

CAPITOL THEATRE

YONGE AT CASTLEFIELD
NORTH TORONTO

TODAY---(THURSDAY)---last showing of
CHARLIE CHAPLIN
in "The Gold Rush"

Friday and
Saturday



The Half Way Girl

COMEDY—CUPID ROOTS. TOPICS. FABLES

Monday, Tuesday, Wednesday, December 7, 8, 9

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Comedy—"CORNFED"

COMING—THURSDAY, FRIDAY, SATURDAY, DECEMBER 10, 11, 12



Junior Farmers Bring New Honors to York County



Left to right: H. K. McCharles, Assistant Agricultural Representative, Newmarket; Donald Petch, Newmarket, who was high man in the Junior Farmers Inter-County Judging Competition at Guelph Winter Fair, with a score of 857 out of a possible 1,000; Clarence Graham, of Richmond Hill; Fraser Gee, of Victoria Square, and R. J. Rogers, District Agricultural Representative for York County. Donald Petch is holding the Doherty Cup, which the York County team won for the third time.

PLAN BANQUET IN HONOR OF COUNTY BOYS

Dinner in Richmond Hill
To Junior Farmers Who
Won In Competition.

Fitting public recognition is to be accorded, at a banquet to be held in Richmond Hill, Tuesday, December 8, to the York county boys who carried off the honors in several recent agricultural competitions.

The dinner will be held in the Sunday School room of the Methodist United Church, and the Ladies' Auxiliary will provide the repast.

Among the guests of honor of the evening will be the members of the three teams who played a part in the winning of the Manning Doherty trophy, as follows:

1921 team—Elton Armstrong, Newmarket; Allen Baldson, Markham; and Russell Boynton, Gormley.

1922 team—Tom Hastings, Markham; Dick Baycroft, Aurora; and John Kennedy, Agincourt.

1925 team—Clarence Graham, Richmond Hill; Fraser Gee, Gormley; and Donald Petch, Newmarket.

Floyd Steckley, of Gormley, and other winners in the Junior Farmers Plowing Competitions, also will receive merited recognition.

Mr. Russell Boynton will be toastmaster at the banquet. The program will be as follows:

The King Our Guests

Proposed by Mr. Charles Rogers, responded to by Mr. Will Gardhouse.

Presentation of Plowmen's Trophies

Class 5—1st prize, won by Garnet Cowie, Markham. Presented by J. F. Fleury's Sons, Aurora.

Class 4—1st prize, won by Harry Ratcliffe, Stouffville. Presented by Mr. A. J. H. Eckhardt, Toronto.

Class 3—1st prize, won by Gordon Weldrick, Maple. Presented by Mr. A. J. H. Eckhardt, Toronto.

Class 2—1st prize and best plowed field, won by Clark Torrance, Weston. Trophy presented by J. P. McGregor, Toronto.

Vocal Solo—Miss Margaret McCague.

The Ladies

Proposed by Mr. Sandy Latimer, Sutton West, responded to by Miss L. Carroll, Woodbridge.

Speaker of the Evening

Mr. Bert Roadhouse, Deputy Minister of Agriculture of Ontario.

Vocal Duet—Misses Cosford and Wood, Aurora.

BETTER CAR SERVICE DEMANDED; UNANIMITY IS SHOWN IN POLL

From every side within the last week, The Liberal has been commended for its timely presentation of the facts relating to the movement to obtain cheaper and better transportation in the Suburban Yonge Street district.

While it is patent that a large number of persons are more concerned with TALKING than with ACTING in relation to the question, it is a matter for congratulation that our more progressive and forward-looking citizens of Richmond Hill, almost to a man, have marked and returned to The Liberal the ballot published last week. In many instances an accompanying note re-inforced their "votes," giving a heartening assurance of their resolve to work for the improved conditions upon which the future development of the village so largely depends.

The ballots returned show the following results:

For Hydro Electric Management 1
For Toronto Transportation Commission Management... 105

The sole vote for the continuance of Hydro management was cast by a resident of Victoria Square.

