

Markham Should Consider

The municipalities of this Region of York, or of what used to be generally referred to as York County, are just about through the worst confusion of the regional government reorganization begun almost two years ago.

Still, they are in a somewhat unsettled condition and a state of flux as they arrange themselves according to the new situation for a December election and the long haul ahead.

Markham Town is probably the regional municipality still in the greatest state of change, what with its loss in the regional shuffle of three top staff executives — planning director, clerk and deputy clerk. All these posts are either filled, or in the process of being filled, and this municipal corporation can then return to the business of organizing two former staffs into one.

With most of the burgeoning Thornhill area within its boundaries, the new Town of Markham is a key piece in the new regional government plan. As such, successful efficient good municipal service for Markham is of high importance to an ever larger segment of the new region's population.

The ultimate form of the Markham municipal corporation is now being set. The best and most modern type of municipal administration should be the goal of Mayor Anthony Roman and his council.

In the past both the parent Markham municipalities had the traditional type of municipal organization. The mayor or reeve acted as general manager when he was there, and the clerk held the strings together when mayor or reeve was absent. Small committees of council regularly had their fingers in administration matters, as well.

This traditional type of municipal operation nowadays is being largely abandoned, it being ever more generally regarded as a holdover from the horse and buggy days in an age when a highly professional civic service and management is needed. Forward looking and growing municipalities — Mississauga and Oakville to name two of the many in Ontario — are adopting the administrator or city manager form of government in the interests of efficiency, economy and getting things done well.

The administrator form has been almost completely established at Newmarket for the new Regional Municipality of York, with the Town of Whitchurch-Stouffville making forward strides almost all the way in the same direction. Administrator government has long been fully established and well accepted in Markham's sister municipality of Vaughan.

There are, therefore, plenty of good operating administrator systems for Markham to look at, both locally and in other areas of the province. We recommend the administrator system for Markham's consideration.

There are many arguments advanced in favor of having a general manager for a municipal corporation. It tends to work to the advantage of both the citizens and the elected council members — when properly operated and given the support of an enlightened council and public. Much confusion, even chaos at times, is

characteristic of traditional municipal administrations. Much of this is avoidable.

But councillors have to recognize and accept their position as legislators and not administrators. Unless they are interested in unsavoury patronage politics, elected officials should be happy to be relieved of the bother of petty detail. Frequently, however, councillors oppose administrator modernization either through failure to agree that the advantages exist, or because they fall victim to the dead end attractions of patronage politics.

In passing, it is interesting to note the regional council turned down the proposed appointment of a personnel officer. The appointment would have been a key step in getting elected councillors' fingers out of staff matters minimizing the opportunities for patronage.

The public is assured the full benefit of administrator municipal government when the local administrator is fully accredited and accepted as a member by the Ontario and Canadian Municipal Administrators Associations and the International City Management Association, as in Vaughan at the present time. To be accredited, the administrator or town manager must have full management jurisdiction, even to the point of hiring and firing staff. He strives to maintain staff unity and co-operation and works to improve effectiveness.

An administrator municipality usually follows a regular pattern of business routine. There are two formal legislative meetings of council each month, each one preceded the week before by a meeting of council-in-committee-of-the-whole. Business in the form of reports is prepared by staff through meetings conducted by the administrator. Each may involve several department heads and staff. For instance, a subdivision agreement will require planner, engineer, treasurer, solicitor and clerk.

This work is all done without consuming the time of the legislators, the elected council. The administrator holds an agenda meeting several days before committee-of-the-whole is due to meet. The agenda and reports on items of business are distributed to the councillors so they have several days for study before meeting. Committee-of-the-whole then meets. Concerned citizens are informed where possible and are free to attend.

In committee-of-the-whole questions are asked and reports fully and openly aired — in public! The citizen gets his chance to be heard then, and again at the council's legislative session one week later if more is to be said. Councillors have plenty of time for study and consideration. Every councillor is fully informed of every item from start to finish. This is unlike the traditional system in which small committees are in charge of items of business until the final legislative meeting.

This sounds like good municipal government to us. A new modern reorganized Markham, with its fast growing Thornhill area, needs the best and most modern municipal government it can get.

Train Booster Medcof's Recipe For Successful Campaign

The "Anatomy of a Successful Citizens' Campaign" has been succinctly outlined by Mount Albert Lawyer John Medcof, chairman of the Railroad Boosters, who for three years have been seeking a GO North rail commuter service. It was under his leadership that the experimental, profit-making commuter run from Barrie was carried out two years ago.

"The experimental federal train service to Newmarket is a victory for citizen participation over the CNR and the politicians," claims Mr. Medcof. "It demonstrates how citizen groups can influence government action."

