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NEWS AND INFORMATION FOR THE BUSY FARMER

Poultry entries for 1938 in Record of Performance (R.O.P.) closed November 30. Three hundred and fifteen breeders entered a total of 38,887 birds, an increase of 35 breeders and 6,337 birds on the entries of 1937. The greatest increases are in Quebec, Ontario and the Prairie Provinces. These increases are considered to be due largely to two factors:

Firstly, to the increased demand for graded chicks probably due to Departmental advertising, and, secondly, to the activity of the various Provincial Departments of Agriculture in arranging to have the Provincially approved flocks headed by Record of Performance (R.O.P.) males. At present there are three provinces whose flocks are 100 per cent headed by Record of Performance (R.O.P.) males, and at least two other provinces are rapidly nearing the same achievement. As those flocks supply the hatcheries in these provinces with hatchery eggs, the far-reaching results of this movement can readily be seen. Indications are that Record of Performance (R.O.P.) and the National

Breeding Program in general have made more headway in 1938 than in any year to date.

Canada Best Customer

Although British Guiana, with an area of 90,000 square miles is situated on the South American continent, it is usually associated commercially with the eastern group of the British West Indies. Canada was British Guiana's best customer in 1937, owing to heavy purchases of sugar and bauxite, a mineral clay used in the manufacture of aluminum. At the same time, exports from Canada to British Guiana in 1937 showed the largest gain in recent years, reaching a total of \$1,655,604, as compared with \$1,314,055 in 1936, an increase of \$341,549. Food-stuffs, oats, apples, potatoes, flour, cheese, pickled pork and beef, unmanufactured tobacco, vegetables, fodder, bran, feeding grains and canned fruits were among the Canadian exports of agricultural origin.

Wheat For Palestine

One thousand tons of Canadian wheat (Manitoba) and 500 tons (am-

ber durum) are now on their way to Palestine for a miller in Tel-Aviv. In 1937 Canada exported 442 tons of wheat to Palestine. Imports of Canadian wheat into the Holy Land have varied from 227 tons in 1936 to 71 tons in 1937, and 102 tons in the seven months of 1938 ended July 31. Imports of wheat and flour into Palestine are governed by quotas which are fixed every quarter year, the quotas applying to quantities and not to individual countries.

A total of 2,270,174 bushels of the 1937 crop of Canadian certified seed potatoes were sold in foreign countries. The amount sold in Canada was 239,089 bushels.

Canadian Red Clover

All red clover seed imported into Canada is required to be coloured to indicate its origin of production— from Britain, one per cent yellow; Northern United States, one per cent navy blue; Northern European countries, one per cent green; and all other countries of origin 10 per cent red. This action has been taken in the interest of Canadian producers of red clover, as Canadian grown seed is usually hardier, and therefore more suitable under Canadian climatic conditions.

The seeds normally imported in volume into the United States from Canada are alfalfa, red clover, alsike and sweet clover. Other Canadian seeds of some importance, with a more or less steady outlet, are western rye, Canadian rye, brome, and crested wheat grasses.

The most successful growers of potatoes in many other countries outside Canada show their appreciation of the value of good seed by paying the additional freight and tariff charges to secure Canadian Certified Seed Potatoes, in spite of plentiful local supplies.

Over 1,000,000 bushels of Canadian certified seed potatoes from the 1938 crop were exported before December 1, 1938.

Total sales during the fertilizer year ended June 30, 1938, are estimated to amount to 361,657 tons of fertilizer materials and 256,987 tons of mixed fertilizers.

Over 1,000,000 bushels of the 1937 crop of Canadian certified seed potatoes were shipped to destinations 6,000 miles away.

Improvement In Finances of the Ont. Municipalities

It is hardly a case of "rags to riches" but the picture of municipal financing in Ontario has undergone a marked change since those dark days of a few years ago when municipalities of this Province were in default to the tune of \$101,000,000.

Today many of those municipalities which were then unable to meet their contractual obligations are able to sell bonds bearing interest at 4% and 4½% with a slight premium, in the open market. This proves that the whole basis of municipal credit has been improved to a point where these municipalities are financing on more favourable terms and in much easier fashion than in the past.

This altered picture is due chiefly to the work of a small group of municipal experts of the Department of Municipal Affairs, a branch of the Ontario Government which came into being only four years ago. When the Department was organized it found that thirty-five municipalities were in dire financial straits, and the affairs of many of them were subject to what was then known as Committees of Supervisors. Their own financial structures had collapsed and besides failing to meet debenture payments, some of them were even unable to care for the needs of their own people and render necessary civic services.

