

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
Subscription \$1.50 per year — To the United States \$2.00
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THURSDAY, AUGUST 7th, 1930

SAFETY RESPONSIBILITY LAW

Attention of Ontario motorists is called to the Safety Responsibility Law passed by the Legislature which becomes effective on September 1st. Under provisions of this enactment motorists guilty of certain offences in connection with the highway traffic regulations will not be allowed to continue driving until they have satisfied the authorities of their financial responsibility. In the case of persons of means there will be no trouble about complying with this requirement but the majority of people will be forced to seek protection from the insurance companies. Offences that will bring this legislation into operation against the owner of a motor car include those serious driving violations aired so often in traffic court, these days, together with the inability of an automobile operator to pay a judgment for damages rendered against him. The law was passed to protect people from injury at the hands of irresponsible motorists. Everyone has read of cases where a person was injured by the carelessness of a driver and could collect no damages because the man responsible for the injury wasn't worth anything. It is to get away from this kind of thing that the new law was passed by the legislature and it means the majority of car owners will have to take out insurance. Provisions of the amendment apply to visiting motorists from the United States and other provinces. The Canadian Automobile Underwriters' Association has prepared a pamphlet explaining the whole situation which can be had, free of charge, from agents of insurance companies who are members of the association.

CHARGED AGAINST THE CAR

The automobile has been blamed for a long list offences, to catalog which would be to name about everything unusual in this somewhat upset world.

In the mass it is blamed by many as having changed the whole course of social and business life, starting at the home and sweeping bare theatres and churches, injecting uncertainty into all lines of business, diverting study and poise, raising hob with finances, filling courts with damage cases, overcrowding hospitals and causing unending trouble and expense.

And here comes a new one. A Public Health Service across the border announces that suburban life and the popularity of the automobile are causing hay fever to gain throughout the country.

By residing in the country, which is the easy thing to do now that roadways have been provided over which to pass rapidly is a joy, one comes in contact with larger quantities of plant pollen, which is recognized as one of the chief causes of hay fever.

The automobile takes increased numbers into the country. Millions of cars are daily conveying additional millions of people through great country spaces. From the roadsides and fields rises plant pollen, so fine as to be invisible in the air. We breathe it into our lungs and hay fever or asthma follows.

People who reside continuously beyond the limits of towns and cities do not appear to be sufferers from these diseases to any greater extent than their city cousins—probably because they can smell pollen all summer and fall. But when the wicked automobile takes the town dweller out along the scented highways, he at once begins to sneeze and exhibits symptoms of hay fever or asthma, both of which are classed as non-fatal diseases, but which cause suffering and depression to victims and distress to relatives and friends.

If the weeds were cut along highways—and there are laws which provide that this shall be done—there would be less pollen and the automobile would not have this charge laid at its door.

THE SUMMER SLUMP

Churches always complain of a falling off in the attendance at regular services during the summer months, and in referring to this regrettable situation, one venerable clergyman said: "Religion is like a stained glass window in a church. No matter how bright the day may be, you cannot see the beauty of it from the outside. Come inside and look at it from within; then you will know."

It is a recognized fact that experimental experience has no equal, but it must be honest and thorough. One glimpse from the inside is not enough. Too many are prone to give it "the onceover" and call it enough. But religion is something that must be lived to be thoroughly appreciated, and an ounce of living is worth a pound of profession.—Don't neglect your church because its summer.

Safety on the highway calls for the honking of the horn before attempting to pass. Safety demands it, and safety on the road is the supreme consideration.

Blue Monday has been crossed off the calendar. If a person escapes the terrors of the highways on Sunday, Monday is a festive day.

THOUGHTS FOR MOTORISTS

Education as the high road to safety does have the disadvantage of being slow. Even its staunchest advocates concede that point.

Every now and then, however, they have reason to point to its undeniable certainty. At present they are doing so in connection with statistics relating to the improvement in child safety. Through the schools, the child is being taught just where he must look for danger and how he must safeguard himself against it.

The process is bearing fruit. Statistics of the safety clubs, of police departments, motor clubs, motor vehicle departments and other sources almost without exception show that accidents involving children are becoming proportionately smaller while those involving adults are increasing.

So definite is the trend that many are convinced that the one great hope in the traffic accident situation is that the coming generation will have safety imbred into the very fibre of its being.

The positive results accomplished by the addition of safety courses in public parochial and private schools are held to more than adequately justify those who insisted upon it several years ago. It was opposed in some quarters on the ground that it took time that might well be devoted to the traditional pursuits of the class room.

Now the thought grows that safety education has become one of the school's most definitely valuable contributions to a better social order. Slowly, but surely, education is having its effect.

The traffic stream is just about the hardest one the pedestrian ever has to ford.

