

Town Council Rejects Proposals

Markham-Newkirk Rd. Site Confirmed

Whitchurch Favors Rail GO Service

GO BUS TERMINAL READY BY SEPT. 8



(Photo by Stuart's Studio)

Richmond Hill Lions Club 1970-1971 Executive

The above group of men will give leadership to the active Lions Club, Richmond Hill's oldest service club, during the 1970-71 season. They were installed at a recent meeting of the club.

Front row (left to right): 3rd Vice-President Ev. Baker, 1st Vice-President Norman McDermott, President George Chassie, 2nd Vice-President Bill Honeyman and Past President Fred Waters.

Rear row (same order): Secretary Bruce Smith, Director Fred Hine, Director Dan Boyle, Director Ken Tomlin Jr., Treasurer Grant Marshall, Tail Twister Bill Rice and Lion Tamer Mike Peters.

Absent when the picture was taken was Director Jack Blanchard.

Freak Accident Kills Child

Glass pierced the heart and killed the six-year-old daughter of a Whitchurch Township policeman Sunday.

Barbara Ann Fellows, daughter of Staff Sergeant David Fellows of Davis Drive, RR3, Newmarket, was the youngest of four children in the family.

She had a cast on her wrist after breaking her arm five weeks ago in a fall from a swing at school. At 5:45 pm she was playing in the front room of her home with an older sister.

She was running and fell against the storm door. Her cast went through the window, the weight of the cast and her momentum carrying her through the panel.

She died in about five minutes. Whitchurch Township Police Chief Fred Mason said, although she was rushed to the York County Hospital anyway. The family was to have gone on holiday the next day.

Police Chief Mason reported the tragedy to Whitchurch Township Council Monday night. The members of council extended official condolences from the municipality to the bereaved family.

By HAROLD BLAINE

A park-and-ride GO Transit bus terminal will be built in Richmond Hill at Newkirk and Markham Roads for the start of express commuter service September 8, says GO Transit Manager William Howard.

There will be 27 trips daily to downtown Toronto's Front Street at a cost of 68 cents a ride. Tickets will be sold in books of 10. There will also be a \$38 monthly ticket allowing an unlimited number of rides.

Children under 12 years of age, and post-secondary students, will be able to travel for half fare.

Although these prices require final approval as yet, they are expected to prevail.

GO Transit and Gray Coach Lines buses will leave Richmond Hill at five or 10 minute intervals during the morning rush hours from 7 am to 8:10 am.

Buses will leave Front Street from opposite the Royal York Hotel during evening rush hours at five or 10 minute intervals from 4:15 to 5:50 pm.

Service at other times will be at half-hour or one hour intervals.

After leaving Newmarket the buses will stop at Aurora and Oak Ridges.

Only passengers with a York County destination or departure point will be carried on the express buses. It is expected that passengers will be discharged and picked up at the northern terminal of the Toronto subway.

Local commuter service on Yonge Street from Richmond Hill south will continue to be provided by TTC Red Buses.

Initially there will be parking for 100 cars at the Richmond Hill terminal. This capacity can be expanded to 300 cars.

Mr. Howard told "The Liberal" that the Richmond Hill terminal will still be beside the railroad track. Location of the terminal was reconsidered during the last month when it became apparent it would not be feasible at this time to use trains to connect York County with downtown Toronto.

But GO Transit hasn't given up hope that some day there will be commuter service by rail from Richmond Hill to Union Station. That is why the bus terminal is being kept at the more expensive site beside the railroad in Richmond Hill, says Mr. Howard.

Deputy-Minister of Highways Cameron McNab and GO Transit Manager William Howard June 18 were guest speakers at a meeting of the Eagle Hills Community Association in Newmarket.

William Hodgson M.L.A., York North, arranged for these officials to attend the meeting to explain GO Transit's plans. Mr. Hodgson also attended. Chairman of the meeting was Michael Ronan of 317 Tower Crest Drive, Newmarket.

Deputy-Minister McNab said his department was quite conscious of commuters who are not necessarily married to their cars. "I am quite convinced we can come out with a reasonable alternative," he told the Eagle Hills citizens.

"In our society we don't take well to regimentation and we have to make it more attractive for working people to leave their cars at home. This is our aim," he said.

The deputy-minister of highways said the Toronto Lakeshore rail service has been a success, even with the high subsidy it has received. The economic contribution that has been injected into the area's economy has more than made up for the costs, he said.

The highways department is attempting to play the role of an agency that integrates local transit services using government money.

