

Gordon S. Wood
PRESCRIPTION OPTICIANS
GLASSES
"Fitted to your Eye Doctor's Prescription"
34 YONGE ST. S. - 884-1955
RICHMOND HILL



(Left to right) Director Walter Armstrong of Antigua-Bermuda Information Office in Toronto, Selwyn Walter, Minister of Trade, Industry and Commerce, Antigua; Centaur General Manager Donald Hamilton; Economic Adviser to the Minister Ralph Francis examine product of local manufacturing firm.

Local Product Goes To Antigua

A Richmond Hill industry, Centaur Manufacturing Co. Ltd., 57 Newkirk Road, received three important visitors September 13.

The men came from the State of Antigua, formerly a British colony, in the West Indies and were Selwyn Walter, Minister of Trade, Industry and Commerce, Antigua; Centaur General Manager Donald Hamilton; Economic Adviser to the Minister Ralph Francis examine product of local manufacturing firm.

Centaur manufactures a capacitive discharge electronic ignition system (an electronic package for cars and trucks which will give 50,000 miles of service without a tuneup) and a little electronic ignition computer. The visitors were particularly interested in the former, believing that it will prove very popular in the West Indies and Caribbean Islands. On receipt of this initial order, they will conduct a market and technical survey and if the results of this are favorable will take out a manufacturing license.

This was their main objective in visiting Canada and Canadian manufacturing firms to look for products which might be manufactured in Antigua for marketing throughout the West Indies and the Caribbean.

Centaur General Manager Donald Hamilton has been a stamp collector for years and has in his possession several Antigua stamps dating back to 1860. He had them at the plant to show to his guests, who were quite intrigued, particularly since it was the first time they had seen the very early postage stamps. They were particularly interested in the Nelson commemorator stamps, since that British naval hero was stationed on their island for some years in the early part of his career.

800 Hill Properties To Be Renumbered

About 800 residents and businessmen in Richmond Hill will acquire new addresses March 1, without having to move, as Richmond Hill Council agreed September 10 to take the first step toward elimination of confusion in street numbering in the new town. This first step will include the renumbering of premises on Bathurst, Yonge and Leslie Streets and Bayview Avenue, starting at Highway 7 to the town's southern boundary and ending at the Gormley Sideroad. About 500 of those affected are on Yonge Street.

Planning committee had recommended the starting date for use of the new numbers as January 1, 1974, but council decided that more notice was necessary, especially to give businesses time to use up present stocks of stationery, so set the later date.

The Vaughan system of numbering, which ties in with the Metro system will be used, with one number allotted for every 20 feet of frontage. Properties on Yonge Streets between Highway 7 and the old town limits will retain their present numbers, since they already follow the system used in Vaughan. Top numbers in the north will be in the 12,250 range.

LETTERS, NEW NUMBERS

Individual letters of notification to owners and tenants will be sent out in the near future, it was reported, and a list of the new numbers will be sent to the Assessment Branch of the Department of Municipal Affairs in Newmarket, the Bell Telephone Company, Consumers' Gas Company, local postmasters, the town's building department, clerk's department, treasury department, waterworks department, fire department, hydro and the York Regional Police.

The study, which brought about these changes, was carried out this summer for the town by John Cottrell, a local university student, who had done the same type of work last year for Vaughan.

20 NAME DUPLICATIONS

His study also revealed that there are 20 street name duplications in Richmond Hill and that there is a lack of adequate mapping for the Oak Ridges area, where, particularly on the east side of Yonge, lack of street numbers creates problems in deliveries, and for the fire and police departments. A further problem was found in the names of major arterial roads east and west of Yonge Street — for instance Carrville Road on the west and 16th Avenue on the east, Vaughan Road on the west and Markham Road on the east.

Because of these problems the committee agreed to delay the renumbering of the streets involved until the duplication of street names has been eliminated. The work will be continued next summer, with the hope that it can be completed then.

