

# The Liberal

10395 Yonge Street, Richmond Hill L4C 4Y6 Ontario

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## Logic confusing over Bayview street widening

Using a strange form of logic, York Region's Engineering Commissioner Bob Hodgson has ruled that Bayview Avenue, between Highway 7 and Markham Road in Richmond Hill, should not be widened until the 1980s.

But in the same breath, he says the need for widening is there now.

From a letter Mr. Hodgson sent to the Town of Richmond Hill, comes this gem of a paragraph:

"There is a need presently to widen Bayview Avenue to four lanes, however, when Highway No. 404 is opened to traffic to Gormley the traffic volume on Bayview Avenue will be reduced for a few years and thus the need to widen relaxed."

In other words, try not to kill yourself on that dangerous road until we get another road to make that road less dangerous.

The logic of postponing the widening escapes us.

Until someone bans the automobile, there is no way traffic will decrease on Bayview Avenue, not now, not when 404 is finished, not in the year 2000.

It's like suggesting your taxes will go down.

If the planned Highway 404 is going to make such a difference on

Bayview, why was the section south of Highway 7 only recently widened to four lanes?

Why was it necessary to install that massive and expensive grade separation near Thornlea Secondary School?

Going back a number of years, Highway 400 was supposed to be the saviour for the north-south roads leading to and from Metropolitan Toronto.

It carried much traffic, but other arteries continued to grow, and we saw what happened in Maple and King City, as Keele Street was widened to four lanes.

Will the engineering commissioner wait until the traffic rebuilds (assuming it will decrease) on Bayview before seeking two additional lanes?

Since it appears that's exactly what he wants to do, how much will the bill be in the 1980s compared with today's construction costs?

It is inevitable that Bayview must be widened. The engineering commissioner says there is a need for it now.

So... do it now.

Maybe that will take cars off Bathurst and Dufferin, and the Region can leave those roads alone.



### yesterdays

by mary dawson

## They put reeve on the hot seat

Answering charges made at the nomination meeting for Richmond Hill reeve and councillors held in December 1932, ex-Reeve Jacob Lunau wrote a lengthy letter to The Liberal explaining major expenditures during his eight years of office which had resulted in the village's debt increasing by \$9,000.

He charged that the 1923 council had almost approved reconstruction of Yonge Street with the centering of the radial tracks at a cost to the village of \$41,000, the province and the City of Toronto contributing \$32,000.

The approval was illegal because the tenders had not been opened in open council meeting.

In 1925 under Lunau's reeveship the work was done, the street car line being laid in 2 feet 6 inches of solid concrete and the entire 40 foot width of Yonge including the centre strip being paved.

The village secured the material excavated for the radial line which was spread on 3 1/2 miles of village streets by four teams with a crew of 16 men to keep it levelled as it was drawn.

Cost to the village was \$29,000.

He also claimed credit for building a concrete sewer topped by a sidewalk for a length of 450 feet on Church Street, at a cost of \$1,270.

Another \$4,500 was needed to correct an error of an earlier council by piping the village's water supply from the head of the stream rather than from the Mill Pond, an added distance of 1,150 feet.

He also charged that in 1924, the last year Thomas Trench was reeve, the mill rate had been reduced from 54 to 48 mills, creating a deficit of \$4,500.

Finally he reported that in 1929 the Yonge Street radial line had been purchased by the municipalities for \$100,000 of which Richmond Hill had paid \$23,000.

Added to that amount was 23 per cent of the \$20,000 cost of the Willowdale substation, or \$4,600.

Reeve Lunau claimed that in view of the above expenditures it was remarkable that under his guidance the village's

debt had increased by only \$9,000 in eight years.

In the election held the previous Monday Lunau had run third in a three-way race for the reeveship.

John A. Greene was elected reeve with 299 votes. David Hill was second with 178 votes and only 174 votes were cast for Lunau.

Skating every afternoon and evening was available in January 1933 on Thos. Woods' pond, corner of Elgin Sideroad and Bathurst Street for 5 cents. The pond was illuminated at night.

Skating to a good band was available in Richmond Hill Arena every Wednesday and Saturday evenings. The fee was not mentioned.

Unemployed married men were asked by Reeve Greene to register at the clerk's office so that they would be given the first opportunity when town work was available.

Remember this was at the height of the depression.

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By Bob Rice

## History abounds at museum

This week's column deals with a couple of items that, although not involving Richmond Hill, may be of some interest to our readers. Both require a short drive from The Hill and, I hope, both will be equally rewarding.

The first is an annual event that takes place this Sunday, August 13, at the Whitchurch-Stouffville Museum.