But the \$4 subsidy required for each ticket on any Richmond Hill rail service would have been 4 1/2 times as great

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Hill Rejects GO Plan Seek No Loss Guarantee

Richmond Hill Town Council in session June 29 rejected the GO Transit proposal as outlined in a letter from Vaughan Township and will request that a verbal agreement, given by Ontario government officials in a meeting with council, to underwrite all costs exceeding those over the past few years, be honored.

The motion was moved by Ward 2 Councillor David Schiller and seconded by Ward 1 Councillor Eric George. Council split 3-3 on the vote with Mayor William Lazenby casting the deciding vote in favor.

In its proposal the Ontario Government indicated willingness to assume responsibility for operation of the North Yonge Busline from September 8 (the inaugural date of the commuter service) until December 31. The red TTC buses will continue to operate and the present schedule will be maintained during that period.

At that time an assessment will be made of the whole transportation picture, including the GO commuter service and its impact on the red buses.

Vaughan Township accepted the proposal June 15 adding a proviso that "the franchise for operating buses on Yonge Street between Richmond Hill and Steeles Avenue remain with the present holders at the expiration of the four month period."

The present holders of the franchise are the municipalities of Vaughan and Markham Townships and the Town of Richmond Hill. They have an agreement with the TTC to operate the service.

Since the GO buses will be express from Richmond Hill, the red buses will be needed for residents of the area south of the Hill, council noted.

It is felt that at the end of the four month period, the impact of GO on the Yonge Street buses will be known and the municipalities will be in a position to negotiate a new agreement with either the TTC, GO Transit or both.

"I would like to point out that the Department of Highways has given assurance liabilities will be assumed until December 31. I don't know how you can get a commitment for an extended length of time. This December 31 date comes at a difficult time for all three municipalities involved, with the advent of regional government on January 1. Has any indication of an extension of time been given?" asked Councillor Lois Hancey. "It hasn't been discussed."

answered Councillor Shaun Beggs, chairman of council's transportation committee which is in charge of negotiations with GO.

Reeve Donald Plaxton warned that the Yonge Street service may deteriorate during the four month period and, if it is returned to the municipalities, it may take several months to recoup.

"I'd like to guarantee that the government will pick up the deficit indefinitely but I don't think we could get that. If GO continues the operation

we won't need to renew the contract with the TTC," the Reeve continued.

Councillor Schiller, however, felt, "It is pretty irresponsible not to give us assurance that we will not suffer financially. If we accept this proposal as presented, we may well regret it."

"This does seem reasonable to me," stated Councillor Eric George. "If we can work out some sort of agreement we could benefit greatly."

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Social Planners Elect Officers, Chairmen

The appointment last week of Deputy-reeve Ivan Mansbridge as an ex-officio member of the board of directors of the Richmond Hill Social Planning Council will give the municipality an official voice on the board.

Members of the municipal council present at the Social Planning Council's annual meeting on May 21 agreed that it would select one of its members to serve on the social planning board, and Mr. Mansbridge's appointment was made official at a meeting of the town council on June 29.

Officers to serve the social planning council for 1970-71 were elected at a meeting of the board of directors on June 18. Past President is Rev. Fred Jackson of St. Mary's Anglican Church.

Who took over in mid-term from Rev. James Burn, formerly of St. Matthew's United Church, who is now serving a pastorate in Port Hope.

The new president is Ian MacLean, Vice-President Larry Gerber, Secretary Mrs. Beverley MacDonald and Treasurer Mrs. Marjorie Gleason.

Committee chairmen are: Finance Basil Munsey, Group Liaison and Public Relations Verna Harries, Research and Priorities David Porter and Mrs. Winona Macdonald, Youth John Rance and Carl Nixon, Volunteer Appeal Neil Mann, Volunteer Services Mrs. Pat Wynne and Director at Large Stan Elson.

The directors were pleased to receive their official charter from the provincial government.

The next meeting of the board is scheduled for September 17.

"Nothing We Could Do" Says Richvale Man, York County Family First On Site Of Air Disaster

A scene of complete and utter devastation greeted York County residents who were eye witnesses to the crash of the giant Air Canada DC-8L northwest of Woodbridge which claimed the lives of 108 people early Sunday morning.

Richvale Building Designer Michael Matyas of 68 Roosevelt Drive was driving along Highway 7, taking his son, Peter, 19, to the airport at Malton when he saw the plane.

"We saw two fireballs going off, then a lot of smoke. Then we saw the engine blow off" said Mr. Matyas.

As the plane plummeted earthward, he turned north on a sideroad and was at the scene within minutes of the crash.

crash and rushed to the scene in hopes of giving aid to survivors, but they made the three-mile trip in vain.