UNIQUE SYSTEM

Old Richmond Hill's street numbering, a renumbering carried out more than two decades ago, is rather unique, with the even numbers on east-west streets on the south side and on north-south streets on the west side. Centre Street was chosen as the dividing line with numbers running north and south of that point, and Yonge Street was the other dividing line with east-west numbering starting at that point.

Residents were not happy at the time with this duplication in numbers on both sides of the dividing lines, which created confusion then and still does, but have had to live with the situation.

A Year Of Celebration

CENTENNIAL EVENTS FOR THIS WEEK

September 21—Richmond Hill Firefighters' Smoker

September 22—Juvenile Girls' Ball Tournament

Asks 50-Acre Ward 6 Park Says Nobody Is Planning Century Ahead

"Where, oh where, are our dreamers today?" says Markham's Victoria Square-Dickson Hill Ward 6 Councillor Ron Moran who has started pushing for a 50 to 60 acre municipal park in his northern part of the town.

Listing outstanding examples of long term planning accomplishments over 50 years or more at the municipal level in Winnipeg and Toronto, Councillor Moran recently introduced the park land acquisition idea in a bulletin to Ward 6 ratepayers.

At the last town council meeting Moran noted the town's growing public land shortage, particularly in the Thornhill area. He introduced a motion calling for approval in principle of the 50 to 60-acre park idea and asked his fellow councillors to take a position on the issue in a recorded vote.

LAND BANK STUDY

Markham Town Council, however, is awakening already to the park, recreation and public land need problem. There is hope a consultant's study of town public land needs may be completed before year's end.

Debate on Moran's motion in council Tuesday of last week revealed the town is "setting the wheels in motion" for a comprehensive look at public land policy.

Questioned Thursday, the new Director of Park and Recreation Danny Costea said terms of reference for an overall study are being discussed with Brad Johnson of the planning consultant firm Johnson, Sustrunk, Weinstein and Associates Limited, 819 Yonge Street, Metro.

BY YEAR'S END

Costea says if council approves the study there is hope of having a report before the end of the year, providing the right personnel are immediately available.

North Thornhill Councillor Roy Muldrew of Ward 2 revealed the study was being contemplated when he was stating his position on Councillor Moran's park land purchase motion.

The council backed away from passing Moran's motion but got the Dickson Hill councillor to agree to introduce a more general motion calling for purchase of park land wherever practical and feasible. This motion passed by unanimous vote with all members of council present.

Moran in his bulletin to ratepayers appealed for property owners who would donate or offer for sale land sites of 50 acres or more for public ownership. He told council he already has two offers from interested landowners.

QUALIFIED SUPPORT

A council representative on the town recreation committee, Councillor Muldrew wanted Moran's suggestion referred to the committee.

Muldrew pointed out the large amounts of money recently spent on land in the built up southern parts of the town were for building sites and not for parks, something which should be taken into account when Moran listed the large sums being spent and criticized the lack of parks in Ward 6.

MUNICIPAL GOLF COURSE

Adams said he was quite prepared to see the town poor because of spending on land "because they're not making it any more." He suggested the town should have a long term plan for a public land bank and should consider the idea of developing a municipal golf course.

Regional Councillor Robert Adams of Thornhill said he was prepared to support Moran's motion. Adams, chairman of the council's town planning committee, said it was quite refreshing to hear the kind of proposal being brought forward by Moran.

Regional Councillor Harry Crisp threw his support behind the Moran motion. Former town clerk Crisp said the idea of buying a big chunk of land was tried out as a Centennial project, but there was too much opposition to spending money on it at that time.

Regional Councillor Adams interjected that it was too bad the former council hadn't assumed the responsibility for making future land need provisions.

Mayor Anthony Roman favored Moran's intention but said he opposed putting any figures in the park land purchase motion. "I'd be a lot happier if there was no figure on it now," the mayor said.

A population of 29,411 that George Carruthers as a member of council recommended that a large tract of land be bought for a city park. In 1903 Parks Board Chairman H. Sandison again took up the issue and in 1904 the City of Winnipeg purchased 233 acres of woodland and prairie along the south side of the Assiniboine River for \$39,963.



