

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

Covering Canada's Best Suburban District

Advertising Rates on Application.

TELEPHONE 9.

THURSDAY, APRIL 2nd, 1936

SLOT MACHINES

There has been general approval of the action of the municipal council in urging the authorities to rid the town of slot machines, and the prompt removal of the machines has been the subject of much favorable comment. Slot machines found their way to Canada from across the line and developed into a big business paying handsome profits to owners. The local operators got a percentage of the winnings but a great bulk of the money paid into the machines found its way into the pockets of those who controlled the business.

This town is better off to be rid of the slot machines and so is any other town or community. One wonders if people who are given to playing slot machines have even a remote idea how heavily the odds are against them. A well known magazine writer figured out there are only sixty-three times out of one thousand that the machine returns more than is put in. The other 937 times you lose your money. If you played \$50.00 at 5 cents a time you would receive an average of \$12.15, while you would lose \$37.65, which goes to the various persons sharing in the profits. In other words you lose 14 out of 15 times. A little thought on the subject should convince anyone that the firms who make and operate the machines do not make them except to make money for themselves. In all parts of the country there is a growing demand for a clean-up of the whole slot machine business and the sooner it is done the better for everybody.

BAKER BILL REDUCES TAX EXEMPTION ON PRIVATE SCHOOLS

Private schools occupying over 20 acres of land will be called upon in the future to pay substantially increased taxes according to a bill introduced in the Ontario Legislature by Morgan Baker, North York's representative in the Ontario Assembly.

In introducing the bill Mr. Baker pointed out that there is a growing tendency for these private schools to acquire larger acreages which as soon as purchased become tax free. This at once means a decrease in revenue for the municipality which in turn means an increased tax burden for the farmers and others who make up that municipality. A survey of the situation reveals that there are appreciable quantities of land in many municipalities now paying no taxes. The measure introduced by Mr. Baker places a limit of 20 acres upon the amount of land on which private schools may claim exemption.

Speaking in support of his bill Mr. Baker said "There are hundreds of acres of our best land now exempt from taxes. Our farmers and citizens generally are struggling to make ends meet and they are called upon to pay their own taxes and the taxes on the ground used by the sons of the wealthy who are able to attend these private schools."

The unfairness of the situation so clearly pointed out by Mr. Baker is one that has been troubling municipal officials for some time and the Baker Bill should be welcomed by those charged with administering municipal business and by those who bear the tax burden.

ADVANTAGES OF THE HORSE

Some doubt is thrown upon the alleged advantages of scientific progress by recent comments in the press concerning the horse and the motor car and there would appear to be some basis to the arguments advanced.

For instance, we have the Niagara Falls Review remarking: "One thing in favor of the old-fashioned run-away horse was that a fellow had a few minutes to think of his past record before the crash came." That certainly seems to offer one sound argument in favor of the earlier methods.

Then the Kitchener Record comments thus: "The driver used to wrap the lines around the whip and go to sleep for a few minutes. Now a driver wraps his car around a telephone pole and goes to sleep permanently." No real evidence of an advance there.

Still another point is brought up by the Winston-Salem Journal which says: "One thing about the horse. Nobody had to get behind him and push on extremely cold mornings."

Last of all there is the comment made by an Orillia resident about to take a girl out for a ride in the days when motor cars were less common than they now are: "Me for a horse and buggy. No car for me. You can trust a horse a bit."

Perhaps progress is an illusion after all.

Last year a Social Credit government was swept into power in Alberta and in the federal elections a large number of Social Credit candidates were elected from that province. During the campaign Mr. Aberhart stated that there was not the slightest doubt as to the feasibility of the Social Credit plan for Alberta and the people took him at his word and gave him a tremendous majority. Now what? Last week Mr. Aberhart passed a bill in the legislature to appoint a Royal Commission to investigate as to the feasibility of a plan of Social Credit in Alberta.

Richmond Hill's annual Spring Fair is less than two months away. This is an event worthy of the support of the citizens of this district and we trust as in past years the officers and directors will have the whole-hearted support of the people in their efforts to make the fair bigger and better.

This is the time of year when a great deal of damage is done to the township roads. Heavy traffic on gravel roads when the frost is coming out can do inestimable damage. Sane use of roads now will pay rich dividends to the taxpayers.

