

Ground Observer Corps News

Every person in this community has the opportunity to play a vital role in the air defense of our country.

Top Air Force officials have stated flatly that a potential enemy is presently capable of reaching this country with atomic bombs and other weapons of modern warfare. Based on the premise that aggression can be discouraged by a strong defense, the air defenses of this country are rapidly being brought to peak effectiveness.

This is a job worth undertaking, and the way is left open to us to do our part by becoming members of the Ground Observer Corps. Civilian volunteers are needed to spot aircraft which might be enemy bombers . . . bombers capable of carrying atomic bombs to important industrial targets here in Canada.

How do we fit into the picture? As you know, a hostile enemy plane must be detected and intercepted before it nears its ultimate target. Although our community might not be an initial target, or be located



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country and its ability to fight back should we be attacked. We hope we shall never be attacked, but we cannot afford to take that risk!

Radar can do its part, but is limited in certain areas due to hills, and its own operating peculiarities which make it ineffective at low altitudes. These "blind spots" must be guarded. Civilian volunteers . . . housewives . . . farmers . . . teachers . . . storekeepers . . . citizens in all walks of life . . . must assist in doing this job as members of the Ground Observer Corps. You can do your part in defending Canada right here in your own community by becoming a member of the Ground Observer Corps. Ask your local chief observer for more information, today.

The exercise held during the past weekend was very successful: Mr. Bill Baker, Port Perry, has been made an assistant regional supervisor in Mr. Bert Chewins' territory, while Mr. Alan Jackson, R.R. 1, Nestleton and Mr. Stan Norrish, Tyrone, have been made chief observers in their respective districts.

— Clare Keene

near a target, we can help detect these planes before they get within bombing range of their objective. Upon this warning system, which depends on us, rests the safety of the entire

So this is spring!

Vast New Development Would Benefit Unionville Planners Say

(Continued from Page 1)

and the winding watercourse to the pleasure of living.

The method of grouping the houses in courts of six, ten or twelve at the same time creates a new functional type of road, a kind of neighbourhood collecting road without abutting individual driveways. The houses front towards the centre of the courts and the individual drives branch off the road, thus providing for increased traffic safety.

Utmost care and consideration has been given to make the connection between the existing village and the new development harmonious and pleasing. The old church, presently used as legion hall, will be surrounded by open space, so that this unique piece of wonderful architecture can be enjoyed more than at the present time. As an architectural counterpart, another distinctive building will be erected at the Knoll along the future extension of Victoria Avenue towards the west. It will be shown that architectural features can be harmonious even if they are of different centuries. The area of the existing rink, a real centre of community life, is proposed to be enlarged by donating to the Township approximately ¼ acres of land adjacent to the rink and to allow for a walking access to the rink from the south.

The proposed neighbourhood and the existing village of Unionville will be surrounded by a greenbelt in the future. As a

contribution to this greenbelt, 3¼ acres of woodland will be donated to the Township and it is hoped that an equestrian path might become a fact in the near future using part of this land with the cooperative assistance of neighbours at the north and north-east.

The described piece of woodland also contains the water supply area. Test wells, which have been drilled, indicated that a large quantity of water is available, ranging from ½ million gallons per day to one million or more, in other words enough to supply the proposed neighbourhood, the existing village and other future developments. A water supply system in accordance with the requirements of the Prov. Dept. of Health, will be constructed to supply the proposed neighbourhood and the pumps, tank, filter and main pipes will be of enough capacity to supply also the existing village. The connection to the Water supply system is offered to the present residents of Unionville at no charge at the following points: opposite the old Township office at Main Street; at the dead end of Pomander Avenue; at the dead end of Eureka street and at a point approx. 250 ft. south-west of the rink. But it should be left to each individual to decide whether he wants to connect or not.

The proposed neighbourhood will be serviced by a sanitary sewer system with a sewage disposal plant at the low lying land near the fork of Rouge

river. The disposal plant will be of most modern design, adopting all new principles of sewage treatment and it will definitely not produce any odors or other nuisance. The above ground structures will be nice in appearance and the ground properly landscaped, thus making the plant not an eyesore but an asset. Again, the plant will be designed of enough capacity to serve also the existing village and the residents are invited to connect at no charge at a point approx. at the intersection of Main St. and Victoria Avenue.

The increase of school aged population will require an additional school, which is proposed to be erected some 1200 feet west of the rink. From the point of view of administration, it will be an extension of the existing school. The developer will carry his share of the cost of construction and no additional tax burden will fall on the present residents of the area.

Looking into the far future, it was felt to be advisable to investigate how the proposed neighbourhood would fit into other future residential developments, which might or might not take place in the years to come. In addition, thought was given in respect to the location of future industrial and commercial buildings, for the reason that if the latter should not be located properly relative to residential neighbourhoods, the previous and present efforts to create something better than usual could be easily spoiled.