COUNCILLOR MORAN Wants Park Planning

NOW 375 ACRES

"Later a zoo was added, then a pavilion, formal gardens, cricket grounds, bandshell, picnic grounds, eating shelter, palm house. And finally further land was donated and purchased to bring the park up to its present 375 acres."

"Today it is worth \$5½ million! Originally it was miles from town. But today it is in the very heart of a city with a population of 517,000. Yet when it was first proposed critics cried, 'We don't need it. It's a waste of money. Who will use it?' Our population doesn't warrant it." Well fortunately a man had a dream.

No Steam Engine So No Color Tour

In a statement released Friday, Richmond Hill Mayor William Lazenby announced, with regret, that the Centennial '73 Train Color Tour scheduled for the weekend of October 13-14, has had to be cancelled. The major purpose and theme of the railway trip was to revive the nostalgia of steam locomotive buffs of a nearly extinct method of transportation. Coupled with this was to be an opportunity for Richmond Hill residents to view the glorious fall colors in the areas to the north. However, no steam locomotive was available for the trip.

The mayor paid tribute to the efforts and co-operation of CNR Manager Robert Doty of Toronto Area and Supervisor Passenger Sales Fred Rowell in attempting to provide the steam locomotive. He also publicly thanked Dr. Bernard Granton and Shirley Gurney who composed a sub-committee to arrange the tour. Norman Stephenson of the Richmond Hill Senior Citizens Club and Chairman Robert Warner of the Centennial Committee for personal involvement in the project.

Sr. Building Starts Soon

An early start can be expected on the new senior citizens apartment building to be erected next to the existing apartments on the south side of Dufferin Street.

Wednesday evening of last week in a hastily called special meeting of Richmond Hill Council approval was given for the OHC to award the contract to R. Reusse Construction Limited, Eglington Avenue East, Toronto.

Richmond Hill taxpayers will pick up 7% of any deficit in the operation of the building, which will, however, pay full municipal taxes. This is the same agreement in force with the other two buildings.

All suites in the new building will be one-bedroom, living room, kitchen and bath units, whether occupied by a couple or by a single tenant. Rents will be geared to income with the OHC in charge of selecting the tenants. Applicants with the greatest need will have the preference.

R. Reusse Construction is the firm which built the 67-suite senior citizens building at 76 Dufferin Street. The new building will be a duplicate of this and connected to it by a one-storey wing which will house common facilities. Cost of the new building will be around \$635,000.

is approximately \$166,000. Added to this is the balance of the capital budget of \$118,000, for a total for the year of \$533,000.

In contrast to this town total, Markham isn't spending the 10% or \$133,000 in Ward 6. Rather all Ward 6 is getting this year is \$1,330 for work and equipment at the Victoria Square park.

LACK BIG PARK

Moran says Markham doesn't have a major town park and should have one. A 50 to 60 acre park would provide adequate grounds for large picnics of church, community or service organizations. At the same time it would provide more adequately for local residents.

Control of the park would

bring the park up to its present 375 acres! "Later a zoo was added, then a pavilion, formal gardens, cricket grounds, bandshell, picnic grounds, eating shelter, palm house. And finally further land was donated and purchased to bring the park up to its present 375 acres!"

Under the old system Bell paid the tax to each municipality in which it operated by applying the local mill rate to the gross receipts taken in that municipality, up to a maximum of 5% of gross receipts.

Under the new legislation and new formula the tax will be computed on the number of telephones in service in a municipality at each year's end, multiplying this by 5% of the company's gross receipts in Ontario, and then dividing by the total number of Bell phones in Ontario.

It is expected that 825 municipalities will receive tax increases this year and 22 municipalities will be affected adversely under the new formula.

Another example of the value of long range planning is the Prince Edward Viaduct. In 1912 engineer Thomas Taylor did some real dreaming and designed the bridge to carry subway trains under the road surface. This did cost money. But today Toronto has saved millions because of this foresight. Where, oh where, are our dreamers today?" asked Councillor Moran in his ratepayer bulletin.