Mrs. McCallum was sitting in the living room of her farm home in Vaughan Township listening to the 9 am news on the radio and bird watching through the large picture window that faces onto a grove of apple trees.

"I called to the girls and ran to the barn where my husband was doing the milking. The plane disappeared behind the trees and we saw a lot of black smoke. It seemed such a long time before the plane hit the ground."

John, who is married and lives on a neighboring farm, jumped into his truck and drove to the farm of Sytze Burgsma at Castlemore just over the boundary in Peel County where the plane had catapulted into a field just 150 feet from the house occupied by Mr. and Mrs. Burgsma and seven of their ten children.

There were about 20 people standing helplessly by when John arrived. "John said it was a miracle the plane did not hit my house," commented Mrs. McCallum.

She and her daughters followed in the family car, hoping they would find someone who needed their help, but by the time they reached the Burgsma farm, police were on the scene and they were turned back.

"There was nothing we could do," Mrs. McCallum recalled sadly.

Animals in the field were obviously terrified by the crash and explosion that followed. Horses were running back and forth "like crazy" and cattle were running frantically along

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Blood Shortage Is Serious

Administrator James Hepburn of York Central Hospital reports that a shortage of blood is forcing a cancellation of operations at the hospital this week.

Normally three operating rooms are available.

The normal blood supply comes from the Red Cross in Toronto which in turn is received from the various blood donor clinics which are held from time to time in different locations.

Summer vacations have reduced the usual flow of blood donors and as a result the hospitals have to curtail badly needed operations. This is particularly serious for a hospital like York Central that has a backlog of operations pending plus the usual summer increase in highway accidents.

"There were only two or three people there before us," he told the press. The pieces of wreckage "were no bigger than half a bicycle. There was no sign of life. . . nothing but mangled metal and pieces of bodies strewn about. The plane was exploding and flames were shooting up into the sky."

"There was nothing left. We couldn't do anything for anyone. I've never felt so helpless."

Peter had intended to board the morning plane for Calgary en-route to the Fine Arts School at Banff, Alberta, but father and son were too shaken by what they had seen to continue to the airport. They returned home.

"They went to the scene because they thought they might help," Mrs. Matyas told "The Liberal". "They felt really sick."

The family tried to arrange rail passage to Calgary for Peter, but there was no accommoda-

Mid-Summer Sale At Canadian Tire

Going to the beach? travelling or for a picnic in a nearby beauty spot?

If the answer is "yes", first make a stop at the Richmond Hill Canadian Tire Store at the corner of Wright and Yonge Streets, where you will find all you need to make your summer plans complete.

Featured for the mid-summer traveller in their sale which lasts until July 20, are glass belted polyester tires with road-hazard insurance, for as low as \$21.80 each cash. These are top quality tires that get you mileage no other tire ever has.

For fun at camp, in the water, on the beach and for comfort and convenience at home consult the third section of this issue of "The Liberal" to discover the many mid-summer bargains Canadian Tire has waiting for you.

Catholic Board Studies Four Year Plan For School Sites

Looking to future development in the county, York County Roman Catholic School Board had acquired five school sites and is negotiating for nine others in various parts of the county.

At the board's regular meeting June 16, Thornhill Trustee Gordon McMahon, chairman of the ad hoc property committee, reported on a four year development plan. Implementation of the plan will depend on the board's success in acquiring the sites and in obtaining approval from the Department of Education, said Mr. McMahon.

Reviewing the building program since the inception of the board in January, 1969, it was pointed out that during 1969 additions to St. Margaret Mary School, Woodbridge, and St. Mark School, Stouffville were completed.

In 1970 building programs included additions to St.

Thomas Aquinas School, Keswick, and St. Joseph School, Aurora as well as the erection of the new St. Anthony's School in North Thornhill. These three projects have been started and will be ready for use by 1971.

Two new schools are planned for 1971, one in the Unionville area and one in the Newmarket area.

The 1972 building program would provide new schools for the Woodbridge, Aurora and Richvale areas, if the present plans for subdivision development in these areas are realized.

The 1973 building program calls for new schools in the Stouffville area and the east Thornhill area.

The board has, at the present time, acquired five sites and has nine additional sites in various stages of acquisition in areas where the growth potential seems most imminent.

His committee, said Mr. McMahon, has been keeping a close eye on areas where plans of subdivision have been filed and are at various stages of processing. It is preparing on a projected population per classroom of 30 students.

There are church owned lands in York County, said Mr. McMahon, that had been tentatively earmarked for school use, but some of these sites are either too small or are poorly located in the light of development planned.

A site in the Woodbridge area now owned by the Episcopal authority would appear to be well located, and there is another in Schomberg, but no development is likely in the foreseeable future in the Nobleton area.

