

New bus routes draw protest

I understand that a number of them have business interests in the community and probably a number of others endorse certain business interests in the community. This is all well and good as it is important that we maintain a sound and viable business environment in the community. However, I wonder if perhaps the aforementioned factors may have an underlying relationship to the routing and "beefing-up" of the bus service. Is the underlying objective, an attempt to shuttle people to the numerous retail locations in and around the town so as to sustain business in light of an over-retailed situation in town or is it that business interests in Travelways bus company are to be courted by lining the company's pockets with not only local taxpayers money, but also provincial taxpayers money, because this is surely what is happening when the town guarantees the bus company x-cents per mile and then splits any deficit, not covered by collected fares, on a 50-50 basis with the Provincial Government.

It appears to me that paying according to mileage in this instance, is an absolute giveaway to the company. If the company

were paid in relationship to passengers carried or passenger miles I doubt if the bus company would run a Volkswagen van two hours a day on two days a week. Instead of that we have these monstrous empty buses careening through our narrow residential streets every thirty minutes or so. It is almost unbelievable!

The relocation of local bus routes in town is meeting very vocal resistance from all parts of Richmond Hill — from those who object to a "deterioration in the service" which they had previously found quite satisfactory, from those who miss the convenience of the bus running past their door and from those who for the first time are seeing buses on their residential streets. One of the latter has this to say to the Richmond Hill transportation committee: Dear Sirs:

My wife and I would like to lodge a formal complaint with respect to the introduction (relocation of routes) of the local bus service in Richmond Hill.

We would like to have this service removed from our street; in fact we believe it should be removed from all residential streets within the old town and, if operated at all, should run on such roads as Elgin Mills,

Bathurst Street, Vaughan Road, Yonge Street, etc.

The operation of such monstrosities as these buses on quiet residential streets seems to us to display an almost total disrespect for the general health and well being of a considerable portion of the community. We wonder when this affront on human dignity, personal privacy and well being will stop.

We pay, as I'm sure most of our neighbors do, substantial municipal taxes and yet we do not experience improvements in our living environment but rather apparent regression. Even in light of these relatively high taxes we endure roads that would be more appropriate in the "back country", (this is not to say we want wider roads to carry more trucks and buses but rather a smooth surface which would stand-up for more than one season).

Almost no sidewalks in the community, open ditches, marginal street lighting, and in addition, I would suspect we are one of the last municipalities in Southern Ontario which still allows snowmobiling in the heart of the town. Now to "crown off" all of these "disservices" we have to endure the introduction of

monstrous, banging, roaring, clattering, semi-dilapidated buses onto our previously quiet residential streets.

What are our elected representatives trying to do? Are they interested in the general good of the town's people?

I would like at this point to anticipate parts of your response and provide you with counter responses. It may be said that the elderly people in town need a means to get to shopping areas and also the vital necessity to provide service to the Hospital.

This will be a heart rendering response but may I say that such service may be provided at a small fraction of the present cost and without the commensurate inconvenience to the community at large, by either instituting a "call-up" type transportation system using small vans or, if the town is interested in providing service at even less cost, by instituting a system whereby the town subsidizes local taxi services for certain categories of transportation within the town limits.

Another response may be that the service was instituted (re-routed and "beefed-up") based on numerous requests for such services by the community at large. If such is the case, then where is the documentation to support such allegations? Were proper surveys taken? If so, where is the report and supporting documentation? Was the survey done by Ward or on an overall basis?

What percentage of those wanting service would also not be concerned if the bus ran on a scheduled basis on their street? Why, if such a large portion of the population desire local bus service, are the buses running empty 90 percent of the time and with two or three people and the other 10 percent. It seems there are a lot of questions that need to be answered.

Yours truly,
BRUCE SMITH,
61 Trench Street,
Richmond Hill.

Meal wheel volunteer need in North York

If you live in North York and can spare two hours a month, have a car and are interested in the problems of the aged and shut-ins, Meals on Wheels needs you.

This program provides hot noon meals to the elderly, handicapped and convalescent persons in the area. The volunteer is often the only person the shut-in sees all day. Such volunteer is involved not only in delivering meals, but in supplying a few moments of human contact.

Volunteers work in two-person teams, from between one and one-half to two and one-half hours per day, one or more days per month. Expenses for gas and use of car are paid by the organization.

For further information call the Volunteer Centre, 145 Sheppard Avenue East, 222-2551.