SUPPORTING EVIDENCE

The Markham councillor went on to ask his constituents if they were aware of the following facts:

"As of January 1973 there were 42,861 residents in the Town of Markham. That there are about 4,300 residents in Ward 6 (10% of the population occupying half the town's area). That there is about 22,800 acres in Ward 6 (the area north of 16th Avenue). That Ward 6 has only one park, five acres at Victoria Square. That the rest of Markham has 267 acres of park land and still is short of it. That Ward 6 should have another 262 acres just to be equal (based on area)."

"Victoria Square (our only Ward 6 park) has a hockey pad, a ball diamond, picnic area, slide, etc. But 4,300 people living in ... would never settle for one park! Yes I know there is a 270-acre conservation park at Bruce's Mill, just north of (Old) Markham. This is used by many Metro people and the authorities don't allow any organized sports there," said Councillor Moran.

"What I propose is that council should acquire 50 to 60 acres in Ward 6 right now. Farm land prices are as low as they will likely ever be again. The provincial government has indicated our area as a green belt. What better way is there?"

"A member of council told me that farmers and estate residents have open space. I replied that a field of corn isn't park. And if residents of Ward 6 are paying their share for parks, they too can expect to enjoy a park without having to drive for miles," said Moran.

In a memo distributed to council before the meeting, Moran pointed out the town is spending about \$1,275,000 on the Bullock Drive arena and about \$3,500,000 on the Thornhill community centre, John and Bayview Avenue. The 1973 parks budget is around \$260,000 and the recreation budget

be in Markham's hands. It wouldn't be controlled by the conservation authority or private owners. All Markham residents could enjoy nature trails, flower gardens, picnic areas and tree-covered landscape, he said.

Moran points out the town has paid \$60,000 and \$10,000 an acre recently for arena sites in Thornhill and Old Markham-Unionville areas. Land bought now in Ward 6 shouldn't cost any more than \$3,000 to \$7,000 an acre when nearby land expropriated recently for the new international airport sold for as low as \$2,000 an acre. At the same time, land sites will soar in Ward 6 after the airport is built, he maintains.

TIME TO ACT

The northern Markham councillor urged in his memo that now is the time for the town to act, when the land is zoned agricultural, while the minister's order freezing the land is in effect in the airport vicinity, while the provincial government looks upon the area as green belt, and while land prices are still low.

Port Credit Couple Killed

A Port Credit couple was killed when their car was involved in a collision with another vehicle at Highway 11 and Gormley Stouffville Road, Monday night about 6:50 pm.

Dead are Jack Partridge, 52, and his wife, Evelyn, 49, of Oakwood Avenue North.

According to Provincial Police at Oak Ridges, the Partridge vehicle had been proceeding south on No. 11 and was making a left turn onto Stouffville Road when it was struck by a northbound vehicle, driven by a Michele Parrino.

No other details were available.

This intersection is at present the subject of public controversy. Citizens have complained after a number of fatal and personal property accidents since it was recently rebuilt. York Region Council has asked the province to reconsider the design. (See story Page 5).



ALBERT EDWARD PLEWMAN

Dies In 96th Year

A resident of Richmond Hill since 1920, who made many contributions to life in this community, Albert Edward Plewman, died September 15 just 10 days before he would have celebrated his 96th birthday. He was born in Bristol, England.

Mr. Plewman served Richmond Hill United Church in many capacities, being the Sunday school superintendent for a decade, and also serving as elder and recording steward for many years. He was the first president of the Richmond Hill Senior Citizens and the continued growth and interest of this group is a tribute to the firm basis established under his leadership.

His ties with transportation in Toronto date back to 1892, when as a lad of 15 he began to work with the Toronto Railway Company on the day the first electrically-driven cars went into service on Church Street. Two years later these cars served the whole city and the last horse-drawn car was removed from service.

The funeral service was held Tuesday afternoon in Richmond Hill United Church with Rev. Robert Smith officiating. Interment followed in Mt. Pleasant Cemetery, Toronto. Pallbearers were three grandsons, Herbert and David Plewman and Michael Metcalfe and three nephews, Dayton, George and Gordon Plewman.