

**THE LIBERAL**

Established 1878  
 AN INDEPENDENT WEEKLY  
 PUBLISHED EVERY THURSDAY AT RICHMOND HILL,  
 THE LIBERAL PRINTING CO., LTD.  
 J. Eachern Smith, Manager  
 Member Canadian Weekly Newspaper Association.  
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THURSDAY, JUNE 20, 1929

**TOWNS OLD AND NEW**

Sixty-one years is not a very long period even in the life of a country in this New World of America, and yet it is curious how comparatively few of the towns of Canada go back to Confederation, and how few even of these were places of any importance in 1867. The growth of Canadian towns since Confederation is not the least important measure of the development of the Dominion.

Obviously Quebec, with its long history, counts several cities that were already ancient—once more from a New World point of view—in 1867 such as Montreal, Quebec, Three Rivers and Sorel; but the latter, although its history goes back to the middle of the seventeenth century, was not incorporated as a city until 1889. Sherbrooke also goes back to the beginning of the last century; and Hull was founded about the same time. The more recent towns are pretty well confined to a few industrial centres such as Shawinigan Falls and Thetford Mines.

Ontario's pre-Confederation towns number Toronto, Kingston, Ottawa, Hamilton, London, Kitchener (Berlin) and several others. Toronto was a small town in 1867. It now numbers over half a million. Ottawa has grown in the same period from a population of less than 20,000 to 110,000; the growth of Hamilton has been even more rapid. The same is true in greater or less degree of nearly all the other towns of the province. Fort William, Port Arthur, Kenora, Sault Ste Marie, North Bay, Haileybury, Sudbury, and many other Ontario towns had not been thought of when the Dominion was born.

In the Maritime Provinces, conditions are somewhat like the province of Quebec, though the only town down by the sea that compares in age with Montreal and Quebec is Annapolis Royal, founded under the name of Port Royal in 1605, and therefore three years older than the city of Quebec and thirty-seven years older than Montreal. Maritime towns have grown considerably since Confederation although not at the same rate as those of Ontario.

When we reach Western Canada, however, we find an amazing growth in towns and cities. In 1867 Winnipeg was nothing but a straggling line of small buildings, nearly all of wooden construction, strung along what is now Main street. Its fame rested then only upon the fact that it was still an important centre of the fur trade. Probably no one, standing then at the corner of what it now Main street and Portage avenue could have imagined, no matter how vivid his imagination, that sixty years later Winnipeg would be a city of 200,000 with public buildings, shops, industrial establishments and comfortable homes stretching out in every direction over what was then open prairie.

At the time of Confederation Edmonton was still a trading post of the Hudson's Bay Company and nothing more; Victoria was a very small town, lifted into temporary and feverish activity a few years before by the famous gold rush; New Westminster was a hamlet; Prince Albert still had just been founded. The great city of Vancouver was still a dream of the future; so were Calgary and Regina and Saskatoon, Nelson and Moose Jaw and Lethbridge, Medicine Hat and Prince Rupert and Dawson City.

In fact no more striking evidence can be found of the growth of Canada since Confederation than the contrast between its towns as they were in 1867 and as they are to-day with their industrial, commercial and social developments, their fine public buildings, well-paved streets, wonderful means of transportation well-equipped and efficient public schools and the innumerable modern comforts and conveniences, water-supply, electric light, telephones, street railways and so forth, that have become so much a matter of course that few of us ever stop to consider that our forefathers in 1867 not only had to do without them, but in many cases would have thought anyone mad who suggested the mere possibility of such fantastic and improbable contrivances.

**HOPEFULNESS OF YOUTH**

Hundreds of young men and women are to emerge from school and college this month ready to tackle the world. They are the fresh regiments in the oldest and most hopeful youth movement in history. Moving-up day is just around the corner.

This periodic refreshment of the muddy stream of life with the clear water of youth is always the promise of progress. We like immensely the adventurous manner in which youth tackles the old obstacles and diagnoses the old diseases of the world.

We like the way youth laughs at the slogan "It can't be done," and does the impossible. We are glad that before the youthful vision "fades into the common light of day," great things have been accomplished.

