

Richmond Hill Report Cites Urgent Need For "Rapid Transit System"

By FRED SIMPSON

A rapid transit commuter service between Metro Toronto and Richmond Hill is urgently required. This is the gist of a 20-page brief prepared by the Richmond Hill Transportation Committee which comes out strongly in favor of such a service using existing railway facilities. A number of other alternatives for temporary and long-term relief are pursued in the brief which has been placed in the hands of a Metro Toronto Transportation study unit. Compiling it were council members Eric Handbury, chairman, Lois Hancey and Reeve Donald Plaxton. The brief, approved in a committee of the whole meeting last week, points out that thousands of people from Richmond Hill and the northern fringe municipalities travel daily to and from Toronto at great loss of time and convenience. "The transportation system now existing is far from a balanced one," the brief said emphasizing that "68

percent of the residents and working population of Richmond Hill commute daily to Metro. "Principal means of transportation is by private car. The Metro Planning Board has recommended that the Yonge Street Subway be extended 3 3/4 miles from Eglinton Avenue north to Sheppard Avenue as the area's next major rapid transit project. The extension, which would allow subway passengers to ride eight miles north from Union Station, at the foot of the city, would cost an estimated \$57,000,000. Eli Comay, planning commissioner, said.

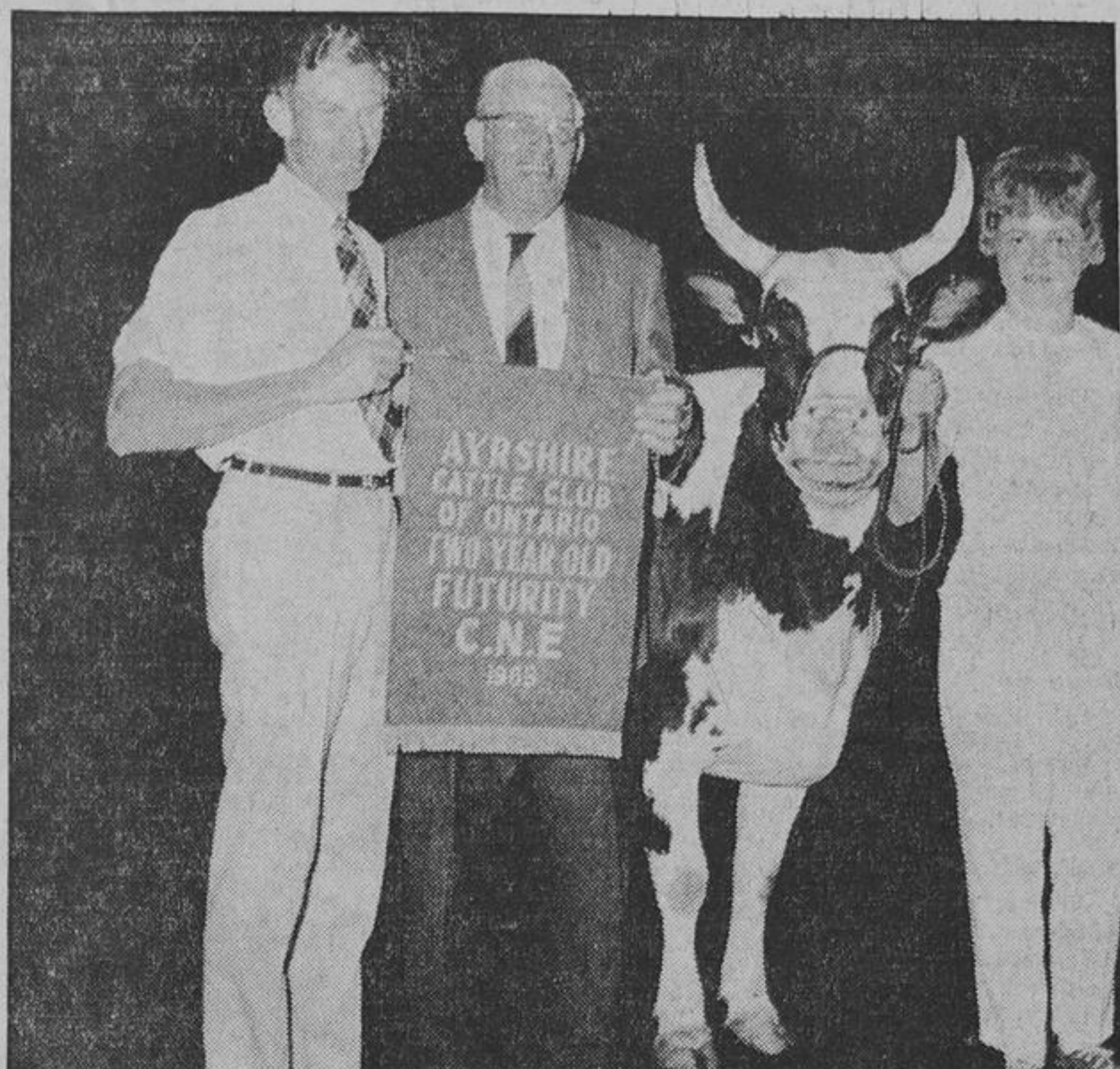
used by 75 percent of Metro workers in this area of which 72 percent use Yonge Street as a main north-south route. It recommends the "urgent need for the fast, convenient and comfortable rapid transit between the northern fringes of Toronto and Richmond Hill as a completely necessary adjunct to the planned growth, future and usefulness of our community. Existing rail facilities of the CNR and CPR could provide a convenient and inexpensive way of making this possible. The services could be made available during the peak hours in the morning and evening," the report says. The CNR line finds its way on the east side of Yonge Street and follows the path of the Little Don River through the industrial areas north and south of Don Mills and Leaside. The CPR line west of Yonge ambles across the northern portions of Metro close to Dupont Street and into the heavily industrialized areas east of Etobicoke. Such an innovation would