UNICEF organizers prepare

For most Canadian children Hallowe'en means dress up and masks, witches, cowboys, spacemen running happily from house to house gathering caramels and peanuts and goodies of every description.

And some of them will be carrying orange and white and black boxes collecting pennies for UNICEF, because they know there are thousands of children in the world who have no candy and no costumes and no Hallowe'en. Life is a daily struggle for the barest existence and many will die before the age of five, mainly from malnutrition.

Last year, at Hallowe'en, Canadian children collected \$86,000 to help buy milk and flour and other basics, and when severe drought hit West Africa the United Nations Children's Fund was one of the first to help, transporting and distributing 15,000 tons of protein-rich food to combat the malnutrition among young children and weaning mothers, along with intravenous fluids and medical supplies for the worst affected.

Now its major efforts are being made in the longer term rehabilitation measures, helping to dig and bore wells, to restore local water supplies and supporting health services — particularly with the transport they need to reach victims in remote areas.

YORK REGION CENTRE

A committee has been set up in the Region of York with Mrs. Marilyn Guest of Vondorf as co-ordinator. Since the majority of UNICEF boxes are distributed through the schools the region has been

divided along the lines of the four school areas.

Chairman for the area that extends from Richmond Hill east is Mrs. Maureen Summerville of Unionville, 297-3057. Her assistant in the Richmond Hill core is Mrs. Helen Foord, 884-7191. They are looking for volunteers who will help in distributing boxes and other minor but very important chores which will ensure the success of their campaign.

THORNHILL LEADER

Mrs. Lois Wilkinsons, 889-6754, whose area extends from Thornhill west, reports her committee is pretty well organized, but she is in desperate need of a couple of good responsible volunteers in Maple.

Mrs. Anita Ryan of Markham, 297-2848, is chairman for the most easterly portion of Southern York, and Mrs. Shirley Horton, 727-9390, is responsible for the most easterly portion of Southern York, and Mrs. Shirley Horton, 727-9390, is responsible for the King and Aurora area.

Where schools are not participating, Mrs. Guest has found considerable support from other community groups such as Scouts, Guides and church groups. Sororities and other service groups have been helpful in providing adult volunteers.

FOR TEENAGERS

And for the older young people — those too old to go out on the "Shell Out" trail, UNICEF has a supply of "Smile" buttons with the UNICEF label that will be sold to supplement the fund.

As for the general public — they can start saving



Hill mayor says

Bus routes under study

Residents of Centre Street West, who are objecting to the introduction of 58 local buses a day onto what has been a quiet residential street, met with Richmond Hill Council's Transportation Committee

Thursday morning. Results of this meeting will not be known before the October 7 council meeting.

In a letter to Mayor

William Lazenby, Mrs. Bonnie Quinnell expressed the feeling of the residents of Centre Street west of Elizabeth in the following words:

"This letter is in regard to the change of bus routes in Richmond Hill. Our home is situated at Centre West and Bridgeford, and there are now 58 buses passing by our house continually, from as early as 6 am until 9 pm.

NO ADVANCE SURVEY

"This was a quiet, older, graceful, residential section of town, and these buses have turned it into a polluted, noisy environment in which to live. No survey was taken in this area, as to whether or not the residents wished these routes. There are never more than four or five passengers on these buses, and indeed, many times the buses are completely empty.

"Now I realize many people depend on local transportation, but surely one street does not have to bear the brunt of the whole system.

"Most of the residents on Centre Street feel as I do, and it is hoped that this situation will be reviewed and remedied immediately."

MAYOR REPLIES

In his reply, the mayor said:

"I can appreciate your concern for the change in the local bus route, but such changes were made on the advice of a qualified consultant to improve the service and accommodate a large section of the community. I realize this has produced some hardship for certain residents, especially the senior citizens.

"Your comments and concern with regard to noise and pollution will certainly be relayed to Travelways Limited, and your letter in total will be referred to the traffic, transportation and parking committee for comment. However, I must note that if the inconvenience suffered by the residents of your area due to the buses using your street must be maintained, I hope that you and your neighbours will accept such in the same vane as have the residents of the many streets upon which the buses travelled in the past, and on these which they continue to use at present.

"The route and schedule, I believe, will be under review in the near future and possibly some of your concerns will be alleviated. Thank you for taking the time to bring these matters to me by letter."