Thus a master plan has been designed, showing one logical way to locate different kinds of developments in the next 50 years or so.

Additional neighbourhoods, if they should develop, should be located on high lying land between the creek valleys, the latter forming natural greenbelts separating the individual neighbourhoods. The greenbelts should accommodate the future main collecting roads, thus making the beauty of the valleys available to the public. The size of the neighbourhoods should be determined by the elementary school, so that the children would have safe walking to the school, with a distance of less than ¼ mile to cover.

The future community core, misleadingly known as commercial centre, should be located in the centre of several neighbourhoods. The buildings should be embedded in nice green areas, thus again emphasizing the garden village and country like impression. The core should provide location and space for: One senior high school and maybe three junior high schools in accordance with the new educational scheme introduced by the Provincial Dept. of Education (Hope Report), separate Schools, several churches, funeral chapel and cemetery, hospital, theatre, library, recreational centre, restaurants, bus terminal, fire hall, garage for road equipment, shopping centre including car shop and service station and a main office building.

Industries, which will be necessary for the economical balance of the community, should be located a certain distance off the residential district and, due to prevailing winds, preferably south or east of the latter. With a logical area designated industrial, with water supply and sewage disposal available and with good railway and road connections, new industries will certainly be attracted to move into the Township.

The steadily rising number of automobiles will increase the traffic congestion along Main Street of Unionville and the day will come when a diversion of the flow of through traffic will be necessary. It seems to be wise to consider at the present time, where such a diversion road could be located and to leave a strip of land free for this purpose. Thus it would be avoided that new buildings would have to be torn down, if such a diversion road were constructed in the future. The mentioned masterplan incorporates the suggestion to locate the diversion road east of Unionville, along the creek valley and to swing it more westerly north of the rink.

It is sincerely hoped that the wonderful community spirit of the village of Unionville will be increased by the addition of the proposed neighbourhood to the existing village, and that more people, among them the developer and the planners themselves, could enjoy the pleasure of well planned suburban, country-like life.



Notice of Special Grants to all Municipalities and School Boards in Ontario

For the information of heads of municipalities and school boards, elementary and secondary, it is announced that:—

THE GOVERNMENT of the Province of Ontario will pay a special unconditional grant equal to one-half of the basic unconditional subsidy payable under the Municipal Unconditional Grants Act, 1953, to every municipality in the Province. While these grants are completely unconditional they are primarily in order to assist municipalities in special welfare matters where required and at the same time to stimulate employment. The total sum being paid for this purpose is \$3,750,000.

AND THE GOVERNMENT of the Province of Ontario will pay to each school board in the Province a special grant of \$4.00 for every child of average daily attendance in the elementary and secondary schools of Ontario. The total amount being paid for this purpose is \$3,500,000.

THESE GRANTS, amounting to \$7,250,000 are unconditional and will be paid as soon as possible about April 15, 1955. Estimated amounts payable to each municipality and board are being communicated to the Clerk of the Municipality. In the meantime, enquiries should be directed to the Department of Municipal Affairs, Parliament Buildings, Toronto.

EACH MUNICIPALITY and board should take these grants into consideration in planning programs and setting tax rates for the year 1955.

G. H. DUNBAR,
Minister of Municipal Affairs

W. J. DUNLOP,
Minister of Education

March 24, 1955

A little helps a lot!



They're only little pieces of colored paper — those Easter Seals which are now being sent to Stouffville residents with a request that the return envelope enclosed be used to send a small donation to the work of the Ontario Society for Crippled Children.

But they mean so much to crippled youngsters — hope for the future through elimination of handicaps which can be remedied by early and adequate treatment.

