



Steven Sheffield, was winner of the Eastern Canadian Championships for judo. He contended in the 11-year old lightweight division and is shown here being presented the town crest by Mayor Gordon Ratcliffe. —John Montgomery.

Don Deacon says: 404 decision defended

The Toronto press has contained many statements criticizing Transportation Minister John Rhodes' recent decision to complete the Don Valley Parkway to Steeles Ave. and to construct Highway 404 to Newmarket as a four-lane controlled access highway. The critics claim this will attract more cars into Toronto

and further aggravate traffic problems. If the Province fails to provide good public transportation in the form of fast, convenient and integrated rail and bus commuter service from early morning to late evening, the critics claim will be correct.

However, anyone who tries to travel the Don Valley Parkway today at rush hour would be delighted to find an improvement to that huge parking lot. But the northerly extension of the Parkway and Highway 404 is not needed to serve northern commuters. It is needed to serve Metro residents, whose cars make up 80 per cent of the traffic on the north-south roads of the municipalities north and east of Metro.

Residents of such hamlets as Buttonville and Victoria Square, villages such as Unionville and Markham, and farmers on these north-south roads are harassed by the long and steady streams of traffic to and from Metro, particularly on weekends. Highway 404 will alleviate a major portion of this. Arterial roads with their stop lights, such as Yonge, Bayview, Don Mills and Highway 48, use up large acreages of land but do little to move through-traffic. It makes far more sense to leave these roads alone and build one controlled access road to move the bulk of the vehicles.

Day care space in schools

AURORA — On a request from York Regional Council, the York County Board of Education will make empty classroom space available for day care accommodation, it was decided Nov. 25.

The board decided that before space in a school is declared available for day care, the number of pupils in the school must not exceed 75 per cent of the "effective capacity" of the school and there must be at least three empty classrooms.

The other condition was that the projected enrollment of the school in question show no significant increase.

Since the Ministry of Education requires that the need for classroom accommodation be reviewed annually, any lease or agreement for day care use will be for a one-year period only with provision for renewal.

Correction

The Tribune apologizes to Commercial Sand and Gravel, mistakenly named in the story.

A spokesman for that company said that the Highway 48 pit is accident-free so far this year.

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Judge urges firmer stand

NEWMARKET — If highway accidents are to be reduced, the courts must take a firmer stand in relation to drinking drivers, according to Provincial Court Judge R. G. Pearse.

Judge Pearse denied a restricted licence to a Whitby man who appeared before him

charged with impaired driving last week, even though defence counsel had pleaded that the man would in all probability lose his job, if he could not drive.

Earl Walter Bartlett, formerly of Whitechurch-Stouffville, and now residing in Whitby, had pleaded guilty before

Judge Pearse and through his counsel sought a restricted licence in order to operate his truck for business purposes only.

His counsel pleaded that Bartlett had a sick wife and a small child, and needed to continue in his job.

"If I were to permit a conditional discharge, others coming into court would expect the same," Judge Pearse pointed out.

Judge Pearse told the court: "We must show

the public that there is some kind of a deterrent to stop people being killed and hurt on our highways."

The Provincial Court Judge told Mr. Bartlett: "I do not make exceptions, no one makes people drink, and people should know before they get behind the wheel of a car whether they have drunk too much or not."

Along with the \$150 fine imposed upon Mr. Bartlett, his licence will be suspended under the Highway Traffic Act.

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Region sorts out names

YORK REGION — The Engineering Committee of York Region is attempting to alleviate the confusion of road names in the region.

They are hoping to give roads which now have more than one name, one official name for its entire length through the region.

The municipalities have been requested to submit by March 1975 the name which it wishes each regional road passing through the municipality be called.

