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THURSDAY, FEBRUARY 13, 1930

RICHMOND HILL HAD A BUS SERVICE FIFTY YEARS AGO

The Metropolitan Radial line is a transportation system which provides an artery of travel from the extreme north to the southerly limits of the County. It was built in 1884 after the members of County Council of that time fought hard to overcome the many objections raised, chief of which was that the cars would scare the farmers' horses. The difficulties which the leaders of that time successfully overcame is a tribute to their ability and to their foresight. In that success none had a greater part than Richmond Hill's representative W. H. Pugsley who afterwards became Warden of the County and served this municipality for many years as Reeve. Before the Metropolitan was built, Richmond Hill was served by a BUS SERVICE. It was called a bus service just the same. Now nearly fifty years afterwards it is suggested that the North Yonge Street district should be again served by a BUS SERVICE. We have too long enjoyed the convenience of a reliable Radial Service to have any desire to have history repeat itself in this regard.

BUILDING UP A DEFICIT FOR METROPOLITAN RAILWAY

Confronted by the problem of preserving the city's investment in the Metropolitan radial, the bus-minded management of the T. T. C. has continued to operate a competitive coach line on Yonge street. A radial which was not paying its way was to be assisted by paralleling it with a coach-line that would deprive the radial of a certain portion of its patronage.

Objection was naturally taken to what looked like a deliberate attempt to run the radial out of existence. It was pointed out that if there was not sufficient business for the radial alone, the situation would not be improved by duplicating the transportation line on Yonge street.

But to this objection the answer was made that the coach line was no drain on the Metropolitan. All the revenue from the coaches which paralleled the Metropolitan was credited to the radial. How far from a true picture of the situation this statement was is shown by figures presented in the investigation before Judge Denton.

For nine months ending September 30, 1929, the coach operating revenues credited to the Metropolitan amounted to \$22,751.14. But during the same period there were debited to the Metropolitan, coach operating expenses totalling \$32,954.72. In other words, in nine months the Metropolitan had to pay a \$10,000 loss in coach operations for the privilege of having a competitor on Yonge street. Not only this, but the Metropolitan was deprived of passenger business worth \$22,751.14 which could have been carried by the Metropolitan at little additional cost to the Metropolitan operating expenses.

The Yonge street coach lines of the T. T. C. have done their bit in building up the Metropolitan deficit.—Toronto Telegram.

JUST ADDING ONE MORE TO THEIR TRAGEDY OF ERRORS

The City of Toronto is considering the advice of the Toronto Transportation Commission to abandon the Metropolitan. Might the City fathers not be well advised to consider the past advice of this body regarding this line. At the time the T. T. C. took over the management of the Metropolitan their advice to the City was that they could make a fine success of the job. In a report which is part of the City records the T. T. C. pointed to the many advantages which would accrue to the City from their management. There were to be reductions in operating costs to almost equal the car mile cost within the city. Then after a short while the same T. T. C. spent thousands of dollars in changing the gauge. Again there were glowing pictures of benefits from this expenditure. The actual result of the change of gauge was the loss of freight revenue.

Now the T. T. C. recommends with the same seriousness that the line be abandoned and a Bus Line substituted. In the light of the other two recommendations it would appear to be just another of the comedy—or rather tragedy of errors. In the light of those who know conditions in the North Yonge Street district it would be a very grievous mistake.

In the light of the past T. T. C. advice on the Metropolitan and in the light of general manager Harvey's admitted mistakes would the Board of Control not be well advised to seek other advice before taking such a drastic step as the abandonment of the Metropolitan?

MAY BOTH BE RIGHT

While one man asserts a University degree is now necessary for a boy's success, another claims it's only wasting time and money to keep hundreds of boys and girls in school until they are 16. If a boy is to become an educationalist, there may be something in the former contention, but it is undeniable that it is cultured cruelly to keep others pouring over their studies in which they can find neither rhyme nor reason. Instead of forcing boys of a mechanical turn, to study mathematics, Greek and Latin, their time and energies could be more profitably employed in learning mechanics. Plugging away year after year at distasteful studies does not brighten a boy's intellect, but rather the reverse, as he sees others differently gifted passing their examinations while he is outclassed, but if placed in more congenial surroundings he might become easily a valuable man in the mechanical world.

A CHANGING WORLD

One by one man's century-old ways of speeding news fall into disuse. There are now almost no natives of the Gongo, it is said, able to beat out the ancient codes on tribal drums. Perhaps not even one American Indian can still do "smoke talk" between mountain peaks, using a fire and a blanket, held over it. There is still a telegraph hill in San Francisco but no semaphore of wildly waving arms now tells the downtown business man what ship is entering the Golden Gate. The fast express trains have given way to the trans-continental air mail. Sparks from wireless and radio carry messages from vessels at sea. These are only some of the many changes that science and invention have added to our every-day world.

