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Met Bd. Passes R.Hill Plan

(Continued from page 1)

and improved roads have reduced the time to 3/4 of an hour, but the distance is still the same.

With the creation of the Metropolitan Area, Toronto City Limits which had been 10 miles to the south, overnight were brought to within 5 miles of our Village.

But in the intervening time, Richmond Hill had also progressed. From a typical country village of retired farmers, businessmen and original farmers, it commenced to grow. Families moved in, some whose wage earners commuted to Toronto by car or public transportation. With the increase in population, services were eventually needed and provided — first water, then sewers.

Not unlike similar municipalities, most of the new inhabitants were young people with school age children.

As the cost of education increased, it became all too apparent that residential and commercial assessment, which in 1951 represented about 90% of the total, was going to be faced with a terrific burden.

The obvious solution was increased industrial assessment. In consequence, after long deliberation, Richmond Hill made application to the Ontario Municipal Board to annex 1,000 acres in Markham Township.

I cannot emphasize too strongly that Richmond Hill's evidence at the Municipal Board hearing was based largely on the vital necessity for increased industrial assessment, in order to properly balance its economy and the existence of services essential to such industrial development.

On July 28, 1952, the decision of the Municipal Board was given, approving the annexation.

In the intervening time, the Richmond Hill Planning Board had been appointed and it set to work preparing an official plan for the enlarged municipality.

As that portion of the municipality lying west of Yonge Street was already established as residential, it was decided to zone this section for residential use, reserving Yonge Street frontage for commercial purposes.

That portion of the municipality lying east of Yonge Street presented an entirely different situation. With No. 11 Highway on one side and the main CNR line bisecting the area, it was quite apparent that neither Highway frontage nor Railway frontage was suited to residential use. It was logical therefore, to zone the undeveloped Yonge Street land and that adjoining the CNR for industrial use. The only question to be decided was, how far east of the CNR should the industrial zone extend.

After due deliberation, it was concluded that as Richmond Hill would not likely be able to obtain any additional territory in the future, it would be best to plan more than might be considered adequate, rather than less.

In consequence the easterly limit for industrial use was set at 1600 feet from the railway, allowing for a service road to provide for industries requiring railway facilities on one side and those requiring only highway transportation on the other. The Toronto Industrial Commission was highly optimistic about Richmond Hill's industrial possibilities, as was the CNR.

The undeveloped land lying east of the industrial zone, protected by a green belt, together with other undeveloped land in the municipality would still provide for some 2,000 to 2,500 houses.

Deeply conscious that the spiraling educational costs would ascend even more rapidly if further residential subdividing were permitted, the Planning Board early in 1952, recommended to the Council that no further residential subdivisions be approved for the present time. This would permit the Board to prepare an official plan and zoning by-laws for its implementation. A resolution to this effect was passed by Council.

Subsequently, a proposed combined industrial and residential subdivision of some 270 acres in the undeveloped area was submitted to the Municipality. Subject to certain recommended changes, this subdivision has been approved by our administration. This approval, however, was subject to an undertaking from the subdivider, which was obtained on May 25, 1953.

To further safeguard the interests of the municipality, our Engineer was consulted regarding the adequacy of services for such a subdivision.

In conclusion, may I summarize as follows: As a subsidiary Planning Area, Richmond Hill recognizes the fact that its plan should be consistent with that of the Metropolitan Area, but that it is to be borne in mind that unlike the 13 municipalities of the Metropolitan Area, it must also be self-sustaining. There is nothing of which I am aware in Bill 80 providing for financial assistance to a fringe municipality for education, essential services, civic improvement and other expensive items. These must be financed solely from municipal taxation, plus whatever municipal grants are available.

At the present time, Richmond Hill's debenture debt is about 30% of the assessment and we are on the point of building a new \$200,000.00 school, which will take this close to 35%.

This, and other problems of our Municipality, though similar, are entirely separate and distinct from those of the Metropolitan Area and require proper understanding. While this is not the time to discuss it, perhaps some consideration should be given to representation from the fringe municipalities on the Metropolitan Planning Board.

