

**THE LIBERAL**

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THURSDAY, NOVEMBER 29th, 1934

**SHORT WEIGHTS**

The mass buying enquiry now in progress has drawn attention to the problem of short weight and a number of stores have been checked up and the offenders prosecuted. We hope the impression does not get abroad that such tactics are common. This would be a reflection on the average store-keeper of the Dominion and one that is not justified. There may be a few who systematically attempt to defraud their customers but it is assuredly not an established custom or practice. Packaged goods may be underweight at times, when wrapping or carton is included in the 16 ounces, but that is no fault of the retailers. On the other hand if it is the practice to include the tinfoil or other wrapping in the weight of tea or other packaged goods, it is easy to see how the goods would be under weight and the enormous profit that would be derived by stores with hundreds of branches.

When goods are being weighed it must be a difficult matter during rush hours to strike the exact weight. It would be expecting too much to ask any merchant to give 17 ounces to the pound when he is being paid for only 16. His business finish would not be long delayed, but customers are entitled to what they pay for, though not anything more.

The visits of scale inspectors, at unstated but frequent intervals, must act as a deterrent to planned short weighting and the penalties are too severe to warrant any merchant deliberately arranging to defraud the public by that method.

It is unbelievable that any worth-while organization that hoped to retain the confidence of the buying public, would deliberately short-weight their customers and some of the chain stores are making pronouncement about their positions. If the mass buying enquiry succeeds in making offenders live up to their obligations it will be benefitting the public to a tremendous extent.

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**HIGHWAY ACCIDENTS**

If a town the size of Richmond Hill was swept by a strange new pestilence that left none uninjured and many killed the people of the whole country would be shocked. Our people would bend every effort to bring relief and the best brains of our country would be directed towards finding means of stopping the scourge.

And yet in the month of September in Ontario there were 1,117 accidents, involving 1,681 vehicles, and resulting in the loss of 71 lives and injury to 1,681 persons. Property damage is estimated at \$135,594.00. What a needless toll of life and what needless pain suffering and sorrow is caused by carelessness.

That the Hon. T. B. McQuestion, minister of highways, is fully seized of the necessity of taking stern action to decrease this slaughter is evident from a recent interview in which he declared, "The accident record for the present year clearly indicates that stricter methods must be adopted." The minister is quoted further as saying:

"The fundamental problem is that of controlling human conduct. This control can be exercised, externally, to some extent through the removal of physical hazards, through safe design and maintenance of highways and vehicles, and perhaps to a greater degree through education and law enforcement.

"Until those drivers who refuse to exercise self-control can be isolated the better type of driver will suffer from law enforcement efforts and from public opinion.

"During the short term I have been in office more licenses have been suspended or revoked than during any previous like period, but the tragedy of these so-called accidental deaths continues.

"I have under consideration several measures designed to promote greater safety. With human lives at stake, whether such regulations interfere with individual convenience or profit, is of secondary consideration. Naturally I hesitate to advocate steps which would lead to the curtailment of the use or the enjoyment of the motor vehicle by the people of this province, but continuation of the present very unfavorable accident record will make such a step necessary."

The problem is one exceedingly difficult of solution. Whatever steps the minister of highways may take to curb this menace, no matter how drastic they may be, will be strongly supported by public opinion.

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**WHO WANTS WAR?**

The Boston Herald has the right slant on the attitude of the peoples of the world with regard to war. Under the caption of the question, "Who Wants War?" it says: "It's not the people who were in the last war. It's not the people of any land. It's chiefly the soulless manufacturers of munitions who have piled up millions for themselves over the graves of millions of their fellows. May the day come when such war material as must be manufactured shall be wholly taken out of the hands of private companies."

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**INTEREST ON FARM MORTGAGES**

Once considered the best security in the world, a farm mortgage now goes begging. No one who has money to lend is anxious for it for the simple reason that with the present day prices of farm products and high taxes, it is practically impossible for the mortgagor to pay interest on the mortgage to say nothing about reducing the principal.

It is said that of the 200,000 regular farms in Ontario that one-half of them are mortgaged. This is a condition which did not obtain fifty years ago. Why did it not obtain then, and why does it now? No one can answer this question so well as the farmers themselves.

It is now said that the Government may pass an Act which will reduce the interest on all farm loans to 5 per cent. This would greatly assist the farmers, and it leads us to wonder why the man in business, struggling along, might not be assisted too?