ONE MAN COMMISSION VS. THE PEOPLE

York County Council, every municipal council, Boards of Trade, Ratepayers' Associations and in fact every public organization or public body reflecting opinion in the North Yonge Street district has declared direct opposition to the proposal to abandon the radials and substitute a bus service.

In the face of this opposition the T. T. C. still clings to the proposal to abandon the line and advise the City of Toronto to totally disregard the people's wishes in the matter of a transportation system.

The T. T. C. is composed of three members. Two of the present members are merely temporary appointments with Mr. E. J. Lennox the acting chairman as the only member who could be expected to have any actual knowledge of conditions concerning the Metropolitan line. In all the interviews and conferences which have featured the negotiations during recent weeks general manager Harvey has appeared to do all the talking.

In the Radial controversy it is a case of general manager Harvey talking for a one-man commission against the people of North York served by the road.

KING CITY

A. Y. P. S. banquet culminating from a contest for better programmes was held last Friday evening and was a decided success. About sixty attended. The tables were prettily decorated for the occasion with mauve chrysanthemums and were laden with many good things.

The programmes for the evening were very unique and were prepared by Mrs. McAllister and showed her artistic talent. The executive and speaker for the evening sat at the head table. Mr. N. J. McAllister president of the Y. P. S. was toast master and proposed the toast to the King, after which all heartily sang the National Anthem. Mr. Melville Stewart proposed the toast to the Y. P. Society and was very ably responded to by Miss Eleanor Cummings.

The toast to the speaker was proposed by Mrs. Halbert and Miss Holman made a very suitable reply. Mr. John C. Dew proposed the toast to the ladies and Miss Hilda Patton responded. The toast to the men was proposed by Miss Verna Carson and responded to by Mr. Bruce Hall. Inter-vening there was a sing-song, also solos by Miss Grace Stone and Rev. A. H. Halbert. A very inspiring address was then given by Miss P. Lois Holman, secretary of Young People's Societies in Toronto Presbyteries.

She challenged the Young People to give their best to the Masters service. Miss Lillian Leece then gave a piano solo and a very happy evening was brought to a close. Many expressing the wish that this be made an annual affair.

The Young People are wishing for fine weather and good roads next week, as they intend to give their play at Woodbridge on Wednesday, February 12th.

A musicale and St. Valentine tea will be held at the home of Mrs. Halbert next Saturday afternoon, Feb. 15, from 2.30 to 5 o'clock under the auspices of the Mission Band. There will also be a post office and everyone who comes will receive a Valentine.

At the Toronto Centre Presbyterian held recently in Yonge Street United Church, Toronto, the King City Mission Band was given second place for general proficiency. It has received honorable mention for the past five years, receiving nine points out of ten. The banner went to Victoria Square Mission Band. Congratulations!

Correcting His Aim—The driver of the machine said he swerved his automobile to avoid missing the woman's husband. — Elgin Courier News.

HEADFORD

Mr. C. Boynton and Mr. L. Middleton attended the banquet at the Royal York Hotel last week.

Mr. and Mrs. J. McLean were guests at Mr. and Mrs. Fred Clark's on Sunday.

Mrs. J. Leek is spending a few days with her parents at Mount Albert.

Misses Mable and Mary Stewart attended the commencement at Weston on Friday evening.

Miss Kirkpatrick and Mr. Wes. Clark spent Monday evening at the home of Mr. F. Barker.

Mr. and Mrs. C. Boynton and Ellen Mr. and Mrs. L. Middleton and family spent Saturday evening at the home of Mr. and Mrs. N. Brodie.

We were very sorry Sunday morning to hear Mr. Joe Comisky had been taken seriously ill during the night, we hope for a speedy recovery.

The Y. P. S. will meet at the home of Mr. and Mrs. Fred Clark this week. Mr. Wes Clark is in charge of the meeting. Everybody welcome.

Master Jack Comisky spent the week end at the home of Miss Peggy and Master Bobbie Endean's, Richmond Hill.

Mr. Charles Comisky shipped a car load of fat cattle to the Toronto Stock Yards this week.

"BOOST"

Boost your city, boost your friends, Boost the church that you attend, Boost the street on which you're dwelling,

Boost the goods that you are selling, Boost the people round about you, They can get along without you, But success will quicker find them, If they know that you're behind them,

Boost for every forward movement, Boost for every new improvement, Boost the man with whom you labor, Boost the stranger and the neighbor, Cease to be a chronic knocker, Cease to be a progress blocker, If you'd make your business better, Boost it to the final letter.