We like the believing mind of youth; a mind not easily tired. We admire its disregard for vested interests, of which it has few. We are glad that once a year a new force appears on the field which has everything to gain and nothing to lose!

We greet the confident youth of the land, so sure that the world is its particular oyster. It is, and always has been. May the most recent generation to leave school behind and tackle the world find a pearl.

**WAY BACK IN LIBERAL FILES**

**DO YOU REMEMBER?**

This Week of 1899  
 When Mrs. W. Hulse was proprietor of the Palmer House and advertised rate of \$1.00 per day.

When the estimates submitted at the June session of the County Council included \$8,016.15 for the Industrial Home and \$42,752.81 for general purposes.

When John E. Clubine sold 85 cedar posts to the Vaughan Township council at 10 cents each.

When teamsters received forty-five cents per yard for drawing gravel on the roads in Vaughan Township.

When Mr. J. McNaughton's brick residence at Maple was destroyed by fire.

When a horse and buggy was reported stolen from Headford.

When Richmond Hill Lacrosse juniors were defeated by McIntosh of Toronto by a 1-0 score.

When a letter from a Maple resident complained of boys bathing in Boyle's Pond without the necessary bathing suits.

When over \$80. was realized at a Strawberry festival held at Thornhill by the Young People of the Methodist Church.

When Mr. Henry Marsh announced that he had rebuilt the chopping mill at Maple with double its old capacity.

**DO YOU REMEMBER?**

This Week of 1904

When labor was paid at the rate of

one dollar per day for road work in Markham township.

When Thornhill defeated Buttonville in a hard fought football game.

When green and black tea was advertised at 30 cents per pound.

When Surveyors were in town staking out the right of way for the James Bay Railway.

When eggs were quoted at 15 cents per dozen; butter at 18 cents; choice sheep \$4.50 per cwt and milk cows brought from \$25 to \$50.

**DO YOU REMEMBER?**

This Week of 1909

When Hon. W.L. Mackenzie King the Minister of Labor, was returned by acclamation for North Waterloo.

When Richard Stephenson was paid \$8.00 by Markham township council for one sheep killed by dogs.

When forty two candidates wrote their entrance examinations at Richmond Hill.

When the Presbyterian and Methodist Sunday schools of Richmond Hill enjoyed a union picnic to Beaverton.

When Reeve Longhouse presided at the regular session of Vaughan Township council.

When a by-law was passed at Vaughan council meeting prohibiting the running at large on the highways of horses, sheep, cattle and pigs.

When about 1500 attended the annual S.S. picnic at Victoria Square. In a football tournament Green River team was victorious.

**CANADIAN MEDICAL ASSOCIATION OF THE HEALTH SERVICE**

**PROTECT THE CHILD FROM TUBERCULOSIS**

Tuberculosis continues to be one of the major diseases. It shows a decrease, but nevertheless, it still accounts for a tremendous number of deaths. Because it is a chronic disease, its victims suffer for years, during which time their earning powers are reduced; consequently, Tuberculosis is one of the greatest causes of poverty. Also, because a large percentage of tuberculosis deaths occur during early adult life, it is the reason why many children are left motherless or fatherless.

There is one particular point in connection with this disease to which we wish to draw the attention of our readers. This, that children are most susceptible to tuberculosis. Without in any way minimizing the dangers of the spread of tuberculosis in other ways, it should be understood by all that it is the repeated exposure to large doses of infection that is the real practical danger. Living in the home with a tuberculous person, who is ignorant of the fact that he is suffering from the disease, or who, knowing that he has the disease, is careless, it is almost certain that repeated heavy doses of infection will be passed to others in the home.

The young child living in the home be answered.