Marked ballots were received from many points along Yonge Street, from Jefferson to York Mills. While it is regrettable that of the 5,000 or so persons who read The Liberal, a large number of that of the 5,000 or so, the explanation lies more in inertia or carelessness than in the lack of desire that improved conditions shall be brought about.

Meanwhile, the fight for better radial service will go forward vigorously, notwithstanding the slight set-back it received Monday night through the manipulations of the gangsters representing the Lenins and Trotskys of the Toronto City Hall. Through operation of the eleven o'clock closure rule, the City Council was prevented from considering and voting upon the motion of Ald Dr. Risk calling for the submission to a vote of the people at the forthcoming civic elections, of the following question: "Are you in favor of the Toronto Transportation Commission being given the control, management and operation of the radial lines owned by the city?" These lines, better known as the York Radials, are at present under the jurisdiction of the Provincial Hydro Commission and are being operated at a loss of approximately \$250,000 per annum, which amount has to be made good out of city taxes.

Suburban Yonge citizens are not primarily interested in Toronto's deficits. They are interested in the establishment of a transportation system which will give them a greatly improved service at a cost much below that which they are now compelled to pay. That Hydro administration has failed dismally is everywhere conceded. No argument has been advanced to show that it can succeed, with its burden of waste and duplication.

North Toronto ratepayers, who are not accustomed to receiving from the Seats of the Mighty any services for which they do not fight, have recently investigated the question of radial operations, a report presented by a special committee says: "The overhead of the two commissions was compared. The T.T.C., doing 16 times the business, was only about \$30,000.00. The overhead of these city-owned radials, operated by the O.H.E.C., was over \$50,000.00. The city cost of operating was 30c. per car track mile. The radial cost of operating was 44c. per car track mile."

That aldermanic trickery cannot prevent the radial issue being pushed to the forefront of discussion at the civic elections, is made evident by the attitude of Toronto electors. At a meeting Saturday night of the North Toronto ratepayers, a vigorous policy was determined upon. Among those present on invitation were Ex-Mayor Hiltz, Ald. Dr. Risk, Ex-Ald. Beamish, Ald. Carrick and Ald. Ramsden, all of whom gave the movement for radial improvements their approval and support. It is evident that even if a popular vote has been forestalled for the present, candidates all over the city will be asked to declare themselves on the issue.

In the meantime the interests of Suburban Yonge demand something more than "watchful waiting." If a policy giving a larger promise than is to be found in T.T.C. control, in sight it should be brought forward and vigorously pushed.

But it is clear that Hydro administration as it exists now, is satisfactory to nobody. On the day that adequate transportation is provided, Suburban Yonge's property values will jump, and the volume of retail business will increase with the inflow of permanent residents.

Build Up Suburban Yonge

To the Editor of The Liberal:
In enclosing the ballot on the transportation question, let me congratulate you on your idea on thus finding the opinion of the public.

For two reasons I gladly sign the enclosed, first as a summer resident for four or five months at Stop 21, and daily using the Metropolitan, I realize the necessity of an improved service, which I am convinced the T.T.C. would give, with its facilities for handling that service.

My second reason is as a tax payer in the city I see no reason for the yearly deficits which I am convinced would be overcome under the T.T.C. management, and this I say with all due respect, and great admiration for our splendid hydro undertaking.

Let me wish you great success in your new venture in taking over "The Liberal," so well conducted under the late Editor, but now ready for the advanced step that you have taken in the general improvement of the paper.

Yours very sincerely,

DAVID MOYLE.

P.S.—Improved transportation is the solution of the building up of Richmond Hill and other towns along the route.—D.M.
Toronto, Nov. 30, 1925.

Reeve To Retire; Contest Probable

Rumors are buzzing plentifully with regard to the municipal political situation, and it has become a virtual certainty that there will be a contest for the Reeveship.

Mr. T. H. French has announced his purpose to retire at the end of the end of the term. It is understood that Councillors J. Lunau and James McLean are definitely in the field, and that Mr. David Hill has had the matter under advisement but has not yet reached a decision. Several names are mentioned as probable candidates for council, with the prospect of an early announcement.

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