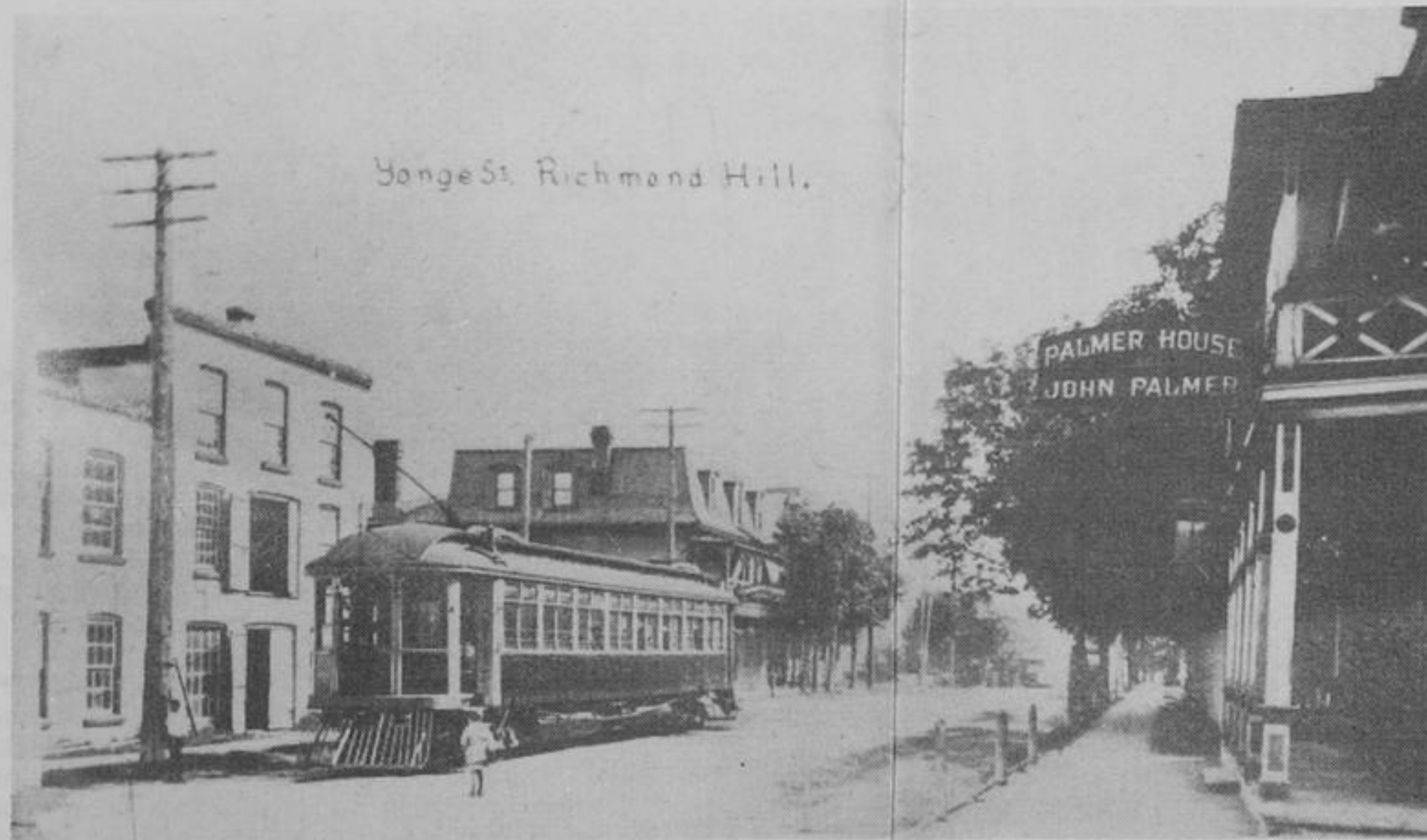


# YESTER DAYS



Yonge Street is shown looking south from Arnold Street about 1900 with a "radial" car on the east side of the macadamized road, no street lights, hitching posts in front of the two hotels. The Liberal office is behind the trees in the centre of the picture. A row of rocking chairs on the Palmer House verandah was

usually occupied by elderly men of the town. The building on the extreme left is the Trench Carriage Works. It and the Palmer House still stand. The picture is from the collection of Russell Lynett by courtesy of Stuart's Studio Archive.