require considerably more parking space for private as well as commuter cars at a new station possibly north of the Elgin Mills Sideroad. Councillor Walter Scudds praised the work that had gone into the 20-page transportation brief but cast personal doubts on its validity. He felt the brief, which was compiled from a series of questionnaires mailed out to residents in the southwest area of town—did not necessarily apply to the habits of those residents living on the east side of Yonge Street. Reeve Donald Plaxton said he thought the "brief was terrific and I have nothing but support for it". There was a flurry of discussion on how the streets are used by the various motorists with some feeling that Yonge Street was quicker to use than Bayview. One councillor commented he took Yonge because he felt everyone took Bayview Avenue to avoid the traffic. Councillor Scudds was also worried that the Metro Transportation Committee might check out the facts in the brief and find out they didn't apply on the side east of Yonge. It was finally agreed to stress that the statistics contained in the brief were deduced from information on the southwest side and was strictly a sample study and did not necessarily apply to other sections of the town.

well as commuter cars at a new station possibly north of the Elgin Mills Sideroad. "If commuter train service is instigated," the brief continues, "consideration would have to be given to providing cross-town commuter buses to the trains." The report, based on a survey in the southwest area of the town, states the railway system could be supported by extension of the TTC rapid transit route to Sheppard and later to Steeles Avenue. Committee members feel that Metro planning should come from an extension to Steeles in any case to ease the problem. The "surfacing of Bathurst Street to Richmond Hill would provide a solution in company with the railway and subway innovations that would alleviate the transportation problem for many years to come," the brief claims. "A more immediate impact on Richmond Hill," the report adds, "is extension of Bathurst Street to Vaughan Road and a widening of Bayview Avenue plus provision of a non-stop express bus service between Richmond Hill and Eglinton." The brief stresses, however, that without the railway system the above aids would only be a partial answer and not a permanent solution to the major problems of transportation in the northern fringe areas. Some wistful thinking is indulged in by the shapers of the report when they state "the most complete answer to the transportation problem would be extension of a rapid transit system as far north as Newmarket, but admit Steeles Avenue is more realistic." Conclusions reached by the brief are primarily based on

reassurances that volunteer fire brigades will not be tampered with in the event of a resolution stating "The Township adopting a five ward system and dissolving present villages of King City, Schomberg and Nobleton was the same area that they are given last week in a letter to village trustees. Members of the Schomberg Volunteer Brigade sent their written resignations in to township council some time ago, last week members of the Nobleton brigade did the same, stating that they were willing to work on a volunteer basis for the community as it is but they through their local members of are not willing to do so under council".

