

USE YOUR CREDIT OPEN A C.T.C. CAN CHARGE NO DOWN PAYMENT NOTHING TO PAY FOR 30 DAYS INSTALL 4 NEW NYLON 670x15 TIRES GUARANTEED 12 MONTHS FOR \$41.80 AND CLASS A TRADE.

Drinking Drivers Involved In 16% Of All Fatal Accidents

Police Chief R. P. Robbins said today that recent statistics reveal that a drinking driver was involved in at least 16 per cent of all fatal accidents in Ontario in 1959. "Twenty three per cent of the adult pedestrians killed last year had been drinking," he said, adding: "Accident statistics for last year show that 2,919 Ontario drivers were impaired and 7,200 had been drinking at the time of the accident."

The chief said that it bears repeating that drinking reduces the ability of any driver. "Alcohol is actually a narcotic depressant," he said, "and not a stimulant. And even small amounts of alcohol reduce self-control and driving ability."

Chief Robbins explained that one does not have to be "under the influence" to be an unsafe

A Distinguished Citizen

R. D. Little & Son Limited

A Richmond Hill Landmark Of Worth And Reliability

Anyone among thousands of drivers in Vaughan and Markham Townships, Richmond Hill and Metropolitan Toronto who have bought a car, truck or tractor, or had a motor vehicle repaired since 1927, probably will recognize the name "R. D. Little". It is conservatively estimated that since 1927 when Mr. Little, in partnership with his brother Alex (since deceased), opened his first dealership-repair shop business in the Hill, he has handled 10,000 new and used motor vehicles of all descriptions and repaired probably 15,000 more. Attesting to the prestige enjoyed by him are innumerable clients who have done business with his firm over a period of many years, in several instances a quarter of a century.

Although in semi-retirement for the past five years, for health reasons, Mr. Little still keeps in touch with the business now known as "R. D. Little and Son Limited," managed by son Don. Since March 1, 1927, when the original dealership opened on the north side of Arnold Street, to the present location at 168 Yonge Street North, where a new building was opened May 1, 1928, the firm has expanded several times. In 1928 there were five mechanics, while the two owners took care of the book work and sales end. Today there are 42 employees, including several recently hired salesmen for the about-to-be-opened used car lot.

Mr. Little's appearance on the Richmond Hill business scene was preceded by some years in the automotive world, six of them with the Ford Motor Company (two in Detroit at the Highland Park Plant and four at a Ford branch in Fargo, North Dakota). During this busy period he learned a great deal about the motor business in his job as cashier, traffic manager and sales manager. He was born at Campbellville, Ontario and at 16, armed with a certificate in business obtained at Guelph, he secured an office job in Toronto where he worked for the next five years.

A yen for seeing the world, and fate then took him to Pontiac, Michigan, where for several years he was with General Motors Corporation. This part of his career ended in 1917 when, following the declaration of war against Germany by the United States he entered the U. S. Air Force and served two years at famous Kelly Field, San Antonio, Texas. He had his first plane flight in 1917, and in recent years has been a keen enthusiast for air travel, crossing the continent several times, and the Atlantic once.

Following his discharge he joined Ford Motor Company as secretary to the chief engineer. Base of operations was Detroit at Highland Park, site of the then Ford plant. The office in which Mr. Little worked faced the one used by Henry Ford, 1, founder of the world renowned firm.

100 Sales

"The first Ford product, the Model T, was a great car," Mr. Little reminisced. "It was tough as a burro and light enough for a normally strong man to heave out of a ditch or pot hole, and there were plenty of pot holes in the world in those years." But Mr. Little's chief source of income in the early years in the Hill was the Model T's successor, the Model A, which came out in 1928. "I well remember the backlog of orders we had for that model," he said. "We sold 100 Model A's during the 1930 sales season."

Mr. Little recalls that "Little Brothers" (as the firm was then known) sold their first cars to a number of young men who later became prominent in the public, business and professional life of the Toronto area. Among these were: John S. Proctor, President of the Imperial Bank of Canada, Neil McMillan, President of the Canadian Bank of Commerce (the firm have done business with this bank for 32 years), Crawford Gordon Jr., one-time President of A. V. Roe, Ltd., the late Dr. D. E. S. Wishart (the family still buy cars from the firm), T. C. Newman, husband of Toronto Controller Jean Newman, Malcolm Richardson, President of Richardson, de Pencier, Ltd., Toronto, well known insurance firm, whose first car was a model "A" roadster and now drives a Thunderbird, and J. E. Smith, publisher of "The Liberal," (a Model T).

Incidentally, in 1930 the price of a new Tudor was \$750.00.

Mr. and Mrs. Little's first home in Richmond Hill was on Roseview Avenue. In 1930 they

Low Bid —

(Continued from Page 1)

government grant, but in doing all that is possible to keep costs reasonable, the board desires to "protect its equity," as Inspector Hallman put it. Total dissolution payment coming to the board from Vaughan Township is \$174,229.00.

The addition is expected to be ready the first of January.

Transportation

All kindergarten-age children in the Markham T.S.A. No. 1 area will have an opportunity to attend kindergarten. Transportation will be supplied for those children who do not live within reasonable distance of the classes at the Henderson Ave. Public School and the Woodland Public School at no cost to the parents.

There will be 50 kindergarten pupils attending each school, 25 pupils at each half-day session. Two new kindergarten assistants have been hired. They are Miss Kathleen Murray and Miss Kerry Lee Robinson.