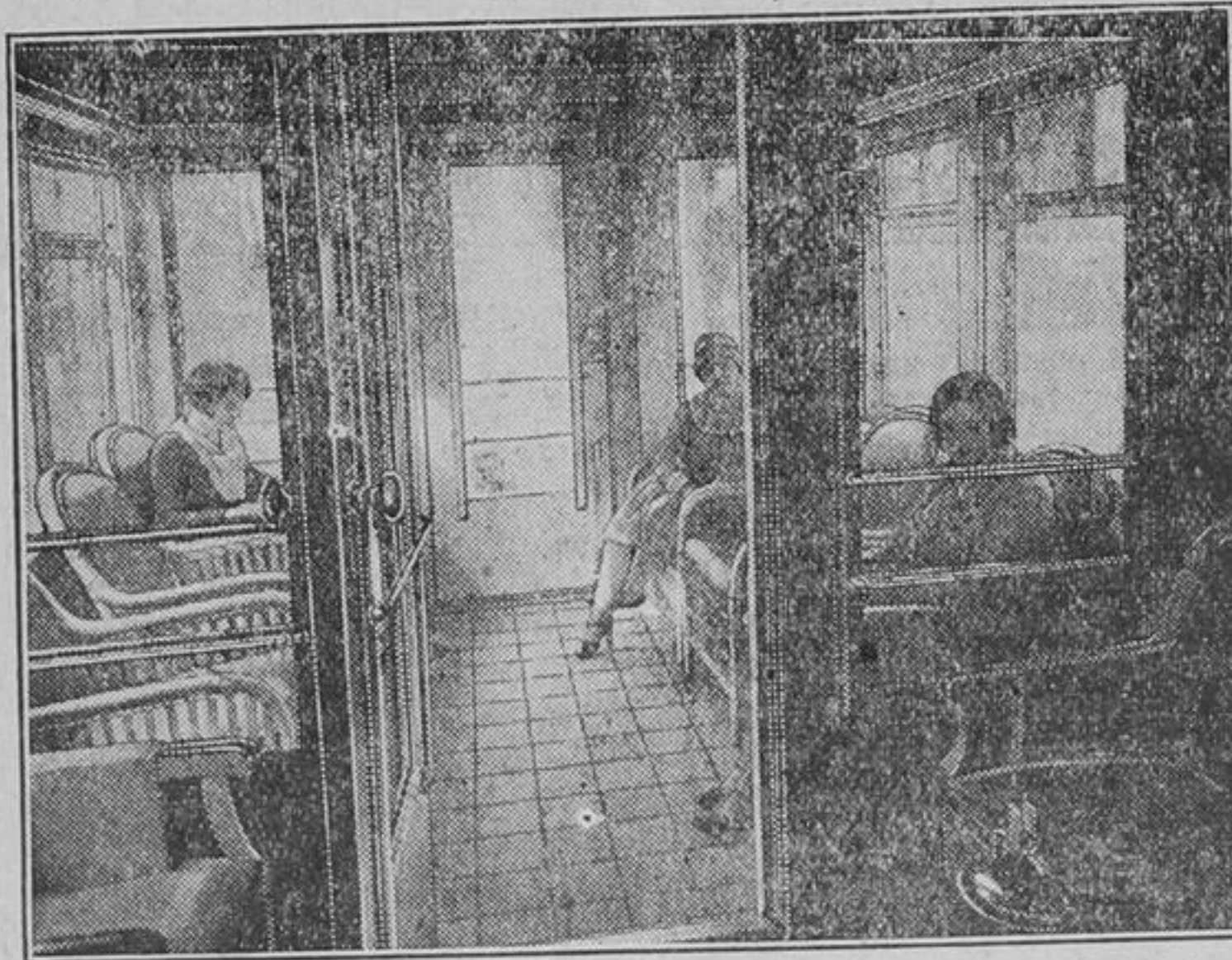
with a careless or ignorant tuberculous person is almost surely marked as a victim of this disease. Infection received in childhood is frequently responsible for the development of the disease in later life.

If tuberculosis is to be stamped out, it is necessary that more care be taken to protect young children. This means that adults must take more precautions since children cannot take care of themselves. Because it is most frequently in the home that tuberculosis is spread, the necessity for care in the home is apparent. To protect the children, adults must preserve their own health, and must practise living in such a manner that they do not endanger their children.

No one would willingly expose his child to disease, but where there is spitting, uncovered coughing and sneezing, and the use of common drinking-cups in the home, the child, in that home is not being given a fair chance to escape disease. In such a home, if there is a case of tuberculosis, the child will most certainly contract the disease.