Warren S. Ramer proudly holds the Ayrshire Two Year Old Futurity Banner presented to him at this year's CNE. A well-known businessman and resident of Richmond Hill, Mr. Ramer owns a farm in Whitechurch Township. (Left to right) above are: William Boyes, Pickering, secretary of the Ayrshire Cattle Club of Ontario, who presented the banner, Mr. Ramer and his daughter, Mrs. Patricia Jeans, holding the winner of the banner, Raycroft Spicy Miss, who also won the Reserve Grand Championship at the CNE.



Warren Ramer Ayrshire Winner

Warren S. Ramer proudly holds the Ayrshire Two Year Old Futurity Banner presented to him at this year's CNE. A well-known businessman and resident of Richmond Hill, Mr. Ramer owns a farm in Whitechurch Township. (Left to right) above are: William Boyes, Pickering, secretary of the Ayrshire Cattle Club of Ontario, who presented the banner, Mr. Ramer and his daughter, Mrs. Patricia Jeans, holding the winner of the banner, Raycroft Spicy Miss, who also won the Reserve Grand Championship at the CNE.

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Nobleton Fire Brigade 2nd To Resign Contesting Ward System

Reassurances that volunteer fire brigades will not be tampered with in the event of a resolution stating "The Township adopting a five ward system and dissolving present villages of King City, Schomberg and Nobleton was the same area that they are given last week in a letter to village trustees. Members of the Schomberg Volunteer Brigade sent their written resignations in to township council some time ago, last week members of the Nobleton brigade did the same, stating that they were willing to work on a volunteer basis for the community as it is but they through their local members of are not willing to do so under council".