If three plans for subdivision in the Woodbridge area go ahead, Mr. McMahon told the board, they will generate

about 500 separate school pupils within the next eight to ten years.

The greatest immediate growth is anticipated in the Yonge Street corridor, Richmond Hill, Aurora, and Newmarket, and around existing municipalities in the Townships of Markham and Vaughan and in the municipalities of Stouffville and Markham.

The new school due to open in the fall in Thornhill should give adequate accommodation in that area for a few years, but the addition to the Aurora school will meet the need for only a year or two. Meanwhile the board is negotiating for another site in new subdivisions in the area.

The school of the future, Mr. McMahon predicted, will be a two-storey building in order that maximum use may be made of very high price land.

Additions in Keswick and Stouffville should comfortably provide for pupils in these areas for the period under consideration, but the board must plan for new sites in the Newmarket-East Gwillimbury area to provide for projects impending or already underway in these communities.

Schools in Richmond Hill have reached their peak in pupil-teacher ratio, and students that will emanate from projects planned immediately to the south west will have to be housed in new schools in the Richvale area. Negotiations are under way for a suitable site.

Development to the south-east does not seem an immediate probability, said Mr. McMahon. "We will have to wait and see how it will expand."

The property committee also recommended a new school for the Unionville area where about 450 acres

is under development.

Children from Unionville presently attend St. Patrick's School in Markham, but that school is already filled to capacity.

Superintendent Joseph Zupancic told the board that facilities in Markham are quite adequate for children in the junior school — kindergarten to grade 6 — but are not satisfactory for senior students. The board would be well advised to consider a school that would accommodate kindergarten to grade 8 for the Unionville area, he suggested.

Superintendent Joseph Hodge said the system could survive without depriving pupils of the education they deserve for another year, but pressures are building up. Portables could take up the slack for 1971, Mr. Hodge told the trustees, but "there will be huge pressures in (Continued on Page 15)

Markham Township Council Fears GO Plan To Hit TTC Bus Service

A meeting between Markham Township Council and Department of Highways GO Transit System officials was held last week to discuss changes in public commuter services between Metro and Southern York County.

There was some preliminary discussion of GO Transit's plans in a recent council meeting.

Council members are worried about the effect the new services will have on the existing Toronto Transit Commission bus service from Richmond Hill, Markham Township, Vaughan Township and Richmond Hill share the franchise for this service, and also share the profits and losses.

Markham Township Reeve Stewart Rumble said the council faces a decision on whether or not to give up its franchise rights. He noted that the proposed GO Transit subsidized Gray Coach service through Richmond Hill wouldn't be able to pick up passengers in Richmond Hill unless the two townships and the town gave up, or are deprived of, their franchise monopoly.

Reeve Rumble said it looks like the province is going to support a new and money-losing service that will compete with the existing TTC service and reduce its earnings.

Mr. Rumble said it might be best to give up the TTC service altogether.

But GO Transit has agreed that there should be no reduction in the TTC Yonge Street Richmond Hill service in the beginning.

GO Transit's Gray Coach service is due to start September 8. GO Transit proposes that there should be no reduction in the TTC service at least until January 1, it was said.

Mr. Rumble said it looks like the TTC service will be a money-losing proposition if Gray Coach Lines starts to pick up passengers at the proposed new terminal at Markham and Newkirk Roads in Richmond Hill.

In his opinion the new bus service will not be as advantageous to Southern York County as the original rail commuter transit proposal would have been.

Mr. Rumble also noted that just about the whole area served by Yonge Street buses would be in Richmond Hill when the new municipal boundaries go into effect next January 1.

Whitchurch Wants GO Transit Rail System

Whitchurch Township Council has gone on record as favoring rail service for York County's Metro Toronto commuters.

The council put through a motion asking that the provincial GO Transit system provide an alternative to highway travel from York County into Metro.

"We should favor rail service," said Deputy-reeve Norman Barnard. "If the situation is going to be improved, they will have to take the load off the roads. Buses aren't going to get down any faster than a private car," he said.

Reeve Stewart Burnett said rail service seemed the most desirable.

Councillor Gordon Ratcliff said he didn't think buses would be very satisfactory for commuters.

It was pointed out in the discussion that there were also rail lines through Stouffville and Vaudor that could be considered for rail transit. Although these lines were now without any passenger stations, it was not impossible to consider the idea of having a commuter passenger station in Vaudor or Stouffville.

The council was discussing GO Transit because of a request from the Town of Richmond Hill for comments on a recent proposal for increased and provincially subsidized Gray Coach commuter service for York County.