Transportation contracts have been awarded. Mr. Morton will transport around 60 kindergarten children. He has the south run for the elementary school children living at German Mills and along Wood Lane and John St. Mr. Langdon has the contract for providing transportation for the children in the north end at 16th Ave. and Duncan Road.

The board approved payment of \$10.00 per month per pupil for three children residing in the area who are attending Thos. Haven School for Retarded Children.

Pupil Insurance

The Continental Casualty Insurance Co. will be permitted to insure pupils attending area schools in 1960-61, the cost to be borne by the parents desiring the coverage.

Meeting With Ratepayers

The board is planning to have an open meeting in October for public school supporters in the area at which time the trustees will discuss the workings of the schools system inaugurated this year.

Advertising for a new custodian for the area was authorized. On August 30th members of the board will inspect the four schools under their jurisdiction. Members of the Markham board are Chairman Alan

Parker, vice-chairman John McKay, and Trustees Lionel Frost, Leslie Clarke and John Honsberger. Supervising principal and business administrator is E. J. Sand.

Deputy-Reeve S. Tinker Presides Town Council Mayor & Reeve Holiday

Deputy-Reeve Stanley F. Tinker is acting Mayor of Richmond Hill this week. In the absence of Mayor K. W. Tomlin and Reeve W. J. Haggart he is taking care of the official duties of Chief Magistrate and presided at Monday night's regular council meeting. Mayor Tomlin and Reeve Haggart are out of town on holidays.

A. Cairns and L. Nesbitt, North Taylor Mills Dr., and R. Robinson and Vic Apted of Broaddale Crescent, wrote council asking to have the easement closed from Taylor Mills Dr. N. to Broaddale Crescent. The letter said the easement, if open, would serve no purpose. Councillor Broadhurst said council should make sure of the feelings of all people in the area before taking action on closing easements and on his motion the letter was referred to the Works Committee for a report.

"Street numbering in Beverley Acres is chaotic," Councillor John W. Bradstock during a discussion of town house numbering. There seemed some uncertainty of the system used in numbering town streets and while a whole re-numbering was suggested it was ruled out as too expensive for the present. Councillor Whillans suggested that the company responsible be asked to explain the system used. The matter was referred to the Works Committee for a report.

Council approved the action of the Hydro Commission in the increasing remuneration of Hydro Commission members from \$8 to \$12 per meeting.

Administering relief in Richmond Hill is making such demands on the time of the present relief officer that council is considering the appointment of another part time official. At present, Deputy-Clerk Clement acts as Relief Officer but the duties so demanding it was decided to ask the Personnel Committee to recommend on the advisability of appointing someone else to do the job. The number of applications for relief is on the increase, reported Town Clerk Lynett.

Councillor Mrs. Margaret Southwell made a strong protest about heavy trucks using Centre Street East. "I have received many complaints," said Mrs. Southwell; "people say their houses shake so they can't see television. The truck traffic is very heavy, sometimes one every five minutes," she said, expressing criticism for a permit for a cement plant in that area. "It was lack of foresight," she said.

Acting Mayor Tinker said the situation is temporary. It is true cement trucks are now using Centre Street East because this is the only access to supply the construction work on Markham Road. Ordinarily heavy trucks are banned on this street, but the by-law relaxed to permit construction work to proceed on Markham Road. "The situation

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- Free Emergency Brake Cable Adjustment
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COMPARE YOUR SAVINGS car, year and model	"DO-IT-YOURSELF" SALE PRICE Exchange Front and Back	C.T.C. INSTALLED PRICE Front and Back
BUICK - OLDSMOBILE		
1952-55	7.40	17.40
1956-59	7.90	17.90
CHEVROLET - PONTIAC 20, 22		
1948-50	7.40	17.40
1951-59	7.25	17.25
DODGE - PLYMOUTH		
1946-56	7.25	19.25
1957-59	7.10	19.10
FORD - METEOR		
1949-54	7.15	17.15
1955-59	7.25	17.25
MERCURY - MONARCH		
1949-54	7.25	17.25
1955-56	7.65	17.65
1957-59	7.90	17.90
OLDSMOBILE 88, 98		
1949-59	7.65	17.65

FRONT END ALIGNMENT SPECIAL

1. BRAKES Check brake drums and lining
Clean, pack front wheel bearings

2. BALANCE WHEELS

3. ALIGNMENT Correct Caster, Camber. Inspect Steering

You Get All 3 For \$9.50

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COIL SPRINGS

Chevrolet, 1955-57 10.10
Pair

Dodge, Ford, Meteor and Plymouth (most to '56)
Pair .. 11.50 to 13.95

KING BOLT SETS

Includes everything that is needed for both wheels.

Ford and Meteor, 1947-54. Set 5.60
Chevrolet, 1942-54. Set 4.25
Dodge and Plymouth, 1946-56. Set 5.20

TIE ROD ENDS

Chevrolet, 1949-57 (most) Pair 3.50
Dodge and Plymouth, 1946-56. Pair 4.85
Ford and Meteor, 1942-58 (most) Pair 3.30

BALL JOINTS

Reduces front wheel sway, improves steering.

Chev., Pontiac, 1955-59. Upper 5.35
Lower 6.20 to 7.50
Ford and Meteor, 1955-58. 9.35 to 11.45
Upper
Lower 11.60 to 13.20

Make & Year	"Do-It-Yourself" SALE PRICE	C.T.C. Installed Price
Chev. - Pontiac		
1948-53	12.60	27.60
1954-57	14.85	26.85
Dodge-Plymouth		
1942-59	15.50	27.50
Ford-Meteor		
1949-51	15.80	30.80
1952-58	15.80	27.80

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\$4.98-\$14.00 each

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