"After the provincial election," he reports, "Railroad

Boosters and the GO North Committee decided the most promising target to get railroad service was the federal politician in the York Simcoe area. The MP (John Roberts) was under heavy fire, in a shaky seat with movements to dump him. The federal government was also under severe criticism for neglecting the Toronto area in favor of Montreal, which had over 122 federally-operated commuter-type trains to Toronto's six."

He then went on to enumerate the steps taken—letters to newspapers about the lack of action and application under Ottawa's Local Initiatives Program for a \$97,000 grant to run a demonstration project on the Toronto-

Barrie run. This was turned down "on the excuse that the province objected."

They next helped a group of students from Aurora apply for a similar grant from Ottawa to operate a demonstration under the Opportunities For Youth program. This too, was turned down by the Trudeau Government.

The Railroad Boosters then asked for a speedy hearing by the Canadian Transport Commission on an application made by the CN to discontinue service on the Toronto, Barrie, North Bay, Kapuskasing line, in November 1969.

Then they released memos issued to the federal MP's in the area, repeating criticisms and pointing out that im-

mediate action by the Trudeau Government might save a fast-deteriorating political situation.

At this stage, says Mr. Medcof, Ottawa caved in and announced a federal grant of \$100,000 to operate a demonstration project.

Mr. Medcof then went on to describe what he calls the "comic relief provided by the local politicians."

"York Simcoe MP John Roberts recently made personal attacks on Robert Silcox, chairman of the GO North Committee, for daring to suggest that anything could be done before release of the latest study, which will be about the sixth undertaken. Now Roberts is

flip-flopping to associate himself with the project. It is the greatest comedy show in York Simcoe."

The disturbing feature, according to Mr. Medcof, is that citizens' groups, not politicians, led the fight. "More and more across the continent, citizens' groups are taking over the functions that were once performed by politicians: stopping the Spadina Expressway; campaigning for better facilities, like the GO North Committee; advocating consumer rights, like Ralph Nader; tax changes, like John Bulloch; or a cleaner environment, like Pollution Probe."

According to Mr. Medcof the GO North campaign followed the guidelines for

citizens' movements, which must be:

- Non-partisan
- Constructive
- Supported by the people affected
- Structured to allow politicians to climb on the bandwagon when success is obtained.

"Citizens' groups have moved into a vacuum of indifference because politicians no longer lead, but respond only to pressure and imminent political disaster at the head of the Railroad Booster. "The latest GO North victory is a small example of the new forms and forces that are rapidly changing our public affairs."

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In the Spotlight

By MONA A. ROBERTSON

Cake Eaters?

Marie Antoinette is credited with the famous epigram regarding those who asked for bread, with, "Let them eat cake."

Now, in the 20th Century . . . on the Canadian scene . . . an overly generous government is handing out large chunks of "bread" for university students, in small numbers, to spend. And many taxpayers are indignant because they feel these students are being handed cake.

But are they? Or, are they being exploited? Is free enterprise at stake?

The Town of Richmond Hill comes into the spotlight, because this year, one of the government-sponsored LIP and OFY centres is located within its limits, at 117A (A meaning rear—and no suitable sign on Yonge St. to mark its location) Yonge Street South.

Last Saturday we attended the "Open House" at Roseview Community Workshop. We wanted to see for ourselves and our readers, just what our tax dollars are being used for under these two government plans.

We were greeted by Administrator Bruce Crofts and Pat Bransfield, originator of the project and also an administrator.

Pat is a founding member of the workshop so we asked her to tell us about its brief history. The shop will be government financed only until September 9, 1972.

Pat is a very intelligent, likeable person. She is also a thinker and a doer. She told me, that with the government's (liberal) plan to help university students make their own employment during the summer vacation, she and two other students got together early this year, drew up plans and worked out a budget for a community workshop in their home town of Richmond Hill.

Originally the trio budgeted for about \$9,000 to be used over the summer months. They sent off their request to LIP and a representative of the government came to Richmond Hill to make a survey. The "rep" liked the plan. The only thing wrong with it was—they hadn't asked LIP for enough in their proposed budget. So it was raised to \$12,961. This was to provide "bread" from March 1 to June 16.

On June 18, OFY, Opportunities For Youth, took over their budget. (Details of which are checked from the project's books each month, and a progress sheet is sent in for evaluation before money is sent out.) OFY gave them an additional \$11,000 for their six months of official operation.

The workshop's three administrators, including Pat, were advised by a beneficent bread-giver, that they must have more staff. . . . It was recommended they add on seven persons bringing the work force up to 10. Salaries were set by a government referee at \$60 to \$90 weekly. Hours were set at 40 a week. The workshop is open from 10 am to 10 pm, so during the middle of the day the staff—a 40 hour week — necessarily overlaps.

Attendance, including the staff, is at the most around 20 persons, but increasing daily.