The interest now paid those who have money to invest, in the savings bank, or on bonds, is altogether too low, while the interest charged to any farmer or business man, when he wants to borrow money, is altogether too high.

—(Pembroke Standard-Observer).



**OH SAY, CAN YOU SEE?**

By John Edwin Price

Down in Toronto a large building of brick and steel construction is going up. On this job a mortar carrier was recently noticed lugging heavy loads of mortar up to an expert bricklayer. One of the reasons why he is a mortar-man is that he cannot picture in his mind the right development of a wall brick on brick. He is a mortar-man because he cannot SEE as well as the bricklayer.

On this same job there is a construction foreman who is quite a bit more important than the bricklayer because he can picture in his mind the proper order of development of the various parts of the construction of the building. He can see more and farther than the bricklayer. The bricklayer doesn't rise any higher in the construction world because he cannot see any better.

The mortar-man is important and necessary and the bricklayer is a better man and a more important man than the mortar-man and the construction foreman who once laid bricks is a still greater man than the bricklayer. However, there is a man higher up who does not have to strain his muscles like the mortar-man, nor wear out his fingers like the bricklayer, nor stand around and shiver like the foreman.

He is the architect, the man without whose plans none of the rest could work. The architect is a great SEEING man. He could see the shape of the foundation and the intricate steel frame work with each brace and where the windows would be and the elevators run and how many bricks it would take before there ever was a building at all. Now the architect draws bigger wages than the foreman and the foreman draws more than the bricklayer and the bricklayer more than the mortar-man. Why? In a few words, because each can see better than the man below him in the scale of workers, because the progress of the world depends on men being encouraged to see better.

If it wasn't for the fact that some men in the past could see better than others we would still be living in damp caves or rude huts. We would be riding on horse-back instead of gliding in cars or riding on the wings of the wind. Yellow fever would still take off its thousands, teeth would be extracted with mallet and chisel and major operations would be done without ether.

In order to encourage men to put forth the effort in study and other ways to see better our forefathers established a kind of society in which those who try harder may receive greater rewards. We honor any man willing to do his share of work. But we particularly delight to honor the man who overcomes the world's worst type of laziness, mental indolence, and who tries to make things better than they have been.

How far the boys and girls of this district will get in life will depend on many things. But one of the greatest of these is SEEING. Mental picture making can be developed with practice.

**Westerners Say Thanks**

The following is another of the many letters of thanks received from Western Canada for the recent shipment of provisions:—

Rev. A. H. Halbert, Newtonbrook, Ont.

Dear Friend:— My husband and I take great pleasure in thanking you from the bottom of our hearts for the lovely vegetables you sent us.

The carload of vegetables, etc., arrived at Huntoon, Sask., on Halloween night. Huntoon is a station seven miles west of here. Six men had been appointed a few days before by our minister, Rev. W. Madill, so early the next morning six wagons left for Huntoon to bring back the vegetables, etc. The car was divided into half. Then six more men were appointed to divide it up among 60 families (some 250 or more people). You have no idea how delighted everyone was. Everyone got a good supply to place in their once empty cellars.

Between drought and grass hoppers frost and high winds it has just made it impossible to grow one thing.

Carloads after carloads of feed are being shipped in to the farmers for their stock. Quite a number of carloads of cattle have been shipped up north of us for the winter. Yet, we are living in hopes, someday that times will change and we will be able to provide for ourselves. We are not down-hearted yet. This is the third year in succession. Unless we get rain or lots of snow I am afraid it is going to be a poor outlook next year again. We have had a lovely fall, with a little snow in Sept. (which is unusual here) but lots of bright sunny days. The earth is just like powder.

I might state that I (Mrs. Doyle) was born in Ontario near Uxbridge. My parents and I and a sister younger than myself came to this town 23 years ago. My father's store was the first in this town and at that time, there was not even a railroad, just grading for one and we had to draw all the groceries for the store 18 miles for it was the closest to the railroad. Of all the years since we came, this has been the worst anyone has experienced.

We are certainly thankful that the dear Lord has given us all good health and we all hope by continued prayer that He will give us prosperity again.

In closing, I may be a little previous, but we wish you a Merry Christmas and a Happy New Year.

Your friends,  
Mr. & Mrs. James Doyle.