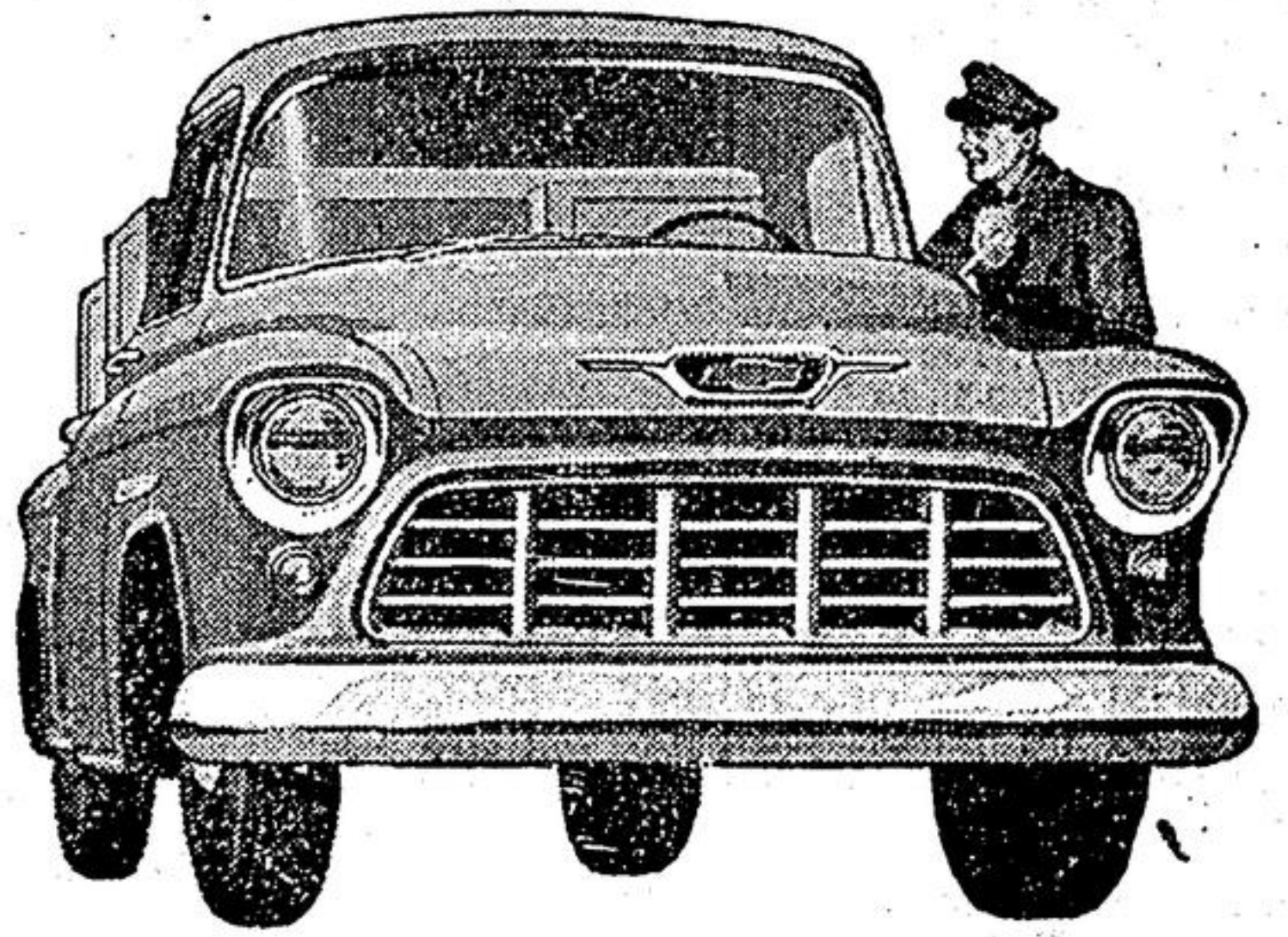
Your donation needn't be a large one — although of course the bigger the better. But, large or small, it will help bring health and happiness into the lives of crippled children.

Won't you send your envelope in today — and make life happier for those who, through no fault of their own, need a helping hand?

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Now Chevrolet introduces "Work Styling" — an exclusive development in truck design. Plus new engines — new capacities — new Overdrive and Power Steering — new features and advantages throughout!

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A new kind of truck styling! Fleet, functional styling that fits your job! For the first time in any truck line, two distinctly different styling treatments are offered — one in light and medium-duty models, another in heavy-duty. Your handsome new Chevrolet truck will be a profitable

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A new outlook for the driver! Truck driving was never like this! The completely new Flite-Ride cab is everything a driver could wish for, from its big Sweep-Sight windshield to its concealed Safety Step that keeps clear of mud or snow! The new seat is broader and softer . . . new instrument panel and controls are the last word in convenience!

New "high-voltage" engines! With a new 12-volt electrical system for quicker, surer cold-weather starting

and increased generator capacity! Plus more efficient cooling and lubrication systems, an improved fuel system, and completely redesigned engine mountings. They're the smoothest, quietest, most powerful Chevrolet truck engines ever built!

And much more that's new! Like the smoother, load-steady ride . . . new High-Level ventilation . . . tubeless tires, standard on ½-ton models . . . new, stronger frames of standard width . . . New Power Steering* and Power Brakes* for heavy duty models . . . new 19500 lb. max. G.V.W. in 1700 Series. And there's a new choice of transmissions, standard or automatic. Come in and see the newest things in trucks!

*Optional at extra cost. Automatic transmission on ½-, ¾- and 1-ton models.



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