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THURSDAY, MARCH 11th, 1943.

**GIVE GENEROUSLY TO THE RED CROSS**

"It's just one appeal after another", someone was heard to remark this week as we talked about the Red Cross drive. Yes that's right, and that's what it will be until long after Victory is won.

Over on the fighting front it's just the same. Boys who were on an air raid over Germany last night, are asked to go out on another the next night. Boys who fight off German tanks in Africa this morning will have to do the same thing this afternoon. They never falter in their duty, and the much more fortunate ones on the home front must not falter or fall down in the fulfilment of every obligation.

Giving in support of the Red Cross is a duty and an obligation of every citizen. The work of this organization is well known to every Canadian and is worthy of the sacrifice of everyone. This is something we can do in assisting the men in uniform who are fighting and giving their lives to maintain the security of this and all countries of the world.

Loosen the purse strings when the canvasser calls. Meet him with a smile and a generous donation. Boys from this and every other community are depending on the Red Cross. We must not let them down. Give, and give generously, and thank God you're still living in a world where free giving is possible.

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**RED CROSS IS BEST INVESTMENT FOR YOUR WAR SERVICE DOLLAR**

There are so many good causes today that the average citizen finds it hard to support all as generously as he would like. Some have their favored war charities and there are people who go out of their way to knock or belittle others. All war work is commendable, and any agency working for the relief of suffering or the extension of help to victims of war is deserving of our best support. However among all war work activities the Red Cross still stands out as the outstanding agency working for the relief of human suffering. By virtue of its international recognition it is the only organization which can do many types of war work, and it is to its everlasting credit that it has met every challenge of every emergency in this terrible struggle. Don't harp and quibble over some little story which has probably been started by a fifth columnist. Look beyond the ant hills of petty criticism to the mountain tops of service reached by this organization and we know you will not hesitate to give and give generously. We honestly believe that the RED CROSS STILL OFFERS THE GREATEST IN SERVICE TO HUMANITY, FOR YOUR WAR SERVICE DOLLAR.

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**ALL OUT OF STEP BUT "MITCH"**

Few tears have been shed over the retirement from the Cabinet of Ontario's irresponsible "Mitch". It looks now as if the retirement wasn't entirely voluntary and that he was in fact handed his hat by Premier Conant with the gentle observation "what's your hurry". "Mitch" isn't accustomed to being handed his hat and so Saturday night he took a right hook to the chin of the man he selected as his successor by calling Hon. Harry Nixon to win the Liberal leadership at the coming convention. In the same speech he hinted again that he doesn't like Mackenzie King. Day by day in every way it looks more and more as if Mitch hasn't really a very high regard for anyone except himself. And if he could spare a few rational moments to take a real good look at himself he might change his mind on that point.

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**CANADA'S WAR EFFORT**

Running Mitch the irresponsible a close second in vindictiveness and harping fault finding with Prime Minister King is the Toronto Globe & Mail. Constructive criticism always is in order but the Globe and Mail has gone far beyond the realm of constructive criticism and its daily harpings on anything and everything done by Ottawa stamps its campaign as one clearly labelled "anything to get King". The Globe and Mail, owned by great wealth and published by a man who has yet to distinguish himself either in the publishing field or the field of public service has an axe to grind and apparently is willing to stop at nothing to accomplish its purpose. Its editorial columns have long since sacrificed the confidence of the thinking people of Ontario. Despite the constant barrage of unwarranted criticism the wisdom and far-sightedness of those in charge of Canada's war effort has been vindicated with the passing of time. The overwhelming evidence of the magnificence of Canada's war effort together with tributes from leaders of all the United Nations, from those who know, is more than sufficient to offset the vitriolic criticism of an editor who is nothing more than a self-appointed arm chair critic.

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**WHO'S GOING TO STEP ON THE GAS?**

These days we have occasion to sign many applications for gas ration books. The attitude of most people is encouraging. In the main people seem anxious to cooperate in the war effort and "get by" on as little gasoline as possible. Unfortunately there is the odd exception, that strange kind of person who thinks it smart to beat the government.

An all-out war effort takes a lot of gasoline. By eliminating all but necessary car travel Canadians and Americans can help make sure there's plenty of gas to take our bombers over Berlin. The expected 1943 offensive is going to sky-rocket military demands. Loyal Canadians have the choice of "stepping on the gas" at home or having our fighting men "step on the gas" over there.

The loyal Canadian says "how little gas can I get along on," and the disloyal Canadian says "how much can I get."

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War costs money was the message of the budget announced last week. However, those who pay only money, still do not know the real meaning of war. Pain, suffering and heart-aches cannot be tabulated or estimated in dollars and cents.

**Canada To Have Major Role In Post War Air Development**

HON. W. P. MULOCK, NORTH YORK'S MEMBER, A PIONEER SPONSOR OF GLOBAL AIR-MAIL SERVICE

By Russell Fox, Richmond Hill  
 Plans of particular interest to North York are already under way at Ottawa to put this Dominion in the forefront of nations with respect to air travel after the war. Certain it is that many more airports than are now in existence will be required, and North York, bordering the city of Toronto, may provide sites for such centres. The interest of the district, however, is not directed at present so much to that possible development as it is to the importance of such air travel to the Dominion and the role the member for North York, Col. the Hon. W. P. Mulock is taking and will take in developing it.