## Yonge Street's 180th birthday is this year

By Mary Dawson

We have been reminded Yonge Street is 180 years old this year.

Yonge Street, named for the British minister of war at the time, was one of the military roads planned by John Graves Simcoe, first lieutenant-governor of the Province of Upper Canada.

He personally explored the area north of Toronto Bay as a means of shortening the journey by water from York to Fort Penetanguishene to provide an inland route which would be comparatively safe from attack by Americans.

In 1795 Simcoe sent out Surveyor Augustus Jones with Indian helpers and 30 men of the York Rangers to lay out the road.

The survey and opening of the road from York to Georgian Bay took 43 days (January 4 to February 16) — 40 to reach Penetang and three for the return trip.

This opened the way for early settlers to reach a market for their produce and encouraged many more hardy souls to make a new home in the wilderness.

For years Yonge Street was a hard road to travel, and that altogether on foot, the farmers carrying the products of their farms on their backs to York.

centre of government, of wealth and of fashion — to Penetang, naval and military depot.

Government officials and military units used it frequently. Lords Derby, Elgin, Carlisle and Ellesmere, Sir Charles Lyle, Sir Henry Bonycastle, Sir Francis Bond Head and many other titled men travelled over its muddy surface.

**First stagecoach**  
Until 1820 wagons were the common conveyance. Then the Concord-type stage coach, designed for heavy service, made its appearance.

The usual load was eight or nine passengers inside, with one or two sitting with the driver.

**Omnibuses**, with lengthwise seats and a single door in the back, carried passengers from Richmond Hill to the marketplace in York.

The first stage coaches appeared in 1828 and were operated by George Playter & Son. The line was bought by William Weller in 1832 and he sold it in 1840 to Charles Thompson.

It ran to Holland Landing where connection was made with a steamer for the trip across Lake Simcoe to Barrie.

There the road resumed and continued to the fort at Penetanguishene.

**4-horse coaches**

A line of four-horse coaches which carried 40 persons was started by a man named Shuttleworth in 1847. Those ran as far north as Richmond Hill at first, but later to Lake Simcoe.

Time for the 30-mile trip from ake to lake was seven hours. Stage coaches, being smaller, were faster.

The stage coaches continued to serve the travelling public on Yonge Street until 1896 when the first electric street cars, powered by a generating plant at Bond Lake, ran on the Metropolitan Railway (Radial) from Toronto to Richmond Hill.

Regular service to Sutton began the next year.

In 1923 the Metropolitan was taken over by the City of Toronto and in 1930 sold to the Townships of North York, Vaughan and Markham, and the Village of Richmond Hill.

They hired the TTC to provide a street car service.

Street cars continued until the hydro shortage of the winter of 1948 and the imminence of the Toronto Yonge Street subway replaced the street cars with buses.

**Traders' trail**  
But let's go back to the beginning.

The road slashed from the forests by the York Rangers, followed to a large extent a trail which had been blazed by the Northwest Fur Trading Company to shorten their travels to the trading areas west of the Great Lakes.

As the road became passable they mounted their boats on wheels and towed them to Holland Landing.

In 1836 trustees were set up for the highways in the Home District, which included the County of York, with power to erect toll gates and collect tolls.

One toll gate was built at Langstaff and another at Elgin Mills. Tolls were collected until 1896 to pay for the upkeep of the road.