596 CANADIANS DIE OF FIRE IN ONE YEAR \$147,500,000 WASTED

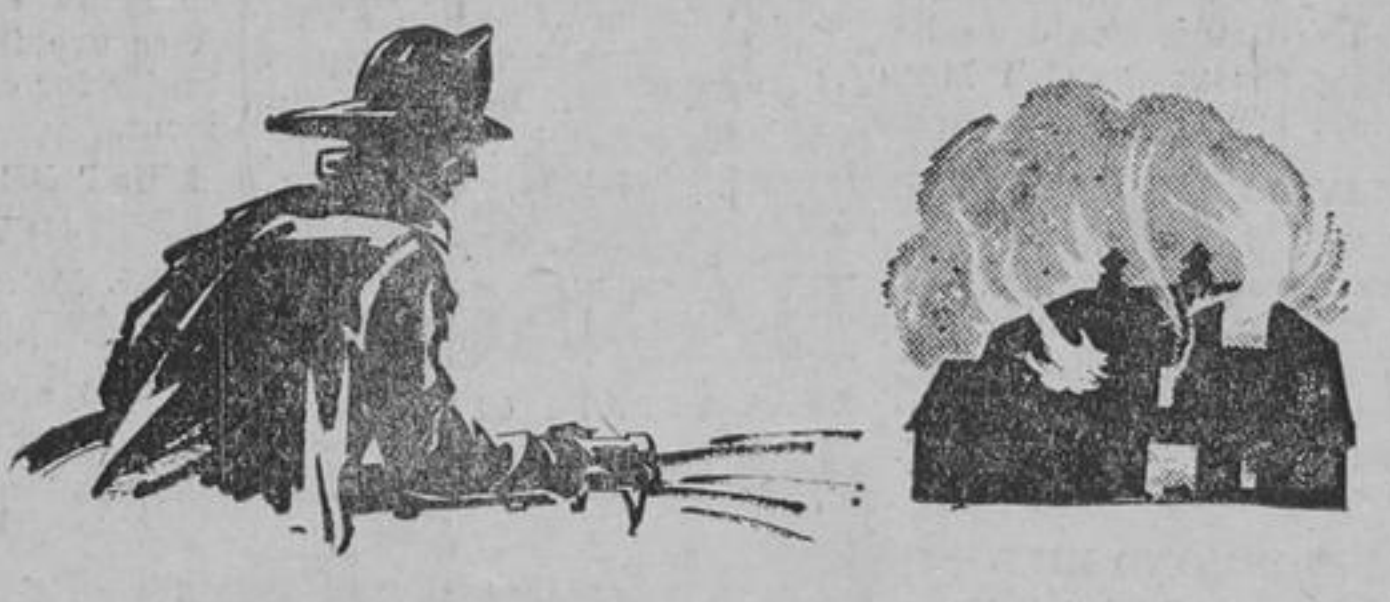
Where Fire Wastes One Billion Dollars

While the annual statistical report of fire losses in Canada, issued by the Dominion Fire Commissioner, presents a more detailed analysis, this table rounds out the general picture of the relative groupings in a ten-year billion dollar total.

	NUMBER	LOSS
Manufacturing Plants	15,000	\$160,000,000
Stores, Offices, Warehouses	70,000	300,000,000
Dwellings	550,000	230,000,000
Schools, Colleges	3,400	24,000,000
Churches	2,300	16,000,000
Hospitals, Institutions	2,000	6,000,000
Theatres	300	2,500,000
Assembly Places	2,000	11,500,000
Farms	48,000	75,000,000
Miscellaneous	57,000	175,000,000
	750,000	\$1,000,000,000

IOU of Fire

Every ten years wasteful Canadians run up a staggering IOU in fire destruction of more than \$1,000,000,000. Every Canadian in the long run has to chip in and pay off the debt, through insurance premiums. Else the victims take it on the chin. An obligation not so easily squared is the terrible human toll of life by fire—more than 5,000 victims, the bulk of the dead being children and the aged. It's worth thinking about. Fighting fire before it starts is a "do-it-yourself" job! To protect valuable property... to prevent tragedy... check farm and home buildings for fire hazards, now.



Symbols of Safety



These are symbols of safety. If you don't find one of them on your new appliance, tell the Fire Chief. CSA is the mark of the Canadian Standards Association, testers of new electrical and fuel-burning equipment. ULC is the mark of Underwriters' Laboratories of Canada, approving new appliances, including fire extinguishers and fire alarm equipment. The label of the Canadian Gas Association appears on gas-burning equipment in good order when made.

Community, Industry Services Unite To Fight Fire Losses, Save Lives

Fires that devastate their homes are proving more costly to Canadians than ever before. That glaring fact is revealed in the 1964 assessment of fire damage in Canada. Today the average cost of a household fire is \$800. Ten years ago it was \$400. Industry, too, is finding fires more expensive. Last year an estimated \$147,500,000 in all property went up in smoke in 77,000 reported fires—or about \$1,918 a fire. In 1963, the cost of 83,207 fires was \$154,051,629—or \$1,850 a fire. MORE CHILDREN DIE Despite Canada's population growth, the fire death rate remains fairly constant, although last year there was an increase of 43 deaths. The record shows 596 fatalities in 1964, compared with 553 in 1963. Once again, children lead with 250 victims, followed by 243 men and 103 women. Worst year was 1957, with 638 deaths. Excluding forest and federal government fires, fire waste per capita population is reckoned at \$7.67 in 1964 and \$8.15 in 1963. NOBODY ESCAPES Only direct costs enter into the fire waste assessment of \$147 millions. Taking into account the indirect economic factors—including industrial production and job disruption—the total burden of a year of fire would be \$750,000,000, fire authorities say. This works out to a \$38.99 cost for every man, woman and child in a country of 19,235,000 population. Nobody, the taxpayer least of all, escapes the responsibility of fire—on the job and in the home.

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AMOUNT OF LOAN	MONTHLY PAYMENT PLANS					
	60 months	48 months	36 months	24 months	20 months	12 months
\$100	\$1.80	\$2.10	\$2.40	\$2.70	\$3.00	\$3.30
\$200	\$3.60	\$4.20	\$4.80	\$5.40	\$6.00	\$6.60
\$300	\$5.40	\$6.30	\$7.20	\$8.10	\$8.90	\$9.90
\$400	\$7.20	\$8.40	\$9.60	\$10.80	\$11.90	\$13.20
\$500	\$9.00	\$10.50	\$12.00	\$13.50	\$14.90	\$16.50

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