By **John Roberts MP**
YORK SIMCOE

Socialist NDP Support Drops In York Simcoe

Early in the spring I sent out a questionnaire, asking people for their assessment of issues and personalities in federal politics. Here are the results.

Let me note some reservations about the responses. They should be interpreted with caution and a very large pinch of salt. The views of the public may have changed greatly from the dreary days of March to the spring breezes of June. Moreover, people who answer questionnaires are not necessarily representative of the population as a whole - I believe they are more involved with politics than most, and I also suspect that those who are strongly opposed, or strongly in favor of the government respond to a greater degree than those who are moderate in their views.

Assessment Party Leaders
What kind of job do you think Pierre Trudeau is doing as Prime Minister?
GOOD - 28.5% FAIR - 32.2% POOR - 38.3%

What kind of job do you think Robert Stanfield is doing as Leader Of The Opposition?
GOOD - 22% FAIR - 47.3% POOR - 27.5%

What kind of job do you think Robert Stanfield would do as Prime Minister?
GOOD - 20.2% FAIR - 46.3% POOR - 31.3%

I could interpret these results as showing that Mr. Trudeau polarizes opinion more than Mr. Stanfield. People tend to feel either strongly for or strongly against him. I suspect that they reveal also that while the Prime Minister's standing has slipped a little, Mr. Stanfield has not succeeded in making a very strong impression.

Voting Intention
This is borne out by looking at the answer to the question on how people intend to vote in the next election. If the federal election were held tomorrow, how would you vote?
LIBERAL - 34.1% CONSERVATIVES - 28.7% NDP - 7.9% DON'T KNOW - 29.3%

This seems to confirm that the Conservatives have not made much headway since the percentages are virtually the same as in the 1968 general election, with a marked drop-off in N.D.P. support. In 1968 the Liberal Party Leader in York Simcoe polled roughly 16,000 votes, the Conservatives 13,000 votes, the NDP 6,000. As a percentage of total eligible voters the 1968 results are virtually the same as the present voting intention revealed by the questionnaire.

1968 election results - LIBERAL 35.5%, CONSERVATIVE 28.8% NDP 13.3%.
Rating Member of Parliament
What kind of job do you think your MP is doing?
GOOD - 41.8% FAIR - 27.4% POOR - 10.8% NO OPINION - 18.9%

Does your M.P. maintain contact with his voters?
YES - 68.7% NO - 11.8% NO OPINION - 18.9%

Turns \$15 Speed Fine To Dangerous Driving
A Newmarket motorcyclist faces a dangerous driving charge in Provincial Court after he allegedly fled from a \$15 radar trap fine and was run down in a ditch 5 1/2 miles away by four York Region Police cruisers.
Charged is Raymond Stickland, 17, of Main Street, Newmarket.
A motorcyclist allegedly went through a radar trap at 52 mph in a 40 mph zone on Gorham Street in Newmarket at 10 am May 22 and was pursued by police. Police sped down Concession 3 and along St. John's Sideroad and down Concession 2 to the Aurora Sideroad where they arrested Stickland in a ditch.
Officers in the chase included Constables Brian Cousineau, Errol Hook, John Murray and Charles Beckett.

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