Questions concerning health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered by letter. Questions as to diagnosis and treatment will not

**Sun Parlors For Canadian Trains**



Sun parlors on trains is the newest addition to the equipment of the Canadian National Railways. Such sun parlors take the place of the observation platform on the latest parlor-buffet cars. Vita glass, which allows the health giving sun rays to enter the space, is used in generous quantity so that these rooms offer the greatest possible amount of sunshine and light. The sun parlor adjoins the lounge and beyond that is the parlor section. These cars are also radio equipped and are the most modern of their type in use in Canada.— Canadian National Railways photograph.)

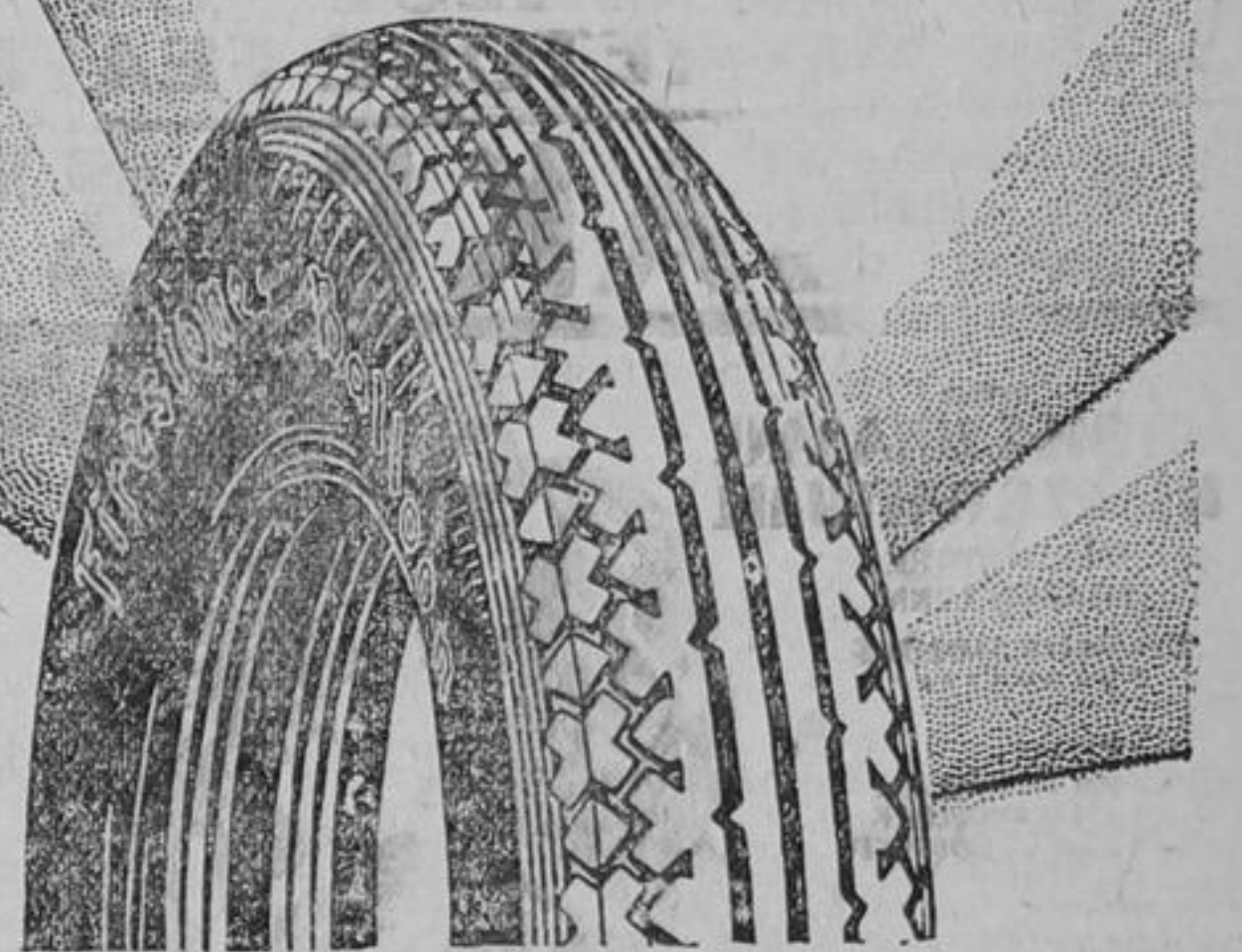
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