Have you noticed that fewer and fewer robins, wrens, woodpeckers etc. come back to us each spring but that more and more starlings darken the skies each fall? How are we to cope with the pest of starlings? Last year the Women's Institute gave a prize to encourage the destroying of these birds. The suggestion has been made that there should be a bounty for nests of starling eggs.

Whatever we may think of this man Hitler, he certainly knows how to win elections.

This is the time of year when many householders could give the odd day's work to some unemployed man. There are many jobs to be done around the average home at this season and there are many men whose face will brighten up at the possibility of a day's work.

Hanover is said to be suffering from a peculiar epidemic and one that puts measles, mumps, and smallpox into the shade. It is nothing less than an outbreak of skunks, and the period of quarantine varies from one week to six months. In one instance, one of these pests found its way into a dwelling house, and now none of its occupants is on speaking terms with the others, or indeed, with any person in the town, except by telephone.

John Drury, who teaches in the school at Belfountain, is somewhat of an institution in that pretty Caledon village. He is teaching for his 33rd year in the section and the trustees who engaged him this year were among the pupils when John started teaching the three R's in the school. Mr. Drury has seen many changes in the educational system, but the fact that he has never had a pupil fail at the entrance examinations is proof that he has kept pace with the march of progress.

Centennial Celebration of Canada's First Railway

On July 21 of this year there will be celebrated a centennial event of great significance, the opening of Canada's first steam railway. Comprising fourteen and a half miles of line south of the St. Lawrence River, almost opposite Montreal, the Champlain and St. Lawrence railroad was built from Laprairie to St. Johns, Que., to supersede the stage route between these two points. It was the first link in the chain of railways that developed into the Canadian National System.

Freight and passenger service south of St. Johns were then operated by boat down the Richelieu River to points on Lake Champlain, and thence down the Hudson River to New York. It is interesting to note in regard to transportation that even in those early days a great deal of it was international in character, there being much traffic, both passenger and freight, from Montreal by ferry across the St. Lawrence River to Laprairie, then by overland transit to St. Johns, and thence by water to points across the international border. Three ferries were operated across the St. Lawrence River in that early period; between Montreal and St. Lambert; between Montreal and Longueuil; between Lachine and Caughnawaga. In winter all transport was by sleigh over the ice.

This pioneer railway of 1836 soon provided the impetus for further rail construction in several directions. After a few years of operation, it was decided to lengthen the line and rails were extended in 1851 north to St. Lambert (directly across the river from Montreal) in one direction, and south to Rouses Point on Lake Champlain in the other. In 1847 a line known as the St. Lawrence and Atlantic was built from Longueuil, on the south shore of the St. Lawrence River nearly opposite Montreal, eastward to St. Hyacinthe and by 1851 it reached Richmond, then on to Sherbrooke, Que., in 1852, and by the following year it was extended to Island Pond, Vermont. Here it connected with the Atlantic and St. Lawrence Railroad built between Island Pond and Portland, Maine, completed in 1853, this line connecting with the Boston and Maine Railroad. By 1847 the Montreal and Lachine line also was completed and the extension from Caughnawaga, opposite Lachine, to Moores Junction, N.Y. was opened in 1852, known as the Lake St. Louis and Province Line Railroad. This line, by using a railroad ferry across the St. Lawrence River, made a connection between Montreal and the United States railroads to the south. This enlarged line, later known as the Montreal and New York Railroad, was absorbed by the pioneer Champlain and St. Lawrence, or rather by the Montreal and Champlain, as it was later known.

The Grand Trunk Railway Company of Canada came on the scene by incorporation in 1852, the original aim of this company being to form a railway connection between the ports of Quebec, Montreal and the Great Lakes. Lines were constructed from these important points in Quebec westward through the province of Ontario to Sarnia at the international border, with branches, built and acquired, afterward radiating in all directions. By 1873 the Grand Trunk had absorbed all the railway lines included in the earlier period of railway building centering around Montreal and points to the south and east, including the first railway and adjacent lines. The Grand Trunk Railway was, in turn, absorbed on January 30, 1923, by the Canadian National Railways, which thereby inherited these pioneer

lines. It is worthy of note that part of the original line of the Champlain and St. Lawrence Railroad, the progenitor of the Canadian National System, still exists as a right-of-way, forming a tiny part of the 24,000 miles of line now used by the Canadian National Railways.