The Municipal Board has approved the enlargement of our Municipality to three times its former size, primarily for the purpose of securing industrial development. The Industrial Commission and Canadian National Railway consider it a good location for Health fully aware of the plans for expansion, has approved our sewage disposal, including the discharge of effluent into the branch of the Don River, which flows through the municipality.

It is our strong conviction, Mr. Chairman, that in the interest of long term planning, the official plan, as presented to the Minister, should be approved.

Staggered System Of Classes Meets Needs Of High School

A staggered system of classes at Richmond Hill District High School has been designed to meet the needs of a High School too overcrowded to accommodate its students in the normal classes of a regular day yet not sufficiently overcrowded to warrant a division into shifts.

To secure space within the physical limits of the building for the increased number of classes the school day has to be lengthened by two or more periods. Study space must be provided in each period for those students who cannot be accommodated in the classrooms; auditoriums or cafeterias are commonly used for this purpose. Approximately one quarter to one third of the school population use this common study room in each period of the day. When a cafeteria is used as at R.H.D.H.S. for the common study room lunch periods have to be increased in number to fit into the general scheme of staggering and to accommodate the student body adequately.

Inconveniences inevitably arise and have to be met in any situation produced by such abnormal conditions as those facing the Richmond Hill District High School this year. A mutual understanding of the problem by the students parents, and staff of the local High School has resulted in a concerted and co-operative effort to meet the difficulties of the situation and there is every indication that the plan will not only work satisfactorily, it may even stimulate greater school spirit in the common effort to face its problems.

York Country Girl's Clubs Achievement Day

A riotous display of first class vegetables and flowers filled the Department of Agriculture Board Room on Saturday, Sept. 12th, when the York Country Girls' Garden Clubs finished up their project with an Achievement Day.

Under the supervision of Mr. W. M. Cockburn, Agricultural Representative and Mrs. Mabel Borgstrom, Home Economist, the morning was occupied with the setting up of exhibits, judging classes of vegetables and answering a garden quiz. Each member exhibited her own garden produce and her Record Book while Third Year Members prepared special exhibits on which they gave three minute comments.

Club exhibits were presented by Buttonville, Nobleton and Queensville Clubs and were commented on by Margaret Brodie, Evelyn McTaggart and Barbara Reid respectively. Other clubs participating were: Mt. Pleasant, Pine Orchard, Union Street and Victoria Square.

At the close of the programme, Mrs. Borgstrom who was assisted during the day by Miss Frances Lampan, a student at Macdonald Institute, presented Certificates of Achievement to girls completing two Homemaking Club Units and County Honours to those completing six units. County Honour recipients were: Marilyn Hill and Evelyn McTaggart of Nobleton Club; Doris Goode of Queensville and Betty Glover of Victoria Square.

Next month a banquet will be given to the Clubs by the North Toronto Kiwanis Club at which silver spoons will be presented to all members completing this unit and Scholarships for attending a Short Course in Horticulture at the Ontario Agricultural College will be awarded to Margaret Brodie of Buttonville and Betty McGill of Queensville.

Vaughan Twp. Wants To Remain Agricultural Area

Metropolitan Chairman Fred G. Gardiner suggested at the meeting on Tuesday night that it might be the duty of the Metropolitan Council to prevent "premature" industrial and residential developments on land bordering Toronto.

In discussion at the second meeting of the Metropolitan Planning Board, Mr. Gardiner said that if a township outside the metropolitan limits indicated it wanted to remain agricultural, "then maybe we should stand behind them."

His remarks came after Town Planner, Dr. E. G. Faudt told the board that Vaughan Township, north of North York, wished to remain agricultural. Feeling, however, that it was impossible to stop development from moving in, the township council had ordered a plan which would provide for orderly growth and an assessment balanced between residential and industrial land usage.

At its previous meeting, the board had turned down the plan because it did not fit in with that of neighboring North York, and also because it was felt too much land had been zoned industrial in proportion to the amount zoned residential.

