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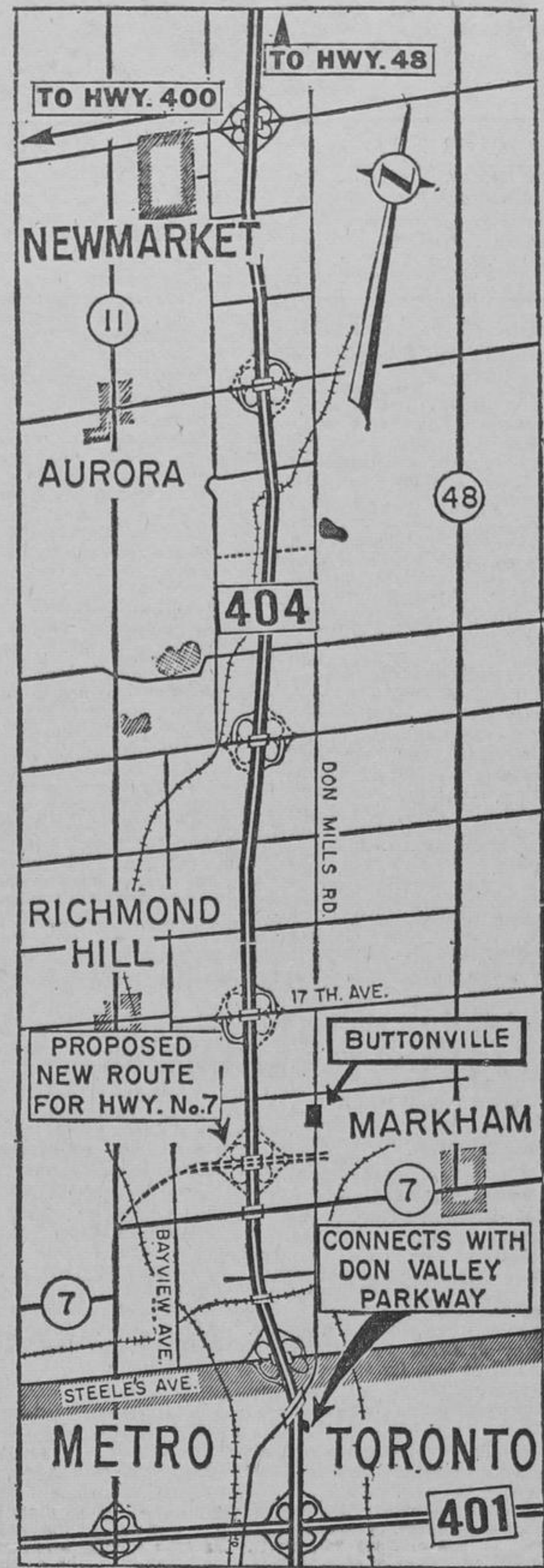
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**Harding And Elmwood  
Stop Signs Approved**

Four-way stop signs for the intersections of Harding Boulevard and Elmwood Avenue with Ruggles Avenue were approved by Richmond Hill Council at its August 4 meeting. Councillor Lois Hancey reported she had had a number of requests for these over the past two years or so, and that these had increased recently with increased traffic because of work on Yonge Street. Mrs. Hancey pointed out that when improvements are implemented at the intersection of Yonge Street and Markham Road (next year), the decision could be re-evaluated. In the meantime the stop signs on Harding and Elmwood (the north-south Ruggles Avenue already has stop signs at both intersections) will tend to cut down excessive speed on the east-west roads, she explained. Although Councillor Eric George objected to four-way stop signs, stating, "I believe yield signs would be better," councillor decided to approve preparation of an amendment to the traffic bylaw to provide stop signs for the east-west roads.

**York County's New Freeway Stalled By Dispute**

Construction of York County's planned new north-south freeway traffic corridor is being delayed because of a dispute over cost responsibility between Metro and the Ontario Department of Highways. To be known as Highway 404, the four-lane freeway is to have provision for some sort of futuristic public rapid transit component, such as a mono-rail or air cushion vehicles, according to Deputy Highways Minister Cameron McNab. Mr. McNab agrees with the local township councils that the new link between Metro and the Lake Simcoe area is badly needed. Local councils have been urging construction of the new corridor for years. The land required for the right-of-way from Steeles Avenue East to the north has been owned by the province for several years. Mr. McNab says the province would have the freeway under construction in a year if Metro would agree to some responsibility for the part of the road south of Steeles Avenue East and within its boundaries. However, Metro isn't planning to budget for its portion of the freeway for about 30 years. Metro refuses to pay for highways that it considers are essential routes between cities, or between the city and rural areas, says Sam Cass, Metro roads commissioner. Highway 404 is to run north-west from the Don Valley Parkway-Highway 401 interchange, as shown in the accompanying illustrative map. From Steeles Avenue it will run directly north beside what has long been known as Don Mills Road. The name of Don Mills Road was officially changed to Woodbine Avenue some time ago so the name wouldn't conflict with the street of the same name in Metro. At Newmarket, 35 miles north of Metro, Highway 404 is to branch off to connect with highways east of Lake Simcoe, also with a connection to Highway 400. Metro Chairman Albert Campbell confirms that the province has approached Metro Council's transportation committee with an offer to build a 1½-mile extension of the Don Valley Parkway to Steeles Avenue, linking the parkway to the new freeway corridor. This portion would normally be Metro's responsibility, the province contends. The length of the Metro link could increase soon if the provincial suggestion of extending Metro north to Highway 7 is implemented. But under the provincial offer, Metro in turn would be expected to build a controversial 2½-mile extension proposed for Highway 400, says Metro Commissioner Campbell. It is said the Highway 400 extension would be more expensive, since it would cut diagonally across an urban area, instead of following an existing street. North York Controller Irving Paisley, a member of the Metro transportation committee, dismissed the provincial offer as "cute" and a "political gimmick." "We want no part of the extension of 400," Paisley said. "The province needs the extension, but finds it hard to justify politically."