The first item on the agenda for the local administering staff, was to find suitable headquarters. Town council tried to help, but the lowest rental fee available, in suggested industrial buildings in town, was \$225 monthly. The group found a rental property, at 117A for \$200 a month. But it needed drastic alterations before it could be used.

LIP—which would only support the group to June 16—approved such alterations as: removal of a sauna bath and a complete laundry room—plus the installation of a second washroom (on the owner's rental property) for the sum of almost \$8,000. And this is where the word "exploitation" first rears its ugly head.

Secondly, a professional carpenter acted as overseer for the renovations at \$125 a week. When finished the former basement accommodation included a lounge, workshop, coffee shop. . . . But the young people had had to sign so many bills for renovations they had to scrounge for furnishings (Continued on Page 12)

John Roberts MP Sees McGovern Doing Well

"McGovern is going to have an uphill fight for the presidency—but I suspect he will do better than most observers give him credit for, at this stage," said John Roberts, MP York Simcoe last week.

Roberts says he is a compulsive convention watcher—even when the results are a foregone conclusion. As a result he sat up till 3 o'clock in the morning to watch the Democrats nominating George McGovern for the United States presidency.

"No doubt about it, this was the most 'open' convention the Democrats have ever had. It was more like the kind of conventions we have in Canada than the traditional American convention where party leaders decide in the back rooms who is to be chosen.

"Our delegates are chosen on a constituency basis, and rarely vote as provincial blocs under the direction of a local political leader," Mr. Roberts pointed out. "In both major Canadian parties the delegates, on the whole, make up their own minds on how to vote."

Then Roberts asked, "Was the McGovern nomination a triumph of the 'new politics'? A lot will depend on how he does against President Nixon. If he does badly, the Democrats may conclude that it would be better to leave conventions in future in the hands of the back room party professionals," he said.

Sebringville Carriage Shop Pioneer Village

What is probably the last operating carriage shop in Ontario will find a new home at Black Creek Pioneer Village. The shop, known as the Dominion Carriage Works has been building and repairing carriages and buggies at Sebringville, just northwest of Stratford, since before Confederation.

The carriage works was founded by Michael Ash and carried on by his son Aaron who died earlier this year at 94. In recent years the shop had been engaged in blacksmithing and farm implement repairs.

The Metro Conservation Foundation recently purchased the carriage works from the grandson of the founder for \$6,000, and is now looking for an additional \$30,000 to dismantle the shop, ship it to Toronto and reassemble it on a site in the village. The building has to be moved within 20 months.

The carriage works contains virtually all the equipment and tools that have been used to build and repair carriages and buggies through the years. It houses a paint room, upholstery room, woodworking shop and blacksmith shop.

When the carriage works is brought to Black Creek Pioneer Village, it will join 27 other restored buildings that make the Village a typical crossroads community of rural Ontario, 100 years ago.

Anyone wishing to donate artifacts, tools or equipment pertinent to blacksmithing or carriage building, or funds to assist in relocating and restoring the carriage works, should contact the Metro Conservation Authority at 630-9780.

KESWICK: The future of Gord Clark's private water system that serves the south part of this village (the largest private system in Canada) is uncertain, although it will remain in operation for the next 10 years. A municipal service will be installed in the northern section within the next two years and the private system has been described by a provincial government official as substandard.

The private system serves 1,450 homes, numerous commercial establishments and Jersey Public School at \$30 per year for permanent residents and \$20 for seasonal.

John Medcof Demands An Early CN Hearing

Head of the Railroad Boosters John Medcof, Toronto and Mount Albert lawyer, wrote the Canadian Transport Commission July 18, protesting the delay in hearings on the CN's proposal to discontinue passenger service on the Toronto-Barrie-North Bay-Kapuskasing line. CN's application was made November 6, 1969. Medcof's letter is also signed by Robert Silcox, chairman GO North Commuter Committee; Jack Lennox, chairman GO North Committee of the Barrie area; and Dawson Lang, chairman York Centre Commuter Committee.

After calling for an immediate hearing, Mr. Medcof states the above named groups will make application for an order requiring CN furnish proper accommodation, locomotives and passenger coaches for morning and evening service on the Bala and Newmarket subdivisions to Toronto, at times convenient for the residents of this area. In support they will present the GO North Commuter Study, GO Transit Expansion Report, Demonstration Train Project Report (October 16, 1969), automobile accident figures including fatalities, GO Transit patronage figures (over 3,000 per day), and a survey taken April 26, 1972. Two hundred thousand people north of Toronto are being denied adequate service, the letter claims. It also states the delay in scheduling public hearings has prevented them from presenting their case to the Canadian Transport Commission.

