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THURSDAY, SEPTEMBER 3rd, 1942.

**COUNTY COUNCIL WHITEWASH FOR TORONTO AND YORK ROADS COMMISSION FAILS TO STICK**

The York County Council variety of whitewash is slipping. It's losing its "stick". The coat administered by the special committee appointed to investigate the affairs of the Toronto and York Roads Commission has failed to "stick" and the City of Toronto on its own started an investigation the results of which promise to cause some fur to fly and which may mean the end of the Commission. Controller R. H. Saunders of Toronto has demanded the immediate resignation of members of the Toronto and York Roads Commission, and the suggestion has been made that the Commission be abolished.

The revelations by Controller Saunders are in themselves amazing, but most amazing of all to York County taxpayers must be that a special committee of York County investigated the affairs of the commission and apparently were satisfied to apply a coat of white-wash and do nothing about it. The state of affairs as revealed by Controller R. H. Saunders is startling and the fact that they were condoned by York County Councillors is even more startling. If this is a sample of the service rendered by York County Council we suggest that the indemnities paid members might better be given to the Red Cross, the British War Victims' Fund or invested in War Savings Stamps.

We hope the City of Toronto will do what York County Council failed to do, insist on a thorough clean-up of the Toronto and York Roads Commission, and judging from reports so far it looks like a job that calls for a house-cleaning from top to bottom.

In an editorial "Resignations are Due From Roads Commission" the Evening Telegram says:

"Controller Robert H. Saunders has disclosed a state of affairs in the Toronto and York Roads Commission which justifies him in demanding that the members resign forthwith. This Commission, which was established by statute twenty-five years ago to build and maintain roads adjacent to Toronto is now composed of E. G. Farr and J. Ray Price, representing York County; John B. Laidlaw and Robert R. Leslie, representing the city, with C. F. Mavety chosen by the other four. County and city each contribute one-quarter to the maintenance of suburban roads and the province puts up 50 per cent, hence the joint management arrangement.

"Following his examination of the books of the Commission, Controller Saunders reports that he found that Chairman E. G. Farr's automobile firm had done considerable business with it. He also states that the Commission paid very large repair bills on its trucks and later sold the vehicles at a fraction of the cost of the repairs and he has found that large amounts have been paid in travelling expenses of the members without the details being supplied. The Controller also states that the Commission has failed to supply a committee established by the Board of Control with details of all business done by it with persons, firms and corporations during the period in which the present commissioners have been members of this body. These details should be supplied. Certainly the city's representatives on the Commission, Messrs. Laidlaw and Leslie cannot adopt the attitude that they will sit tight and say nothing.

"The statements which Controller Saunders has made about the business of the Commission are too grave for further silence. He says the minutes of the Commission will show that Chairman Farr, President of J. T. Farr and Sons Limited, was present at a meeting and voted for the purchase of trucks from his company and for the sale to his company of two old trucks. Members of the Toronto and York Roads Commission are not subject to the statutory provision which disqualifies members of municipal councils who vote on matters in which they have a personal interest, but City Solicitor Colquhoun has made this statement to Controller Saunders with respect to the position of members of the Toronto and York Roads Commission:—

"The members of the Commission, in my opinion, occupy a fiduciary position, administering public funds, and are subject to the principle of law that a trustee must not have a personal interest in conflict with his duty as such trustee. Controller Saunders' brief states that Mr. E. G. Farr, President of J. T. Farr and Sons Limited, was present and voted for the purchase of trucks from his company and for the sale to his company of two old trucks. This, in my opinion, is enough to vitiate these transactions if they were attacked, and any personal profit shown to have accrued to Mr. Farr for same might be ordered repaid to the Commission."