The proposed route for the Highway 404 four-lane freeway corridor north-to-south through York County is shown on the map above. Provision for some ultra-modern high-speed transit component, such as air cushion vehicles, is predicted by Deputy-Minister of Highways Cameron McNab.

**Flies In Fish From Non-Polluted Waters For Local Seafood Trade**

The Seafood Corner in Richmond Heights Centre has introduced a new service - fresh fried fish and chips - "Olde English" style. The fish and chips, says owner Les Crouch, were added about two months ago by popular demand, and are proving very popular. A seafood man from childhood, Mr. Crouch apprenticed in the business for five years before coming to Canada in 1954, and until he opened his business in Richmond Hill more than a year ago he worked in seafood sections of supermarkets. He comes by it naturally. His parents operated a fish and chip shop in the Jersey Islands, and during the war years, Southampton. He carries an average of 65 to 75 varieties of fresh fish flown in daily by Air Canada. "And if we don't have what you want, we will endeavor to get it." All fish in the store in the mall at the north end of the plaza is government inspected and approved by the department of health to ensure that it does not come from polluted waters. Among other things, you can get fresh BC salmon, mackerel, halibut steaks, fresh lake trout, cod steak, skate, turbot fillets, plaice, scampy, squid and tinned and frozen seafoods including crabmeat, lobster meat, smoked baby clams, frogs legs, scallops, and of course, kippers. But Mr. Crouch specializes in fresh fish, carrying frozen varieties when the fresh is not available. Frozen fish, he says, you can get anywhere. When he started the business he expected that his customers would be mainly English people and Maritimers, but he finds that Europeans and Westerners are just as fond of fish. Also available are various sauces and preserves, a new line of Horton's spices, and packages of dry dulse. Customers are not only local people. They come from all parts of York County, from Metro and even from Lindsay and Haliburton to stock up on fresh seafood. Much of the supply comes from Newfoundland. Mr. and Mrs. Crouch have lived in Richmond Hill since 1956 except for a brief sojourn in Ottawa, and they have two children, Stephen 9 and Karen 7.

WILLOWDALE — Art Baier of Kingsdale Avenue spent nearly two years building a plane in his basement. Then he had to knock down part of the front wall of his house to get it out. He built a 975 square foot brick addition to his house before starting the plane and has also built two fireplaces in the house and an outdoor swimming pool. He is also secretary-treasurer of the 200 member Experimental Aircraft Association.

**TENDER CALL**

Centennial Swimming Pool — Stage 2 Richmond Hill, Ontario General Contract For All Trades Sealed tenders on a stipulated sum basis marked CENTENNIAL SWIMMING POOL — STAGE 2 will be received until 3:30 p.m. E.S.T., Wednesday, August 19, 1970 at ALLEN, BROWN AND SHERIFF ARCHITECTS, 116 Yonge Street North, RICHMOND HILL, Ontario 416: 884-1117. Plans and specifications may be obtained from the Architects: ALLEN, BROWN AND SHERIFF 116 Yonge Street North, RICHMOND HILL, Ontario — 884-1117, Friday, July 31, 1970 on deposit of certified cheque in the amount of \$100.00 Payable to the Architects. This deposit will be refunded upon the return of the plans and specifications in good condition. Sealed tenders for Mechanical and Electrical Sub-contractors shall be deposited at the Bid Depository, TORONTO CONSTRUCTION ASSOCIATION, by 3:00 p.m. E.S.T. Tuesday, August 18, 1970. Tenders must be accompanied by a Bid Bond in the amount of \$3,000.00. Lowest or any tender shall not necessarily be accepted.

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**Seat Tax Exemption**  
Is \$1,194.64 For '69

Exemption of seat tax on the North Yonge Bus Line for 1969 has been authorized, Minister of Transport Irwin Haskett informed Richmond Hill Council by letter read at its August 4 meeting. Amount of the seat tax which has been withheld is \$1,194.64. Richmond Hill, along with Townships of Markham and Vaughan, owns the franchise for public transportation on Yonge Street between the northern limits of the town and Steeles Avenue. Richmond Hill owns 50% and each of the townships 25%. The Toronto Transit Commission operates the bus service for them under a contract. When the electrically-run streetcar service (also operated by the TTC) was suspended in 1948 to save hydro, residents of the area decided in a referendum they preferred bus service to the streetcars. In 1949 the right-of-way was turned over to the province for road-widening in exchange for a 10-year exemption of seat tax (imposed on all bus services in the province). Since the expiry of this term the seat tax has been exempted on an annual basis. Last year's exemption was granted by an order-in-council dated June 25, 1970. The TTC which has been withholding the \$1,194.64 pending government action will pay interest for the time it has had the use of this amount.

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