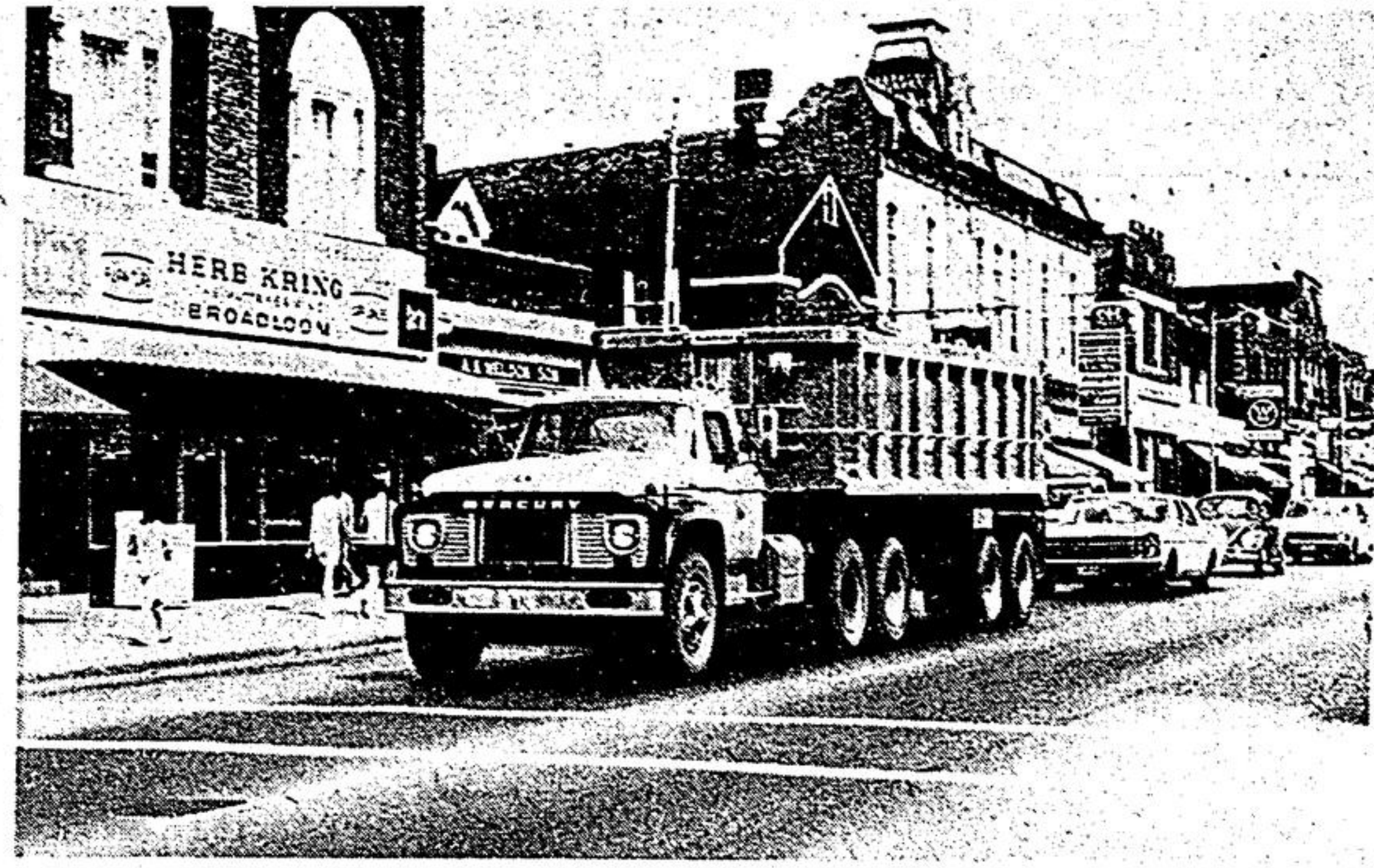


# Gravel Trucks Not Loaded With 'Gold' Says Fleet Owner

Gas Tax  
Totals \$16  
Per Day  
Per Truck



Gravel trucks rumbling through Stouffville are a common sight. Their numbers have been recorded at one every three minutes. Owners must keep their units rolling to meet the ever increasing cost of maintenance, wages and government taxation. —Staff Photo.

A heavily-loaded gravel transport grinds to a halt at a Main Street 'courtesy walk' to permit pedestrians to cross in safety. In spite of reports, town police records show that very few truck drivers violate the speed laws in Stouffville. —Staff Photo.

## Gravel Pits

### Debate Benefits

**BROUGHAM** — County Assessment Commissioner Gordon Hepditch explained the system of assessing gravel pits to the Pickering Township Planning Board last week, but said that he did not think assessment should be a weapon for planning.

"The assessor's function is to measure the worth of the community," said the Commissioner.

"The Assessment Act requires that you assess according to present use. It doesn't matter what the zoning may be."

This was in reply to a question by C. W. Laycox who asked if operators own a lot of land under Agricultural zoning would there be an increase in assessment because of the A zoning.