Investigations made by Controller Saunders lead him to believe that the cost of repairing the Commission's trucks was much higher than the average on trucks of the Toronto Street Cleaning Department. He reports that repairs amounting to \$429.67 were made on one truck in 1940 and 1941 and this year it was sold for \$75. Repairs in 1940, 1941 and 1942 totalling \$687.02 were made to a second truck which was sold for \$75 this year. In the last three years repairs amounting to \$758.56 were made to a third truck which was sold this year for \$100. The Controller states that there are other similar cases.

"He further criticizes the Commission for purchasing new trucks without following the customary practice of asking for tenders on new vehicles on the basis of a turn-in allowance for the old ones.

"Controller Saunders states that a delegation from the Commission spent \$1,050 attending a convention in Quebec and \$750 attending another convention at Niagara Falls, but no itemized expense account was turned in. He rightly inquires if all five commissioners went to each convention and how these very considerable sums were spent. The bare vouchers for these amounts were certified correct by a Commission official who was himself the creditor for the amount.

"These are practices which call for an explanation. As yet none has been given. It should not be delayed."

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**Facts About Britain at War**

Everything in Britain is mobilized for the winning of the war. Two out of every three persons between the ages of 14 and 65 are working full-time in the Armed Forces, Civilian Defense or War Industry. This is equivalent to a mobilization of 60,000,000 people in the U.S.A. The production of luxuries has ceased. Civilian necessities are severely curtailed.

In Britain today, every fit man between 18½ and 41 has already been drafted into the Forces, unless irreplaceable in an essential job. The age limit has now been raised to 51.

7,000,000 women of Britain between 19 and 41 have already been registered and are being directed into war work. Unmarried women between 20 and 30 can be drafted into the uniformed forces.

5,500,000 women are already working in industry and the number is mounting rapidly. Millions more, mainly housewives, are working part-time.

Even boys and girls are helping in Britain. Seven out of every ten between the ages of 14 and 17 are doing war work.

One home out of every five has been destroyed or damaged by air-raids over Britain. Over 44,000 civilians have been killed and over 50,000 injured. 1,000 were killed in April of this year.

Workers and employers have sacrificed peace time rights to ensure maximum production. 8,000,000 workers in essential industry cannot quit their jobs or be dismissed, except by permission of the Government.

Working time lost in labor disputes in Britain is less than one hour per worker per year.

Because of the need to conserve shipping for vital military supplies, the people of Britain have willingly accepted severe rationing of almost all foods. No one can buy more than 2 ounces of butter, or more than 2 ounces of tea a week. Many fruits are completely unobtainable.

Britain is mobilizing its fields as well as its factories. The home production of food has almost doubled since the outbreak of war. 6,000,000 more acres are under the plough than before the war. Britain is now the most highly mechanized farming country in Europe.

Clothing rationing has released 300,000 tons of shipping a year and some 750,000 workers for transfer from clothing industries to service in the Forces or War Industry.

Every fit man and woman is trained to play some part during air-raids, or in the event of an invasion. About 1,500,000 men and women are engaged in Civilian Defense work, and over 4,500,000 in the Fire Guard. About 2,000,000 men are enrolled in the Home Guard, receiving intensive military training in their spare time.

The British people have gone in for war savings in a big way. Over \$15,000,000,000 has already been raised — an average of \$320 per head. In 1941, National Savings covered more than a third of Government expenditure.

For every dollar spent on defense in 1938-39, Britain is spending over \$16 in 1942. In June 1942 Britain was spending \$48,000,000 a day on the war, and had spent a total of \$34,400,000,000 since September 1939. 60% of the National Income is spent on the war.

In 1939, 1,000,000 weekly wage earners in Britain paid Income Tax amounting to \$10,000,000. By 1941, the number had risen to 5,500,000 workers, paying Income Tax of \$500,000,000.

In the huge raid on Cologne on May 30, 1942, the bombers employed, which numbered over 1,000, were all British made.

The production of British planes has doubled in the last year. 87 per cent of the R.A.F. planes operating from home bases, and 75 per cent at bases abroad are British made.