**First hard surface**  
The road was first macadamized in 1846 as far north as Richmond Hill.

This method of surfacing continued to be used until 1923 when the first concrete pavement (two-lane) was laid, with the street car tracks along one side or in the centre of the road.

A macadam road was built of small consolidated broken stone on a well drained and crowned gravel base, mostly from rocks broken on the site by men swinging large sledges.

### York Regional Police attacked, threatened

## 4 assault charges follow head-stitch incident

A Lake Wilcox man has been charged with two counts of assault occasioning bodily harm and two of common assault, following an altercation at the beach last week.

York Regional Police said four people — Douglas Wilson, 21, and Bobby-Lynn Wilson, 18, both of Etobicoke; and Hilda Sinovert, 21, and Terry Parnell, 21, both of Toronto — were confronted by a man they had never seen before.

The man threw two beer bottles at Wilson, resulting in a subsequent six stitches in his head, plus another bottle at Miss Wilson.

She later received 12 stitches.

Their two companions, Sinovert and Parnell, were then punched, police said.

Arrested was Philip Jones, 22, of Wildwood Avenue.

**Threatened police**  
Police ran into some stiff opposition when they stopped a car for a traffic violation at Steeles Avenue, near Pine Valley Drive, about 1:45 am, July 26.

One policeman was shoved when he questioned the driver.

When the other policeman went to assist him, he was attacked by the passenger in the car.

En route to the station, the passenger allegedly told the policeman he had fought with that he would find where he lived and kill him.

Facing a charge of assault is Gordon Lewis,

### Region's dental director quits

Dr. E.F. Shaunessy, dental director of York Regional Board of Health for the past eight years, has resigned, effective August 1.

He cited unsatisfactory salary as his reason for leaving.

Shaunessy, who resides at 3 John Lyon's Road, Markham, will take a similar position with Scarborough Health Department.

He also serves jointly as dental director for Durham Region at present.

17, of Teston Road, Woodbridge.

Terrance Bell, 20, of Napier Street, Kleinburg, faces charges of assault and threatening.

They will appear in court August 18.

### Advertisement MATURE STUDENTS ENJOY UNIVERSITY

George H., 45, owns a men's wear store. He always wanted to study Economics. Rita B., 28, is a housewife with two pre-school children. She always wanted to study Psychology. Last fall, both found a way to fulfill their ambition yet keep their evenings free. For a few hours once a week, George handed the store over to his salesman, Rita got a baby-sitter, and both joined 300 other part-time students like them, taking various B.A. courses with regular daytime students at Glendon College, York University.

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Sign or else James Turner, 18, of Marybay Crescent, Richmond Hill, faces a charge of common assault and threatening as a result of an argument over a co-signing for a car. Police said when one of the parties refused to sign, he was struck with a chain and told the house would be burned down. Laying the complaint was James Turner, 44, of the same address, father of the accused.

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Business Manager,  
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Box 220, 9100 Bathurst St.,  
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### Markham cellar ablaze

## 2 fires awaken sleeping people

A bit of spot welding that carried on long after the welder had gone to bed, brought Richmond Hill firefighters to the spot early Tuesday morning.

The local department answered the call to the home of Gordon Wood, 253 Harrigan Crescent, at 4:19 am, where a 1962 car was burning in the garage.

Mr. Wood told the firemen he had been doing some welding work on the vehicle earlier in the evening.

The car was completely destroyed. There was also some damage done to the garage.

Earlier in the week — July 27 — the department was called out to a home at 87 Spruce Street, after lightning struck a tree and blew a hole in the house.

Damage, however, was minor. The incident occurred about 6:15 pm.

**Basement blaze**

A Markham woman woke up one evening last week to find the cellar of her home in flames.

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**Road duty**  
As part of their settlement duties, each settler was required to clear the 66 foot (one chain) road allowance to the quarter-mile frontage of his lot, so eventually a good cart road could be constructed.

Opened primarily as a military measure and with military labor, it became the great highway north from York —



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