**WHOLE PARCEL.**

Member Ross Deakin was of the opinion that if an operator owned 100 acres,

even if a small portion was in operation, that the whole parcel should be zoned Quarry.

Mr. Hepditch believes that a decision set by the late Judge John Pritchard to assess gravel pit operators according to value is not equitable.

"I believe the law should be changed so we can assess on the amount of material taken out," he said. "I think this would give a better taxing structure."

Mr. Laycox said that he believed the board had invited Mr. Hepditch to come on a "wild goose" chase.

Chairman John Irwin said: "It is very important that your planning board be intelligent when dealing with properties. We have an application before us which, according to reports, is an operational pit, and will cause considerable annoyance to householders."

**TAXES**

Hepditch said that assessment lucidly outlines certain aspects, that from Consolidated Sand and Gravel the township receives quite a bit in taxes, and yet there are places affected by the nuisance factor.

"I feel that assessment should not be used in place of planning," he said. "I feel that Pickering Township is suffering from lack of planning in some areas."

Mrs. Jean McPherson reported that the township had just lost a desirable homeowner because of a gravel pit, and asked if gravel pit operators would ever give sufficient return to justify the destruction of roads.

**'ENOUGH'**

"We have enough of them now," she said.

"The economy of the south part of Ontario would

## Truck Business Big In This Area

**STOUFFVILLE** — The next time a loaded gravel truck roars by at 65 miles per hour and sprays your car with sand, don't complain too bitterly. That's not gold he's carrying. He wishes it was.

In this area, the gravel transport business has become BIG business, but the season is short and the days are getting shorter. They have to make trips while the sun shines.

Are the owners of these mighty gravel-haulers making any money? Are the fleet operators squeezing the 'little guy' off the road? Are gas-powered units soon to be replaced by big diesel rigs? Don Anderson, Loretta Crescent, Stouffville has asked himself these same questions during the past five years and experimentally quite successfully in finding the answers.

**TAXED TO DEATH**

In 1961, he started with 1 truck, an International. Today, he has twelve, both gas and diesel powered.

In a single month, his driver payroll exceeds \$6,000. In one month, his vehicles use 24,000 gallons of fuel. Gas tax alone for a single day totals \$16 per truck. So far, this year, he has purchased 60 tires, costing about \$9,000. Add to this, the price of general maintenance, major repairs, licence, insurance and many other miscellaneous expenses and the overhead goes sky-high.

**LESS TEMPERAMENTAL.**

Diesel units are becoming more popular because they are cheaper to operate. They use less than half the fuel and their engine durability is almost twice as long.

"They're not so temperamental," he explained. On the other side of the ledger, they cost about \$5,000 more and are about one ton heavier, reducing the total legal load weight by 2,000 pounds. To offset this, Don has purchased nine aluminum trailers, much lighter than the conventional steel kind. Tri-axle trailers have been outlawed so, to counteract this, Don has a 'pup' that he hooks onto a tandem unit and together they can haul up to 40 tons.

Although Don has expanded his fleet from one to twelve, he still feels there's plenty of room on the road

staff of men, but noted that a one owner-driver tends to treat his investment with more care. He said that there was a current trend towards truck leasing and this practice could become even more popular.

The Anderson fleet hits the road at 6 a.m. They usually quit early on Fridays to avoid weekend traffic. Except in an emergency, his drivers don't work on Saturday.

for the 'little guy', the driver who owns his own. He said that he had been fortunate in obtaining a competent

days.

"You have to spend money to make money," Don joked, as he washed up, two hours late for lunch. "It takes three years to pay for a truck and by then it's worn out."

So, the next time one nudges by at 65, give him room. The owner may be owing the bank and that dust that's fogging your view, isn't gold.

## 'Awakens' To \$75 Fine

**BUTTONVILLE** — A young man who fell asleep at the wheel while driving through Unionville was given until Sept. 30 to pay a \$75 fine imposed Sept. 2 in Richmond Hill traffic court.

Robert Louis Peacock, of Belle Ewart, was northbound through Unionville on July 29 when his car went off the road at a curve.

P.C. John McCague said Peacock's car entered the

backyard of a house, hit a tree, smashed an old cast iron bathtub, took out about 400 feet of picket fence and

hit another tree. Peacock's car was totally wrecked and he suffered a broken arm.

## Girls Rode On Trunk

**MARKHAM** — A charge of careless driving, laid by Markham Village police against a Toronto man, was dismissed by Magistrate Russell Pearce on Friday when the motorist said he

was unaware that two girls were riding on the trunk of his convertible.

The auto was stopped by P.C. Morris Shaw at the intersection of No. 7 and No. 48 Highways.

## Markham Twp. Police Promotion

**BUTTONVILLE** — Two promotions have been approved and one new employee has been hired on the Markham Township Police Department at Buttonville.

Police Chief Harvey Cox has verified the promotion of John McCague to the rank of Sergeant and the swearing in of William Sheridan to the position of Probationary Constable.