**STEADY PROGRESS**

During the last year or more no publication has shown more remarkable strides in the matter of increased circulation than has the Family Herald and Weekly Star. This is not strange for it is evident that in times of stress people are prone to cut down on the number and variety of magazines and papers coming into their home and they find in the Family Herald and Weekly Star a paper which, at \$1.00 per year, gives them every variety of reading, for old and young, all combined in this one publication. Every issue overflows with practical farming ideas, up-to-the-minute articles, short stories together with a weekly newspaper section which rounds out a feast of reading without compare. Truly it has been well said that the Family Herald and Weekly Star is the best for the least.

**CAPITOL THEATRE**

RESEARCH MEN UNEARTH AGED "BONESHAKER"  
Odd 19th Century Bicycle Ridden by Frederic March in New Film

Romance rode on wooden wheels when the poet Robert Browning computed from his London home to that of Elizabeth Barrett's, almost a century ago.

Metro-Goldwyn-Mayer's research department, doing background work for "The Barretts of Wimpole Street" discovered that Browning rode one of the first bicycles on the streets of London.

And so it came about that Frederic March, as Browning, straddled an ancient "Boneshaker" when he hurried to visit Norma Shearer, who plays Elizabeth in the new film.

Sometimes called a "Hobby Horse" or "Dandy Horse" (because the Prince Regent later rode one), the velocipede was invented by a Parisian in 1816. It consisted of two wooden wheels held together by a flat board, with an iron device for steering. The rider straddled the board and propelled himself by pushing in long strides.

"Cranking pedals" were not invented until 1840, when the Scotman who conceived them was arrested for "furious driving." Years passed before this improved type became popular, which accounts for the fact that Browning, although he wooed Elizabeth in 1845, used the "Boneshaker" for locomotion.

"The Barretts of Wimpole Street" opens at the Capitol Theatre.

**Ravages of War Told in Figures**

The official figure for service men killed in battle and those dying from war causes is 59,544. It is shown that even yet, 16 years after, there are 2,140 Canadian soldiers in hospital.

The statement follows:

1. In Canada prior to war there were 2,410,649 males between 18 and 45 years of age.
2. Total number who enlisted in C.E.F.—619,636.
3. Total number who served outside Canada—424,589.
4. Number of battle casualties—51,748.
5. Deaths from diseases—6,767.
6. Other deaths—1,029.
7. Decorations earned by Canadians—V.C., 62; M.C., 2,885; R.R.C., 339; D.C.M., 1,945; M.M., 12,041; Mentioned in dispatches, 5,474; M.S.M., 1,354.
8. Buried in France and Belgium—37,911.
9. Buried in England—3,500.
10. Buried in Canada—15,264.
11. On the Menin Gate Memorial, there are inscribed the names of 7,000 Canadians who became casualties in Belgium, but whose resting place is unknown. Vimy Memorial shows 11,300 lost in France, and no resting place known.
12. Enlistments—64 per cent. had no previous military service; 51 per cent. were born in Canada; 25.2 per cent. of males enlisted.
13. Number at present drawing pensions. Disability cases, 77,855, and dependents—18,236. Total—96,091.
14. Number in hospital at present—2,410.
15. Number of deaths since 1918—8,169.
16. Fighting forces of the empire 1914-18—9,296,691. Died—1,166,468.
17. Royal Navy, pre-war—147,667; during war—407,316; deaths—3,365.
18. Royal Air Forces, pre-war—1,900; during war—293,522; deaths—4,080.
19. British Army, pre-war—733,514; during war—7,712; deaths—916,374; N.B.—112,369 non-combatants sacrificed their lives on land and sea during the war.
20. British forces fought not only in France, Belgium, Italy, Russia, Siberia and the Balkans, but in Kia-chow, New Guinea, Samoa, Mesopotamia, Egypt, S. W. Africa, Aden, Persia and Afghanistan.

DANCE HERE DECEMBER 6th  
A concert and barn dance under the auspices of the local veterans organization will be held in the Masonic Hall, Richmond Hill, Thursday evening, December 6th. The BARN-

**TAXES**

The Third instalment of the current year's taxes is due

NOVEMBER 15th

Discount of 5 per centum is allowed when payment is made to the Village Treasurer at his office on or before

DECEMBER 1st

A. J. HUME, Treasurer  
Richmond Hill, November 14th, 1934

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