Thus was born the Department of Municipal Affairs.

Each of these 35 municipalities was placed in the hands of a Department official — a supervisor — who worked with the elected and statutory officials to solve the problem. Under the supervision plan, each municipality's budget and tax rate had to be approved by the Department of Municipal Affairs, while the Department acted at the same time as a mediator between the defaulted municipality and the bondholders. Thus, with the support of the Government of this Province, it was possible to literally haul these municipalities up by their own bootstraps.

Today more than 65 millions of the original 101 millions have been refunded. Municipal credit has been restored to many Ontario municipalities whose borrowing capacity had been in jeopardy. And the Department of Municipal Affairs finds itself in the somewhat strange position of having a group of solvent municipalities demanding that they be kept under surveillance.

"It is evident," says Hon. Eric Cross, Minister of Municipal Affairs, "that these municipalities appreciate the service the Department has rendered. If this is a true indication of the feeling prevailing throughout Ontario—and there is no reason to doubt that it is—the trend and desire of taxpayers seems to be toward the Government exercising more supervision over municipal taxation and borrowing. It had been our intention to remove from supervision those municipalities which had been taken out of default with re-financing plans, but in view of the strong protests of these same municipalities, and other interests, we have decided to continue the present responsibility of supervision as far as they are concerned."

During the past year, Mr. Cross added, his Department's hope that many municipalities in default would regain their solvencies, has been realized. The general improvement in Ontario's municipal picture is evidenced, he said, by a decline in the total municipal debt of the Province from \$494,433,956 in 1933, to \$430,000,000 in 1937.

The Proposed Increase of 33 1/3% in GASOLINE TAXATION

IT IS proposed by the Government of the Province of Ontario to increase the tax on gasoline from six cents to eight cents per gallon. This increase, if made effective, means that the average motorist, driving 10,000 miles in a year and getting 18 miles to the gallon out of his car will pay over \$10 additional to the gasoline tax of \$33.33 which he is now paying. Figure it out for yourself. From six cents to eight cents a gallon means this:

	Taxes Now (excluding license)	Proposed Taxes After Apr. 1, 1939	Proposed Increase 33 1/3%	Gas Tax per Week per Car
10,000 miles* per year.....	\$33.33	\$44.44	\$11.11	\$.85
15,000 miles* per year.....	49.98	66.66	16.66	1.28
20,000 miles* per year.....	66.66	88.88	22.22	1.70

* (18 miles per gallon)

The average car owner is not a rich man. He does not drive a new car. Out of 582,212 passenger car registrations in Ontario in 1938 but 48,561 were new cars. Yet the automobile owner is the most heavily taxed man in the community. In 1936 he was already contributing 30% of the provincial revenue. Here are the figures for 1936 and 1937, the latest official figures from the Government.

	1936	1937	1938
The Provincial Revenue was.....	\$90,321,896	\$99,838,595	
The Provincial Taxation on gasoline....	†16,049,857	17,644,164	*\$18,318,171

* This figure is based upon the percentage increase in gasoline consumption, which percentage figure was obtained from government sources.

† Coupled with license fees in 1936, this TAX represents 30% of the Provincial Revenue.

Since the motorist already bears 30% of the taxation burden of the Province, it is manifestly unfair to increase the burden.

Provincial Revenue from the taxation of Motor Vehicles, Ontario, 1936:

Paid by the public in Gasoline Taxation.....	\$16,049,857
Paid by the public in Licenses, etc.....	11,144,956
	<u>\$27,194,813</u>
Spent by the Government in Highway Construction and Maintenance:	
(All Provincial Expenditures).....	\$ 9,419,509
Interest and Sinking Fund.....	13,630,543
	<u>\$23,050,052</u>
Diverted.....	\$ 4,144,761

In 1936 money collected for highway maintenance was being diverted from this purpose to the extent of \$4,000,000.

There is not available from official Government sources Expenditure on Roads, Interest and Sinking Fund charges, etc. subsequent to 1936.

It is now proposed to secure an additional \$6,000,000 from the motorists of the Province through an increase in the gasoline tax from six to eight cents per gallon. While the motorist, as a citizen, has been willing to assist the Government in problems of administration, a limit must be set to the burden imposed upon him.

If you, as a car owner, are content to assume the added burden represented by a 2-cent increase in the gasoline tax, there is nothing you need do. Your silence will be interpreted as consent.

If you are not content, and wish to place yourself on record to that effect in the only quarter where your objection will carry weight, call at your regular service station, whether it be a B-A station or any other, and ask for a card which has been distributed for your convenience.

Just sign it, fill in your address, and leave it with the station attendant.

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