It is worth remembering when breaking in a new car that the speed in second gear never should be allowed to exceed half of that prescribed for high gear driving. In other words, if the manufacturers set 30 miles an hour as the proper high gear speed for the first 1,000 miles, one should not exceed 15 m.p.h. in second. It is a matter of keeping the engine from getting above a certain number of revolutions per minute. In such a case the speed in low should not exceed seven miles an hour.

Would the motor car buyer be surprised should he be told his car has a hydraulic transmission? Well, then he may be surprised for over in England to-day there are two versions of this type of transmission. Both are declared to have proved themselves in tests of the most trying kind.

Crankcase ventilation was not just another sales gesture. It had its origin in an important fact learned from fuel research, and performs a valuable function.

It was found that after a certain amount of crankcase dilution has taken place, an equilibrium is reached beyond which there is little if any increase in dilution of the oil with raw gasoline. This was attributed to the evaporation of the gas that had found its way into the oil. Ventilation of the crankcase was hit upon as a means of assisting and speeding up this evaporation.

Smoking around a gasoline filling station is one of the commonest of habits. But it is a habit that the customer soon will break if he has the experience of a motorist who called for gas at a station in Los Angeles. By lighting a cigarette near the gasoline tank he caused an explosion that damaged the station to the extent of \$11,000. In spite of a strong defence that the proprietor had no ground for action, the superior court held the defendant customer responsible.

Did you know that— While bulbs of higher candlepower used in the car burn brighter—if the voltage is higher they will give less light?

A dirty headlight bulb burns out more quickly because it is less able to radiate the heat generated within it?

The reason for shifting the parking lights from the cowl to the front fenders was to make them truly parking lights? On the cowl, these lamps failed to show a light to the rear which is possible in the case of fender mounting.

Why bring a car to a halt at a "Stop" sign?

The purpose of such a regulation, according to the North Carolina supreme court, is to give the motorist the opportunity of becoming better informed about traffic conditions on the intersecting street or highway.

And, having thus informed himself of the situation on the roadway he is about to enter, his next step, in the words of the court, is to determine,

whether in the exercise of due care he may go upon the intersecting highway with reasonable safety to himself and others."

In an effort to determine way some automobile license plates fade in a short time while others last full season, scientists of the bureau of standards submitted them to tests in a weathering machine. Some plates were given glossy coats of varnish, to preserve them, while others were left dull, and all were exposed to the effects of the artificial weather maker, which in thirty-seven days subjected them to the wear and tear to be expected from months of hard use on cars. In every instance, it was found that the dull tags outlasted those that had been varnished, and stood the test better.

Don't place sticks or boards under the rear wheels when trying to move the car out of the mud. Have someone push the automobile, while the driver engages the gears and gives it plenty of gas.

Running the windshield wiper occasionally not only serves to keep the mechanism in working order, but informs the driver that it will operate when he needs it.

Have the punctured tire repaired at once so that a good spare will be available at all times.

Tire carriers, especially on the cars of a few years ago, may be a source of noise that is hard to locate. The sound may be transmitted along the frame until it seems to be quite far removed from the actual source.

Berlin buses are being equipped with extension frames above and outside the fenders high enough to enable the driver to see them. The fender protectors show the driver the clearance his bus has and aid him in judging distance in narrow lanes of traffic on congested streets.

An average of one in every twelve of the operators licensed to drive in Connecticut were tried by the courts for the state for violations of the motor vehicle laws during 1929, according to reports made by the courts to the state motor vehicle department. There were 27,588 cases tried, an increase over the previous year of 2,690. These cases included only offenses against the state laws and not violations of city ordinances.

With regard to quick getaway, about which every motorist is thinking in these days of heavy traffic it is well to know that shifting from low to second gear is the greatest time waster. The point is not to start in second but rather to practice shifting until one has perfect technique between the lower gear combinations.

If the car owner follows the directions literally he can align the front wheels of his own car. The chance of erring is considerable, however, and since the job done by the mechanic, is so inexpensive, the whole thing may better be left to the service station.

**ONE GOOD RECIPE
MAKES A COOK FAMOUS**

Much of the appeal of a meal lies in change from the usual. Combined with a simple meal which embraces cold meat and a salad and a desert with iced tea or coffee, the frozen deserts prove most refreshing. While raspberries are in season the following recipe will be found appetizing.

Raspberry Mousse.
1 Cupful of raspberry juice, 1 cupful of sugar; ½ tablespoon of gelatine, 2 tablespoons of cold water, 1 cupful of whipping cream and 3 tablespoonfuls of confectioner's sugar. Heat raspberry juice and sugar. Soften the gelatine in cold water and dissolve in the hot liquid. Cool the mixture until it begins to thicken and fold in the cream which has been whipped until stiff and sweetened with the confectioner's sugar. Turn into a mold, pack in ice and salt and let stand for at least three hours. If canned raspberries are used in this recipe less sugar will be needed. Serves six.