I feel that I should warn you right off the bat that the Whitchurch-Stouffville Museum is NOT located in Stouffville... as a matter of fact, the building is within a stone's throw of Newmarket.

To be exact, The Whitchurch-Stouffville Museum is situated in Bogartown and, once you shake off the confusion, can easily be reached from either Yonge Street or Woodbine Avenue.

If all of this hasn't piqued your curiosity... I'll be darned if I know what will! 'Okay Rice'... you say... 'just what is going on at the Whitchurch-Stouffville Museum that is not in Stouffville but is in Bogartown which is near Newmarket... that is going to make it worth our while to go there?'

### HISTORIC AUTOS

Well gang, starting at noon this Sunday a whole bunch of classic and historic automobiles will park themselves on the grass beside the museum and will be available for your unabashed adoration.

If you are anything like this ol' fellow... you will peer into the windows, be dazzled by the sparkling chrome and unashamedly sigh at the workmanship of a bygone era.

The owners of these beauties will gladly fill you in on the cars' histories and maybe even allow you to sit behind the wheel.

In addition to the autos, there will be demonstrations of various steam engines that, if things are the same as last year, include a tiny steam tractor that chuff-chuffs around the grounds.

There will be a bake sale and I advise you to get to the butter tarts early before they all disappear. The museum, which is open all year, is worth more than a casual walk through.

Mary Hopkins, the W-S curator, and her volunteer staff have spent countless hours assembling several different tableaux representing life in the area in years past.

Upon entering the building you can view an old general store, complete with a post office and several homemade goods for sale.

The schoolroom is one of my favorites with its old desks, books and the wall atlas bordered with advertisements for various Neilsen's candy bars.

Farm implements from the turn of the century and vintage photos are also spread throughout the museum as are samples of clothing worn by the early settlers.

A draw is held each year during the show for a hand made quilt that is actually made during the preceding 12 months right at the W.S.M.

A new attraction has been added to this year's festivities in the form of a tent display by several young people from the area who have been attending the museum's summer classes in weaving and spinning.

The youngsters will be demonstrating wool carding, drop spinning and the workings of the loom and spinning wheels.

If you happen to see my wife and I standing off in a nearby corner with pride written all over our faces, it will be because two of the girls involved in the display are our daughters, Siobhan and Jacquie.

The W.S.M. Antique Car Show and Bake Sale starts at noon and is usually over by four o'clock so that the oldtimers can beat the traffic heading back from the cottages.

A word to the wise... since its inception several years ago, this has become quite a popular event. The good parking spaces go early as does the best selection of baking.

Food and drinks will be sold at the museum and if you plan to make an afternoon of it, you might want to put the lawnchairs in the trunk.

The museum is located on the Newmarket exit from Woodbine Avenue and signs are posted nearby to show you the exact location.

### DINING RECOMMENDATION

The second item is actually a form of restaurant review and might tie in nicely with a visit to the aforementioned car show.

Our family has dined at The Deer Park Inn three times now and I feel more than

justified in recommending it to you.

Situated on 10 wooded acres just north of Stouffville on Highway 47, we came across this impressive eatery while out for a Sunday drive.

Our first meal consisted of the buffet that is served every Sunday from five until ten o'clock. The choice of main courses included roast beef, beef stroganoff and lobsters (chilled).

I counted at least 12 salads and, by combining a bit of this n' that, the options are endless.

The dessert table featured everything from black forest cake, trifle, jello concoctions and a watermelon basket full of fresh fruits.

The Deer Park Inn has three rooms on the ground level and a large banquet room downstairs, complete with a large fireplace.

On our second visit we chose to dine in the Red Room, one of the two smaller eating areas off the main dining room.

My wife ordered rack of lamb, I decided on Tornado-Rossini and the girls settled for steak after much indecision due to the varied menu.

Our youngest (7 1/2) has been an escargot freak since her fifth birthday and the sample that she gave me was delicious.

The chef got raves from all around the table with only one exception being a slight charring of the outside of the rack of lamb.

Our latest visit was Sunday past and once again we sampled a bit of this and a bit of that from the smorgasbord. The roast of beef must have weighed in at 50 pounds and the only change on the dessert table was the absence of krispy squares (my oldest's favorite) compensated for by an even greater selection of cakes.

Saturday nights are the busiest and we have been told that it is best to reserve your table by the preceding Tuesday due to the popularity of the group that plays as well as the informal atmosphere of the evening.

Spotted throughout the trees in front of the quaint building are old sleighs and wagons that provide a unique setting for wedding pictures.

The service is friendly and owner Eric Farrell always gives you a welcome greeting at the door.

The ol' Millpond philosopher once said... "show me a man who doesn't like food... and I'll show you a hungry idiot!"