Britain is now producing twice as many tanks as in August 1941, three times as many as in February 1941, and five times as many as in August 1940.

The latest British bombers, the Stirling, Halifax and Lancaster, carry heavier loads of bombs than any other bombers in service in the world. The Stirling can carry 8 tons of bombs — much more than even the bomb load of the huge American Boeing Flying Fortress.

Britain produces today an imposing list of fighters which have proved successful in every theater of war. The Spitfire, Hurricane and Bristol Beaufighter are without equal in their combination of speed and firing power.

Shipping in Britain's life-line: 1941 launchings totalled 1,250,000 tons. Naval tonnage produced in the last quarter of 1941 was four times as great as that produced in the last quarter before the war; merchant tonnage, twice as great.

To foil enemy bombers, Britain has dispersed her huge production all over the country. Parts for tanks are made in 6,000 small shops and then assembled. Underground quarries have been converted into factories.

In 1941, Britain sent to battlefields abroad 9,781 planes (over four times the number she imported), and 3,000 tanks (15 times the number imported).

The British have collected enormous quantities of metal scrap, including 200,000 tons of railings and gates, equal in weight to 12,250 medium tanks. House to house collections, buildings destroyed by air raids and other sources have yielded in all 1,000,000 tons of metal scrap—enough to build 1,000 destroyers.

Scientific research in Britain has given the Allies many powerful weapons of war. British scientists developed and perfected "radiolocation" a revolutionary discovery in the detection of approaching aircraft.

**Did You Ever Wonder**

Where Eider Down is Obtained? Eider down, the matchless material for coverlets and comforters because of its unequalled warmth, softness, and elasticity, is obtained from live eider ducks. Down obtained from ducks that have been killed is known as "dead" down, and is of very inferior quality, lacking in softness and elasticity.

As regards how the down is obtained from live fowls, perhaps I should hasten to add that it is the female eider duck herself (not the eider down gatherer) who does the plucking.

The eider duck (species Somateria mollissima, from two Greek words meaning "body wool" and a Latin word meaning "very soft") is found chiefly in Arctic coastal regions.

The plumage of the adult male is white above and black below, with a patch of brilliant sea-green on its head. The female is dressed more sedately in dark reddish-brown, barred with brownish black. She usually nests in a hollow among large stones along the coast, making the nest from dry grass, seaweed, etc.

The female duck plucks down from her own breast to line the nest and to form a soft warm blanket covering for her quota of five or six eggs. The down gatherers remove both the eggs and the down, whereupon the industrious eider repeats the process, continuing to supply new down and eggs time after time until the end of the season.

The down gatherers are careful not to remove the last nestful of eggs and down, leaving the nest undisturbed so that a family of baby eiders can hatch to become, in turn, sources of the valuable down.

Incidentally, the story that the drake plucks down from his own breast to cover the eggs in the event the supply of the female is exhausted has been branded pure fable.

None but authorized persons are allowed to gather eggs and down in an eider duck nesting colony or "eider-fold," and these ducks have so long been protected from hunters that they have largely lost their fear of man, and often will remain quietly on their nests, offering no more than a slight peck when touched.

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Some people feel so good when they can succeed in making you feel bad.

**TEN THINGS I WISH I HAD KNOWN BEFORE I WAS 21**

1. What I was going to do for a living — exactly what my life-work would be.
  2. That my health after 30 depended in a large degree on what I put in my stomach before I was 21.
  3. How to take care of money.
  4. The commercial asset of being neatly and sensibly dressed.
  5. That habits are mighty hard to change after you're 21.
  6. That worth-while things require time, patience and work.
  7. That the world would give me just what I deserved.
  8. That a thorough education not only pays better wages than hard labor, but it brings the best of everything else.
  9. The value of absolute truthfulness in everything.
  10. That my parents weren't old fogies after all.
- Kansas University Witan.

Ho, hum! It's more popular to borrow than it is to give.

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