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At the annual meeting of the Canadian Pacific Railway Company held early this month dividend of 2½ percent on common stock for quarter ending March 31 last, was declared from railway revenues and special income, payable June 30 next to shareholders of record May 29. R. S. McLaughlin, of Oshawa, president of General Motors of Canada, Limited, was elected to the board of directors.

Canada's new championship 18-hole golf course, the Royal York of Toronto, is scheduled to be opened officially May 19, when it is expected there will be a distinguished gathering of golfing notables present together with E. W. Beatty, chairman and president of the Canadian Pacific Railway, the organization responsible for the creation of the course. It has a length of 3,140; 3,370; 6,610 yards from the championship tees and a par of 35-37-72.

A bright Atlantic silver salmon, weighing 28 lbs., hooked on the Cain's River, April 28 last, by David Hayes, vice-president of the General Electric Company, Bridgeport, Conn., is regarded as the record spring run salmon ever taken by early anglers in New Brunswick. The party with Mr. Hayes landed 342 salmon, all of which, except some eaten, were returned to the water. "I never saw such good fishing," he said.

At the Calgary Bull sale held recently, the largest sale in North America at which bulls are sold singly, 531 bulls realized \$115,475 an average of \$217 each. Hereford were the sensation of the sale, 218 head bringing \$66,395, or an average of \$304.56 per bull.

"Lady Victorine", barred Plymouth Rock hen which last year laid 358 eggs in 365 days, a record in this year bidding strongly to maintain her position, having laid 100 eggs up to April 15, and keeping up her average since that date.

About 13½ million meals a year are served to travellers by the Canadian Pacific—that is to say, 37,000 meals every day or 259,000 every week. This gigantic total is made up of about 4,200,000 in dining cars and station restaurants; 4,450,000 on Atlantic or Pacific steamships; 1,350,000 on inland and coastal steamers, and 3,500,000 in the company's hotels and bungalow camps.

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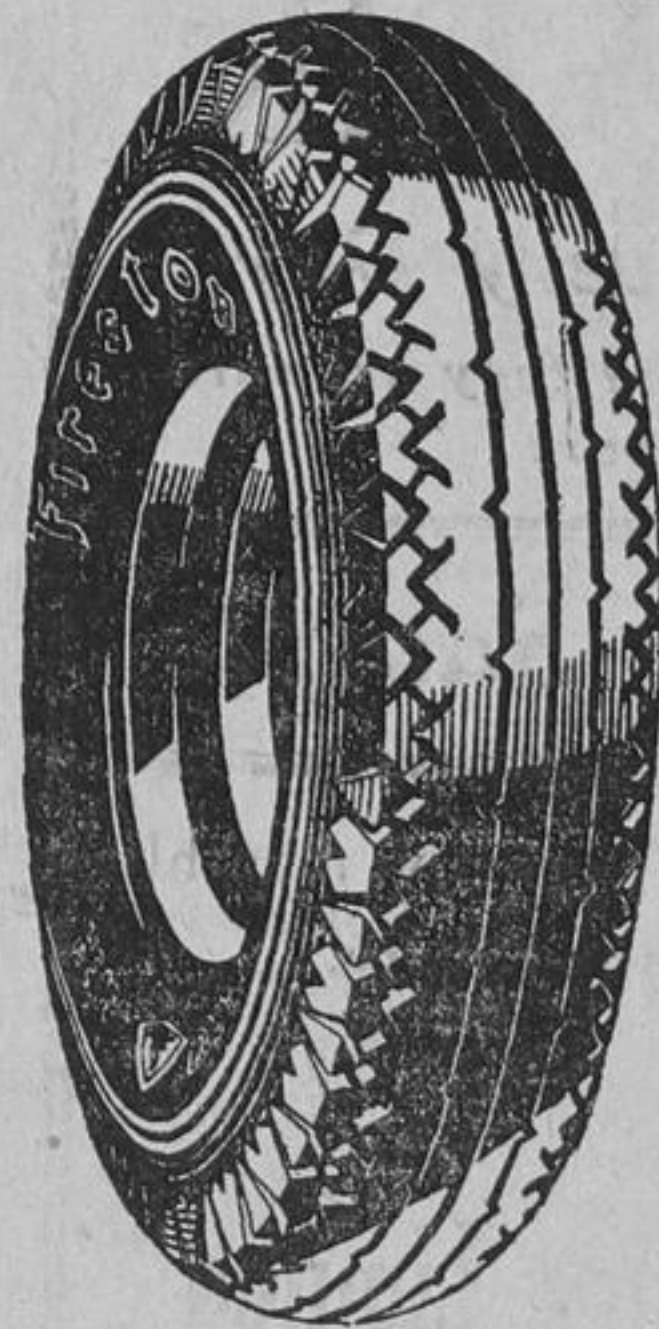
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