

THE LIBERAL

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I pray Almighty God that the words I write in this house may be pure and honest—that they be dictated by no personal spite, unworthy motive or unjust greed for gain; that they may tell the truth as far as I know it—and tend to promote love and peace—amongst men.

THURSDAY, AUGUST 25, 1927

GET RID OF THE WEED NUISANCE

A little boy was once asked to define a weed. He said it was a plant growing where it shouldn't grow. From year to year the weed menace is becoming greater and greater, all because they have not been kept down. At last the Department of Agriculture under the supervision of the Hon. John S. Martin, has taken this matter in hand.

This work, which is being carried out by Hon. John S. Martin is to be commended and if the farmers of this district will only read the advertisements in this connection which have been appearing in the Liberal, we believe they will be convinced that compliance with these regulations will be in their own interests.

MORE HORSES—MORE TRACTORS

A casual survey of Ontario agriculture reveals the need of more farm power in order that summer and after-harvest cultivation may be carried on.

Weeds are in evidence everywhere, and effective cultivation of the land at the proper time is the only effective means of keeping our farms clean. Summer and after-harvest cultivation are badly needed, but cannot be practiced when all the horses available are employed in the hay and harvest fields.

In summer when cultivation is most effective horses will not stand the heavy work they endure without injury in the cool days of spring or fall weather. The situation calls for heavy hitches or for tractor power. In fact, alfalfa and the need of summer cultivation are making the tractor a necessary farm implement.

Wages are up rather than down, and it is doubtful if ever men will be again employed at pre-war prices. It is a money-losing policy now to send a \$40-a-month man into field with a two horse team to plow or cultivate.

Farming depends as much on power as does the modern factory, and in the solution of their economic problems farmers will be obliged to turn their attention more and more to the power supply. It simply means more horses or a tractor.

In discussing the bright prospects for good crops this year, the Farmers' Advocate says: "The last two seasons have demonstrated the wonderful recuperative power of Canadian agriculture. In spite of adverse conditions, farming is forging ahead and producing ample to keep the wheels of industry turning and our credit good. A reasonable amount of sun and moisture, combined with the fertility and wonderful productivity of Canadian soils, usually lead up to an abundant harvest in spite of sun-spots, summerless years, and all the catastrophes that long-distance meteorologists dare to predict."

Now that the school fall fairs are soon to start again an item in the Farmer's Advocate is worth reproducing. It says: "It is better for the children not to win a prize at the school fair than to win with something their parents have made or prepared for them."

The press generally is apparently taking great delight in "razzing" Hon. Geo. S. Henry in regards the accidents on the highways. The space used would get better results in the interests of public safety if it were used for educational publicity impressing upon the public the responsibility of each individual motorist. If every driver of a car would use ordinary horse sense and practice the good old golden rule, accidents on our highways would be reduced to a minimum.

Irish Canadians whose ancestors had no small part in the making of the Dominion of Canada will be gratified by the recognition of that famous Irishman and father of Confederation, D'Arcy McGee, in this jubilee year. On a new five cent stamp just issued his head appears. The twelve-cent stamp bears the heads of Sir John A. Macdonald and Sir Wilfrid Laurier.

Drivers of motor cars in this district would be well advised to secure the necessary permits because advices from all sources indicate that a rigorous check-up of all motorists is going to be made both locally and in all parts of the province. Whatever the owner of a motor car may think of the necessity of these permits is aside from the point, the law requires them and while the government's purpose in instituting the permit system may have been primarily as a revenue producing scheme they are going to prove convenient in the case of speeders and reckless drivers before the courts because, as has already been done to many of those offenders, the driving permits can be cancelled for any length of time by a magistrate. Being forbidden to drive a car as well as having a fine imposed will go a long way towards teaching a reckless driver the necessity of a caution while in charge of a motor-vehicle.

One fine thing about stopping at hotels is you don't have to wash out the bathtub.

Restaurant prices seem especially fearful to those who haven't tried feeding a family of six at home.

At any rate, ignorance is bliss in the case of the man who doesn't realize how his shanks look below knickers.

Kent County cow is blamed for eating a coat that had \$100 in the pocket. More proof that there's money in live stock.—Sault Daily Star

British Empire, of course, is the peacemaker among the nations. Also the peacemaker.—Toronto Telegram.

It begins to look as if the Prince of Wales has determined to duplicate the matrimonial record of Queen Elizabeth.—Hamilton Herald.

LETTERS FROM THE PEOPLE

"WANTS TO SMOKE ON NEW T.T. C. CARS"

Langstaff, August 23
Editor Liberal

Sir:—
I notice by your valuable paper that the new T. T. C. cars for which the people along Yonge Street have been waiting for so patiently will make sixty miles an hour and that they will be so comfortable and all that. It did not answer a question which has been uppermost in the minds of many however for some time namely, "can we smoke on the new cars." There has been a persistent rumour to the effect that they will be like city cars where smoking is "taboo."

Now Mr. Editor on behalf of that great mass of humanity who look to lowly weed for comfort and solace after a hard days work I sincerely hope that the T.T.C. do not contemplate any such action. I think that you should use all the influence at your command to make sure that there are smoking compartments in the new cars. I know the uplifters will boohoo the suggestion but I'm not worrying about them. Even if the cars can go sixty miles an hour that would not be near fast enough to get us to our destination if we couldn't light the odd fag. Trusting to hear from some more lovers of freedom and that the T. T. C. will not forget the workman who enjoys his smoke going and coming from his daily toil. Thanking you for the space, I am

BRITISH BORN

SAFETY ON THE HIGHWAYS

Lansing, Ontario,
August 22, 1927
Editor Liberal

Sir:—
I have been quite impressed with the campaign which is being carried on by the press of the province against the ever increasing toll of life due to accidents on the highway. I noticed in your last weeks issue an advertisement from the Department of Highways which gave seven essential rules for safety which I most heartily commend to all motorists. I also must commend the department for carrying on such an educational campaign.