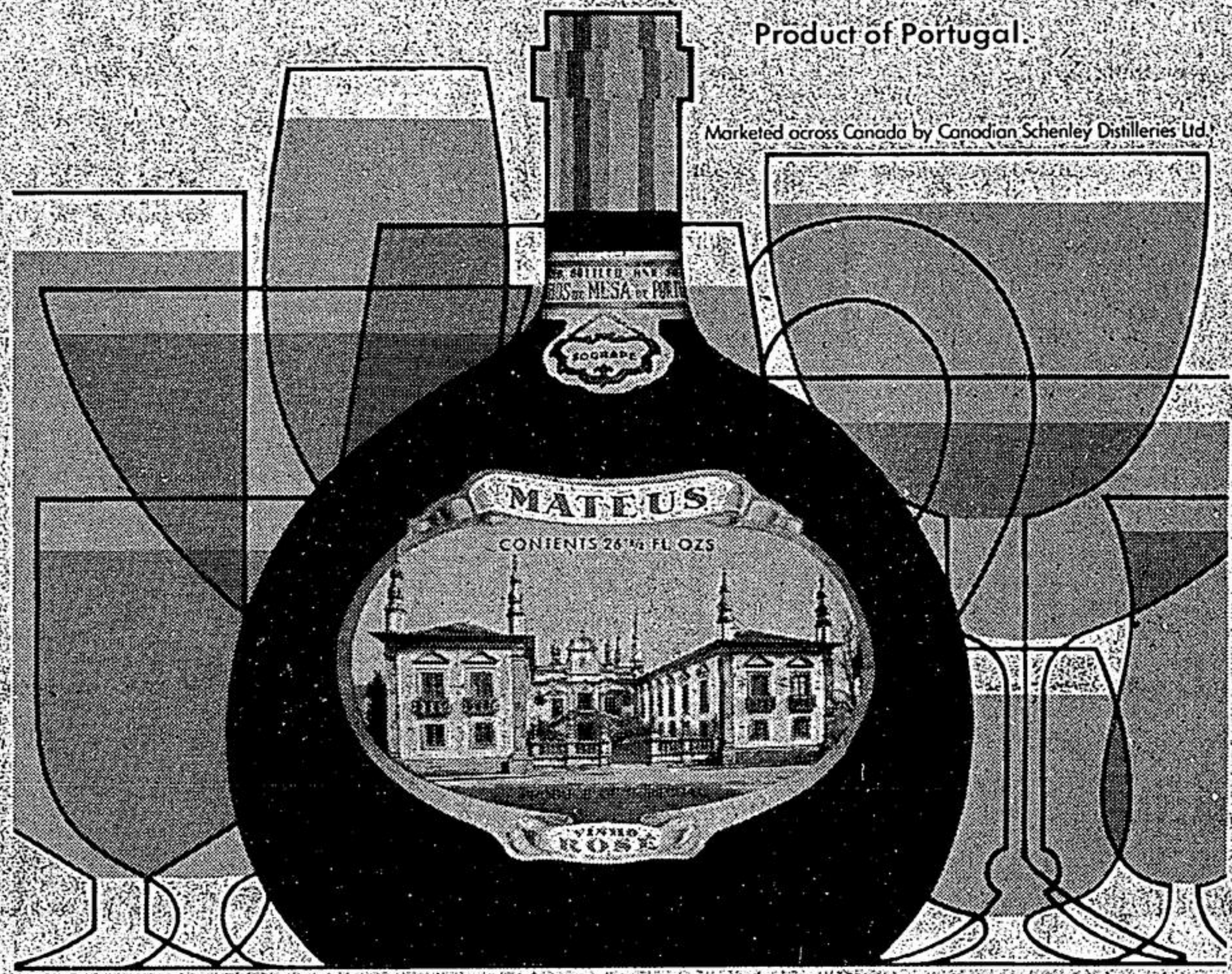
The committee report says, "It is requested that there be only one name submitted for each regional road in the municipality and that the area municipality make an attempt to agree with the other area municipalities if any others are involved, through which the regional road passes, on the same name."

They will also try to consolidate the names of roads which run through more than one region.

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