Newmarket has a new Fire Truck. It is an attractive piece of machinery and cost \$6,600. It is a triple combination type, with fire pump, chemical tank and combination booster. Equipment includes 1,200 ft. of hose, two 12-foot wall and roof ladders and a 30 foot extension. Motor is 85 horsepower and the whole truck is a Canadian product and concluded its trials with an excellent performance.

HEALTH SERVICE OF THE CANADIAN MEDICAL ASSOCIATION

APPENDICITIS IN CHILDREN

It is generally known that appendicitis is a comparatively common disease. It is not so generally known, however, that appendicitis is responsible for between 1,300 and 1,400 deaths each year in Canada. Particularly is it not known that it is a condition occurring among children. During one year, of the 1,321 deaths due to this cause, 470 were those of children under fifteen years of age.

We have secured recently from the Hospital for Sick Children, Toronto, some information regarding appendicitis, containing statements which are of great public importance. The experience of this institution shows that appendicitis is a common ailment of children at all ages. When the condition is recognized early and is properly treated, the results are most satisfactory. If, however, there is delay in securing proper treatment, and the condition is allowed to progress until the appendix ruptures, the not infrequent result is the death of the child despite all efforts to save him.

The condition calls for a repetition of what we have so often stated—early proper treatment is necessary if the patient is to be given a fair chance for recovery through the benefit of medical science. The physician can-

not help those who do not come for his advice. The cause of delay in securing treatment generally rests with the parents who are unaware of the dangers that may accompany severe abdominal pain. The "pain in the stomach" is thought but little of, and the child is frequently given a dose of castor oil or some other purgative which sets the digestive tract in motion just at the time nature wishes it to be at rest.

When appendicitis occurs there is pain. Older children say it is cramp-like and usually point it out as being in the region of the umbilicus. Younger children just point to the abdomen when asked where the pain is, and cry as if in pain. Usually there is nausea and vomiting. There is only one sensible thing to be done for the child with abdominal pain, and that is to call the doctor and refrain from giving any household remedies. This may seem a needless amount of fuss and bother, and we are not suggesting that every stomach-ache is appendicitis, but we do say that unless abdominal pain is always regarded seriously, cases of appendicitis will be neglected and children will continue to be sacrificed to procrastination.

Questions concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

Letters From The People

LOCAL CITIZEN ARRIVES AT ORLANDO

Orlando February 8, 1930

Mr. J. E. Smith, Editor Liberal, Richmond Hill, Ontario. Dear Sir—

Continuing our trip, we left Waycross, Ga., about 7 a. m. on January 7 on the Dixie Highway, saw some robins along the road, Spanish moss on the trees, which were oak as well as pine, land seemed low and quite level. Crossed the St. Mary's river into Florida, through Jacksonville with its busy population of 150,000 and 475 industries, over the toll bridge on the St. John's river. I saw my first citrus tree laden with fruit in Jacksonville. From Raleigh we could have come by Charleston and Savannah instead of Columbia and Augusta and still had a good road. From Jax we could have come through Palatka to Orlando, but we took the old Spanish trail to St. Augustine, where we had dinner. I saw some historical landmarks there, but what appealed to me most was the fresh fried fish I had for dinner and the excellent glass of milk that came from the J. C. Penney chain farms at Green Cove Springs not far away. On down the trail we went with mounds of sand and scrub brush and ocean waves on our left, heavy timber and the odd dairy farm on our right. At Flagler Beach a car came up from behind honking their horn and waving their hands as they went by. It was the first and only Ontario license plate we had seen since leaving Niagara Falls. At Daytona Beach the tourist season seemed to be just starting. We drove out on the famous speedway for a couple of minutes then on to DeLand with its large moss covered oak trees, splendid houses, many of which were empty, on to Sanford with hundreds of acres of celery and different kinds and colors of people working in the fields. As we journeyed along the road we saw land with nothing much but pine trees on it, some with live oak, some low places with cypress, some low places with heavy timber and palm trees and thus does the soil and moisture vary with little lakes here and there. We arrived at Orlando, the city beautiful about 7 p. m. The rest of the party coaxed me to go on to Miami and around to Tampa and back to Orlando, but I thought it best to conserve and endeavor to maintain my financial status. Yours truly O. MALLORY

Umbrellas Up — The audience became melted down, tears flowed freely from the eyes of the bishop and all over the audience. — Savannah Morning News.

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COAL

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However that is the economical way. The larger the quantity of coal the more slowly it burns, the more oxygen you can burn with it, and the easier it is to regulate the firing. Air will be drawn through a thin fire rapidly, even though you try to check it and the coal is consumed faster, making it necessary to shovel coal frequently. As the fire burns out, causing extra work and requiring more fuel in starting a new fire.

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