It is a good sign that newspapers generally are demanding that abuses of the highway traffic laws be punished in a drastic manner, for this reflects a public opinion which is being thoroughly aroused on the subject. Most of the accidents which occur are due to carelessness or recklessness on the part of at least one of the parties involved, and in this province there are supposed to be strong laws against this sort of driving. The imposition of laws alone, however, is not sufficient to put an end to accidents. Their rigid enforcement is also necessary, and this is the task with which the minister of highways is faced. To police the highways so as to catch all offenders would be a stupendous task, for it would mean a greatly augmented force of traffic officers, but the minister can have the assurance that he has the solid backing of public opinion in any efforts he may make to curb recklessness and careless driving practices.

In the final analysis, however, the responsibility lies on the individual motorist, and it is apparent that education in safety is a vital essential to automobile driving in these days of rapid transit. There is too great a tendency on the part of motorists, on a smooth and open road, to forget the principles of safety and the regulations for motor vehicles. This tendency is responsible for the great bulk of the accidents which occur daily, and it would be well if the necessity for their observances could be more strongly impressed on the minds of drivers. The uncertainty of the human element in driving is the greatest cause of accidents, and this element needs to be thoroughly trained in the observance of ordinary common-sense in the use of the highways of the province.

Yours for Safety
YONGE STREET MOTORIST

"Way Back in Liberal Files"

DO YOU REMEMBER

This Week of 1895
When at his residence lot 7, 2nd con. East York, James Chadwick, passed away at the age of 77 years.

When the members and friends of the Presbyterian Congregation met at the church and spent a social time together. During the evening a presentation was made to Mr. A. E. McLean their late superintendent of the S.S. of a handsomely bound set of Thackeray's Works.

When W. A. Glass received in Junior leaving at Richmond Hill High School.

When at Richmond Hill James Hennessey passed away at the age of 90 years.

When at the residence of her son-in-law Mr. R. Thompson, in Thornhill on Saturday, August 24th, Eve, wife of B. Brillinger, passed away in her 67 year.

DO YOU REMEMBER

This Week of 1902
When the Richmond Hill Lacrosse team showed their ability on Saturday last by defeating Aurora, champions of two district in the C.L.A.

When according to advices received. Those mentioned below have completed matriculation, part 1 in addition to candidates already reported:—William Cameron, John Gardner, Georgia Boyle, J. Earle Newton.

When at Thornhill, Aug 16, Edith Maud, daughter of Henry and Margaret Ward passed away in her 25 years.

When Mr. and Mrs. J. H. Sanderson and Miss Linfoot spent a few days with friends in Hamilton and Dundas.

DO YOU REMEMBER

This Week of 1905
When Mary A. Addison, Wife of Rev. Peter Addison, a former superintendent on the Methodist circuit here, died at the home of her son, Dr. W. Addison, Penetanguishene.

When Rev. J. A. Grant, M.A., officiated at the marriage of Margaret M., daughter of Mr. and Mrs. John Neilson to Mr. William Wright, of Parkdale.

When Ella Brown formerly of this place, died at the home of her mother, Mrs. M. C. Tyndall, 73 Hamilton, St., Toronto.

When at Richmond Hill on Tuesday Aug. 15, to Mr. and Mrs. F. Grainger a son.

When the monthly meeting of the Womens Auxiliary of St Andrew's church was held at the Manse. Tea was served on the lawn and a pleasant time spent.

A Finer Watch



Our Watches are wonderfully accurate timekeepers in fine modern cases, up to the minute in style.

Like Cut \$8.50

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Miss

Marguerite Boyle Elocutionist Thornhill

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Richmond Hi Cartage

MOVING LONG DISTANCE HAULING. Phone Richmond Hill 52. QUICK SERVICE E. SLINEY

THE RICHMOND HILL CONFECTIONS

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Saturday, Aug. 27th

Come and see our high-class lines of Cakes and Pastry also visit our Ice Cream Parlor.

Special for Opening Day

All 40c. Layer Cakes 35c. All 25c Pies 20c. Special Candies 2 lbs for 25c.

Phone 86f

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Our operator, MISS DENBY, holds a first class diploma for Marcelling, Water Waving, Hair Tinting, Shampooing, Bob and Hair Cutting, Scalp and Facial Treatment, Manicuring, Etc.

Phone Your Appointments, 119 RICHMOND HILL. Beauty Parlor Closes, Monday And Thursday At 6 p.m. And Wednesday, at 12 o'clock noon. Tuesday, Friday and Saturday open until 9. 30 p.m.

Phone 119

Richmond Hill Ontario

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How Much You Get



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New and Lower Prices

Table with 4 columns: Car Model, Price, Car Model, Price. Includes Touring (\$645), Sedan (\$850), Roadster (645), Landau Sedan (915), Sport Roadster (720), Imperial Landau Sedan (955), Coupe (765), 1-Ton Truck Chassis (635), Cabriolet (875), Roadster Delivery (645), Coach (750), Commercial Chassis (485).

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