From the acorn grows the oak, a mighty tree which spreads its branches in all directions. From the puny efforts of Canada's first venture in railroad building has grown a mighty transportation system, spreading its lines across the Dominion to all important centres and beyond to vast colonization areas. When the first railway was laid down in Canada in 1836 the vision of neither statesmen nor railway builders had envisaged the linking of the two oceans.

The figures 1836-1936 are simply dates but what a wealth of significance they contain historically in the development of Canada in its many aspects, but especially in the advance of transportation facilities, without which that development would have been impossible. A review of this period, with its dramatic moves on the chess-board of railway building, reveals the fact that one hundred years have marched by since the inaugural run of the Champlain and St. Lawrence Railroad on July 21, 1836, from Laprairie to St. Johns, Que. For this occasion and later use,

the tiny "Dorchester" locomotive, built by Stephenson of Liverpool, England, was brought across the Atlantic, hauling the carriage-like coaches on the first section of the train which conveyed many of the three hundred passengers who attended the momentous event of the opening ceremony.

A FAVORITE TESTED RECIPE

Current Loaf
2 eggs, well beaten, 1 cup Granulated sugar, 2 tablespoons melted butter, 2 cups pastry flour, 2 teaspoons baking powder, ¼ teaspoon salt, 1 teaspoon grated lemon rind, 1½ cups currants, ¼ cup milk. Add sugar to eggs, then butter, add sifted dry ingredients, lemon rind and currants alternately with the milk. Bake in buttered pan 4x8" in moderate oven for 45 min.

VERSE FOR THE KIDDIES

Pussy Wakened
Pussy Willow wakened
From her winter nap,
For the frolic spring breezes
On her door would tap.
"It is chilly weather
Though the sun feels good;
I will wrap up warmly
Wear my furry hood."
Never guest was quainter
Pussy came to town,
In a hood of silver grey
And a coat of brown.
Happy little children
Cried with laugh and shout
"Spring is coming, coming
Pussy Willow's out."

K. L. Brown.

The marriage took place at St. Alban's Church, Nobleton, on March 7th of Kathleen Rose and William Yeaman, Rev. F. V. Abbott officiating.

Springtime Lubrication
Drive in and let us check your car for proper Oil, Grease, Transmission and Differential, Radiator and Battery
Time to re-Tire
Goodrich Tires and Tubes
Willard Batteries and Service
Accessories and Repairs of all Kinds
CITIES SERVICE GARAGE
Phone 12 Richmond Hill

ROSE & HERMAN
HARRY R. ROSE LOUIS HERMAN
40 Yonge St., Richmond Hill Telephone 133
BARRISTERS-AT-LAW
Office Hours—Every Monday and Thursday Afternoon
and by appointment
Toronto Office: 100 Adelaide Street West
Telephone ELgin 9263-4

TAKE ADVANTAGE OF THIS BARGAIN OFFER AND BANK THE DIFFERENCE

Here is a real offer that will save you money... Give yourself and your family lasting enjoyment and entertainment the whole year through... This is all you have to do.

Select any 3 of these famous Magazines Together with your local Newspaper

and you will receive the whole 4 publications for one year from the date we receive the coupon. Here is the amazing combination low price.

\$3.00

Our Guarantee to You!
This wonderful offer is available to old and new subscribers to this newspaper. We guarantee the fulfillment of all magazine subscriptions and you have positive assurance that this generous offer is exactly as represented. Renewals will be extended for full term shown.

Current Thought... 1 yr.
 Pictorial Review... 1 yr.
 Canadian Magazine 1 yr.
 National Home Monthly... 1 yr.
 Canadian Horticulture & Home Magazine 1 yr.

MAIL COUPON TODAY →

Please clip list of Magazines after checking 3 Publications desired. Fill out coupon carefully.
Gentlemen: I enclose \$..... Please send me the three magazines checked with a year's subscription to your newspaper.
NAME
STREET OR R. F. D.
TOWN AND PROVINCE

Subscriptions taken at The Liberal