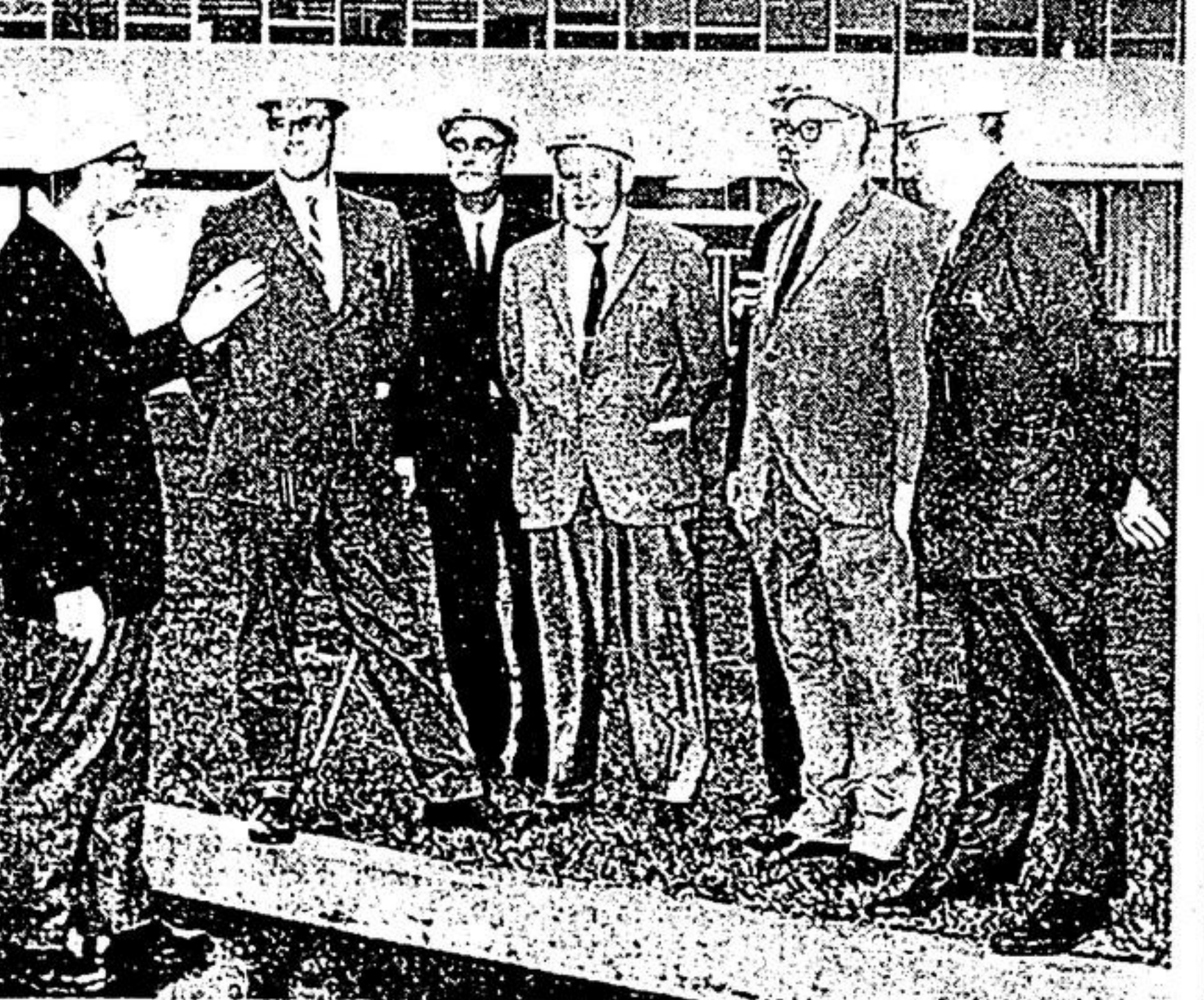
Hired as Civilian Clerk in the Buttonville police office is William Murphy, 18, of Cherrywood.

Sgt. McCague, a resident of Victoria Square, joined the Markham force on Sept. 1, 1966. This date is unique in the fact that it was September 1, 1966 that his promotion became effective. He is 37.

Constable Sheridan held the position of Civilian Clerk since joining the Markham Department in April, 1964. He was sworn into office by Justice of the Peace, Archie Campbell. P.C. Sheridan lives at Mongolia.



Talented violinist Laura Graham of Unionville and formerly of Markham, placed second in violin competition at the Canadian National Exhibition last week.



Mr. A. G. Thompson, representing The Tribune, accompanied other newsmen and Ontario Hydro officials on a trip to Douglas Point to view the new nuclear power station located there. Shown here (left to right) are — John Davies, Hydro Public Relations Officer, Doug Dempsey, Willowdale Enterprise; Lloyd Robertson, Ajax News-Advertiser; Glen Thompson, Stouffville Tribune; Mel Williams, Markham Economist and Sun and Werden Leavens of the Bolton Enterprise. —Shepherd Photo.

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