Expansion Plan "Frankly," said Mr. Faudt, the plan's architect, "any residential development up there is premature. But houses are being built along Yonge St. Commercial development is pushing up Barrie Highway from the 500-acre Eaton's development at Shepherd Ave."

"Therefore, it was felt we had to plan for expansion of industry into Vaughan in order to gain the assessment which would make up for the low assessment of the residential district."

It was then that Mr. Gardiner suggested Metro Council might have to limit development to the Metropolitan area until it was filled in.

He noted that the burden of services in Metropolitan Toronto would be borne throughout the area, and thus a member municipality did not need to worry if its assessment was top heavy residentially — the lack of taxes would be made up somewhere else. An outside municipality, on the other hand, had to rely entirely on its own taxing powers.

The Board took no further action on the Vaughan plan, but asked Dr. Faudt to discuss it with the North York Planning Board.

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Community Centre Board Asks For Donations For Vandorf Park

The Community Centre Board of Whitchurch Township is being congratulated for the way in which the park at Vandorf has developed this year. Cash donations are coming in from many interested residents to help equip the 13 acres purchased last year and already ten picnic tables, made by M. G. Slater, are in place under the big willows which line the banks of the creek.

"The swimming pool, recently completed has been used every day by some 18-20 boys," reports Clerk Jack Crawford from his office which is just across the road. Dressing rooms will be in readiness for next season. The board is buying the woodshed, no longer used at S. S. No. 6 and the lumber will make toilets and dressing rooms at the park. A tennis court is being built and a baseball diamond laid out. Swings and teeter-totters will be installed for the small children. The landscaping, started on Coronation Day, and a small bridge across the creek, all add to the delights of the grounds on highway number 4 at Vandorf.

Recent donations to the cost of the project have been received from A. H. van Nostrand, F. H. van Nostrand, R. B. Brown, Robert Carr, Harry West, C. A. Cathers, Wm. Shields, R. Scott, D. H. Foster, J. Crawford, Arthur Starr, Sandy Davis and Betty Richardson. To all these people the parks board would like to extend thanks. Secretary Mrs. T. Slater is accepting the donations.

The Community Centre Branch of the Provincial Government has made a substantial grant to the project, and has expressed its pleasure in the way the work is being carried out by the board.

Elderly Couple Killed, Instantly Crossing Highway At Elgin Mills

John Brown, 70, and his house-keeper, Miss Ethel Treloar, 65, were instantly killed in a tragic accident which occurred last Wednesday evening on Yonge Street at Elgin Mills. Returning from a trip to the C.N.E. the elderly couple stepped from behind the Grey Coach bus on which they had been travelling into the path of a car driven by George McIntyre of Dunblain Rd., Toronto, formerly of Oak Ridges.

Clifford Patry of Elgin Mills, standing in front of a grocery store, said he heard the scream of brakes. "Then there was a sickening thud," he said. "I turned in time to see the woman flip through the air and land 100 feet away."

Brown was thrown about 60 ft., police said. Both landed on the shoulder and died instantly. Clarence Espey ran from a nearby restaurant to see the papers which the couple had been carrying fluttering to the ground, being ripped from their hands. Police report that the couple had almost cleared the approaching

car and had only a foot to go before they were struck. The driver of the bus was unaware that the accident had happened and continued his route.

Mr. Brown, who has no close surviving relatives, was raised in Toronto. Later he moved to the West and after retiring came to Richmond Hill where he lived for many years. One year ago Mr. Brown purchased a house at Elgin Mills. The couple was on the way home at the time of the accident.

Miss Treloar also has been a resident of the village for many years. Born in Sutton, she was the daughter of the late Mr. and Mrs. James Treloar. Left to mourn her passing are two brothers, David of Sutton and James of Concession, also a sister Lena of Toronto.

Miss Treloar was laid to rest in Briar Hill Cemetery in Sutton on Saturday, September 12. Funeral services for Mr. Brown were held at the Wright and Taylor Funeral Chapel on Thursday, September 11. Interment was in Richmond Hill Cemetery.

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