Residents in other areas of town have also been expressing their displeasure at the changes in bus service. At the September 23 meeting of council, Regional Councillor Mrs. Lois Hancey turned over to Chairman of the Transportation Committee Councillor Graeme Bales, 84 letters of dissatisfaction collected by Frank Correa of Colborne Avenue from regular patrons of the local transportation system. The letters came from all sections of the east side of town. Another 41 letters have been received since, bringing the total to 125.

Other users of the local buses want the southern route to swing into Hillcrest Mall to discharge and load passengers.

Vaughan council awards tenders worth \$90,000

Vaughan Town Council awarded over \$90,000 in tenders at its regular council meeting Monday of last week for projects ranging from re-ditching to road reconstruction.

Biggest item was a \$72,154 tender awarded to Kuzmas Construction for the reconstruction of Mills Street for the diversion of access from Highway 7 to Islington Avenue.

Others:

Street Construction Limited, \$7,516.80, Oakbank-Thornbank ditching. It's proposed to re-ditch both sides of Oakbank Road and the south side of Thornbank Road immediately west of Oakbank. The work involves regrading and re-sodding the ditches and realignment of the driveway culverts involved.

Ray-Moore Construction Company, \$6,500, for industrial sewer connection. Stylecraft Furniture is constructing a plant on the north end of Doney Crescent for the purposes of manufacturing furniture components.

Ray-More Construction Company, \$4,150, industrial connection. Wingold Properties is constructing a rental building between their existing plant and Prestolite Company Limited on the north side of Bowes Road immediately east of Keele Street.

Watts and Henderson Limited, \$1,949, industrial connection. Crown Cork and Seal, situated on the west side of Keele Street, is expanding northerly with a minor addition and has requested a separate sewer connection for this expansion.

All the awards went to the lowest tender.

ROCK TALK paul jones

Bearfoot, who just finished playing last week at Geronimo's (Black Hawk Motor Inn), have a single out called "Passing Time" (Columbia - 4065) which will, judging by the air play it's being given, be a national hit. Bearfoot will also be opening for Stepwolf on five of their scheduled concerts.

Looking at the talent that will be playing at Geronimo's in the coming weeks, one concludes this place will be one of the best disco-pubs in Ontario. Some of the top Canadian acts coming to Geronimo's are as follows: Rhode Apple Red — October 14-19, Leigh Ashford — October 21-26, Vehicle — October 28 — November 2, Wednesday — November 4-9 and Downchild Blues Band — November 18-23.

The Downchild Blues Band have also finished negotiating with the El Mocambo Club for a guaranteed 12-14 weeks a year.

The Stampeders were invited to play at Keith Moon's birthday party in Los Angeles. Moon was so impressed by the Stampeders that both he and Harry Nilsson joined the Stampeders in an all-out jam session. Afterwards, the Stampeders went to Saratoga Springs where they were the only Canadian band to play at the American Song Festival. Other than for a few selected concert dates in Ontario, the Stampeders will be touring the United States and Europe for the next couple of months.

Ray Materick, with the assistance of Murray McLaughlan and Bruce Cockburn, has finished his

latest album at Manta Sound. Michael Tarry, who did well by his hit-single — "Rosalie", has a new single out called "Memories".

KING'S LATEST

Bill King's latest single — "Blue Skies, Blue Skies" is being given extensive air play and seems to be doing quite well. Mahogany Rush have signed an American deal with International Famous Agency and will be taping an In Concert show in Los Angeles. Climax Jazz Band will be the house band for the next three months at the new club that Roel Bramer is opening.

Bramer — a Toronto restaurateur, is responsible for two of the more popular discopubs in the city — The Gasworks and the Chimney. Scrubbae Caine, who did a fine job at Bayview's dance in September, have obtained Bill King — the former drummer for Lighthouse. Al Foreman (vocalist, harpist and organist) will definitely be leaving Scrubbae Caine to pursue a solo career.

AT MASSEY HALL

Some of the international acts that'll be playing at Massey Hall this fall are Tower of Power — (Sunday night), Nazareth and Rush — October 24, Shawn Phillips — October 27, Hudson-Ford (formerly part of Strawbs) — November 3, Electric Light Orchestra — November 10 and Billy Joel — November 20.

George Harrison will also be coming to Toronto to play at the Gardens in the first week of December. Unfortunately I will be unable to attend this concert for I will be in Great Britain at the time. But with any luck I'll catch his show south of the border in late November.

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