NOTICE TO CREDITORS AND OTHERS
In the Estate of Harriett E. Hopper

All persons having claims against the Estate of Harriett E. Hopper late of the Borough of East York, in the Municipality of Metropolitan Toronto, who died on or about the 25th day of February, 1972, are hereby notified to send particulars of same to the undersigned on or before the 30th day of August, 1972, after which date the Estate will be distributed, with regard to the claim of which the undersigned shall then have notice, and the undersigned will not be liable to any person of whose claim he shall not then have notice.

DATED at Richmond Hill this 24th day of July, 1972. Reay N. J. Hopper and Bertha E. Lockhart, Executors of the Estate of Harriett E. Hopper, by their solicitor, Robert H. Blackburn of Lawlor, LeClaire, Stong & Nevens, Barristers & Solicitors, 55, Yonge Street North, Richmond Hill, Ontario.

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NOTICE OF PUBLIC MEETING

SELECT COMMITTEE ON LAND DRAINAGE

By resolution of the Legislature of Ontario a select committee was appointed on June 30, 1972 to examine, study and inquire into the following matters regarding land drainage in Ontario:

- (1) The objectives of land drainage as an agricultural practice and the benefits to be derived from such practice.
- (2) The associated problems of competing land use in the urban fringe and in wetlands, as influenced by land drainage projects.
- (3) The problem of public interest in land use over the drainage of private lands by individuals.
- (4) The prior evaluation of the benefits and costs of a drainage project.
- (5) An evaluation of the petition procedure for initiating a drainage project.
- (6) A review of the construction improvement and maintenance procedures under "The Drainage Act" in achieving the objectives.
- (7) A review of the appeal procedures under "The Drainage Act".
- (8) A review of the financial procedures and assistance under "The Drainage Act" and other drainage programs.
- (9) A study of the costs of land drainage and what influences such costs and how they may be reduced, i.e. engineering costs, etc.
- (10) An evaluation of construction practices in general and erosion and weed control of drainage ditches in detail.
- (11) A review of the administrative practices and methods in carrying out responsibility under "The Drainage Act".

After due study and consideration to recommend such changes in the laws, procedures and processes as in the opinion of the Committee may be necessary and desirable.

The Committee has the intention of visiting all areas in the Province and to hold public hearings on the questions associated with the above terms of reference.

This therefore, is to invite all interested parties, individual or otherwise, to indicate to the Committee, by (AUGUST 15, 1972) their intention to submit written briefs or their desire to attend the hearings and make oral representations.

The response to this invitation will determine the times and places of hearings. A written notice setting out the time and place of the public hearings will be given as soon as possible to all persons who have filed notice of intention to make written or oral submissions.

Lorne Henderson, M.P.P.,
Chairman,
Select Committee on Land Drainage
Box 201
Parliament Buildings
Toronto, Ontario.

GRANDSTAND SHOW '72

DATE	SHOW	PRICE
Thurs. through Sun. Aug. 17-18-19-20	Scottish World Festival Tattoo Featuring the World's Finest Pipe Bands	\$4.00, \$5.00, \$6.00
Mon., Aug. 21	Ray Price, George Kirby, Allan Sisters	\$4.00, \$5.00, \$6.00
Tues., Aug. 22	Des O'Connor, The Establishment	\$4.00, \$5.00, \$6.00
Wed., Aug. 23	Osmonds, The Heywoods	\$4.00, \$5.00
Thurs., Aug. 24	Anne Murray, Frank Mills	\$4.00, \$5.00, \$6.00
Fri. through Sun. Aug. 25-26-27	Circus International	\$3.50, \$4.00 <small>Children 12 and under 1/2 price</small>
Mon.-Tues., Aug. 28-29	Engelbert Humperdinck, Celebration, Ginette Reno	\$4.00, \$5.00, \$6.00
Wed., Aug. 30	Merle Haggard, Bonnie Owens & The Strangers, Gary Buck, Al Cherny	\$4.00, \$5.00, \$6.00
Thurs., Aug. 31	The Guess Who, John Kay	\$4.00, \$5.00, \$6.00
Fri., Sept. 1	David Cassidy	\$4.00, \$5.00, \$6.00
Sat., Sept. 2	Sonny and Cher, David Brenner, The Stampeders	\$4.00, \$5.00, \$6.00
Sun., Sept. 3	National Trumpet Band Competition	\$3.50, \$4.00

All shows begin 8:00 pm.
An advance ticket purchased one day before the performance entitles you to FREE admittance to the grounds on the day of the performance. Does not include vehicle.

MAIL ORDER
When ordering your tickets, remember to include show date, price and number of tickets for the show you want to see. Make cheque or money order payable to Canadian National Exhibition and mail with stamped self-addressed envelope to: Canadian National Exhibition, Exhibition Park, Toronto 2b, Ont., Attention: Grandstand Box Office, Mail Orders close August 5th.

Travel also available at all Gray Coach and Travelways & Trailways Ticket Agencies.

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