On both sides of the Atlantic, the question of a possible monopoly of the air traffic of the world is receiving more attention at present than many other post war problems. Mrs. Clare Booth Luce, a member of the United States Congress, let forth a floodtide of talk a short time ago with her "Globaloney" remark to the effect that the United States must lose no time in planning to control the skies. With many others in Britain, Peter Masefield, air correspondent of the London Sunday Times, took cognizance of the subject and said:

"The British Government appears to be afraid of offending the United States, which not only is building up a virtual monopoly in transport aircraft among the United Nations, but is acquiring nearly all the operational experience on the more important air routes."

Canada, Mr. Mulock is making certain, will not have to depend on either the United States or Great Britain for the development of air routes. As with railways and bus services, of course, there is bound to be a certain amount of inter-dependence on the part of all countries, but with the thousands of young Canadians now with the R. A.F. and the R.C.A.F. and with the war-time acquired skill of Canadian industry to manufacture giant transports and other types of planes, the Dominion will be ready "to take to the air" after post war trade and in the delivery of mail just as soon as the signal of peace is given — provided we have the vision to do so. And evidencing that vision Mr. Mulock said recently:

"I think we will have to have our own mail service over the Atlantic." Of course, as time advances that will involve extension of mail service to other corners of the earth, and carrying the mails by air will be the foundation on which the Dominion will build its passenger and freight air services."

Col. Mulock started air mail delivery long before the outbreak of war, and he has revealed his conviction in many ways that the air mail service is here to stay.

A few months ago he made known the fact that 62,000 airgraph letters had been received in one day from the United Kingdom. Blue air mail letters for men in the forces, he said also, were running at the rate of 15,000 a day from Canada, certainly an encouraging sign of our progress.

On his return from England late last year, the Postmaster General promised that questions of personnel and equipment for the air mail service would be taken up with other government departments, and he explained that the United Kingdom would be divided into zones for Canadian mail purposes with officers for each zone to maintain contact with the men.

Thus, in a broad, practical way plans are being made, not only to care for army, navy and air force mail now, but to provide the nucleus of a peace time service that will equal that of any country.

One need exercise little imagination to envision the possibilities of the Pacific and other air mail services that will certainly come later, the trade and intercourse they will foster with such far flung dominions as Australia and New Zealand, and South Africa, the realization they will, in fact, effect of the dream of the greatest imperialists of the century, namely, of a British Empire closely knit in all of its interests, each Dominion with the same lofty aspirations, united and determined to maintain the peace of the world.

To the non-Anglo Saxon, indeed, even now one of the most remarkable things about the present war is the unity shown by the commonwealths of the British Empire in shouldering the burdens and responsibilities

of co-operative effort. But when the distance between these dominions is destroyed by reason of regular and frequent air mail service, it is not difficult to realize how this spirit of unity will grow into an even more powerful force down through the years.

A one time popular saying was that "trade follows the flag." It was much disputed. If, however, one were to say that trade follows the mails, a great deal of proof of its accuracy could be produced. And so it may safely be assumed that post war Canadian air mail services will have much to do with developing the future trade the Dominion is to enjoy not only within the Empire but with good neighbours to the remote south and elsewhere.

And there can be no gainsaying the fact that the part the Postmaster General and member for North York is taking as a pioneer sponsor of such global air service will undoubtedly win for himself as much a niche in the hall of fame as that occupied by such of his illustrious predecessors as Sir Alan Aylesworth and Sir William Mulock, and will reflect as much glory on this constituency as anything any member of the present Commons is doing.

**SKATING**

— AT —

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MONDAY — OLDTIMERS' NIGHT,  
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WEDNESDAY — SKATING 7.30 to 10.30  
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SATURDAY — SKATING 7.30 to 10.30  
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**Important Notice**  
**TO ALL HOLDERS OF**  
**SLAUGHTER PERMITS AND OF LICENCES**  
**TO SLAUGHTER HOGS**

Because of the urgent need of securing the quantities of BACON and other PORK PRODUCTS necessary to meet the wartime requirements of the United Kingdom, and the consequent necessity of curtailing slaughter for domestic use in Canada,

the following action has been taken under a new Order of THE BACON BOARD, concurred in by THE WARTIME PRICES AND TRADE BOARD.

**ON AND AFTER MARCH 1st, 1943 . . .**

Persons not already licensed to slaughter hogs under previous orders of THE BACON BOARD, but holding slaughter permits from THE WARTIME PRICES AND TRADE BOARD, shall not exceed 75% of their 1941 average weekly number of hogs, slaughtered by or for them for sale or further processing in Canada. (See following paragraphs for further explanation regarding areas concerned.)

**THIS ORDER APPLIES . . .**

. . . to all who hold slaughter permits from THE WARTIME PRICES AND TRADE BOARD and who are located in what is generally known as Old Ontario; to all those holding such permits and located in or slaughtering for sale in any town or city with a population of over 5,000 in the Maritimes, Quebec, Manitoba, Saskatchewan, and Alberta, and that part of British Columbia known as greater Vancouver.

**THIS ORDER DOES NOT APPLY . . .**

. . . to holders of slaughter permits in any part of what is generally known as New or Northern Ontario, or British Columbia excepting the greater Vancouver area;

. . . it does not apply to farmers slaughtering hogs for consumption on their own farms only. (These do not require slaughter permits and are not subject to this new Order.)

Persons already licensed to slaughter hogs under previous orders of THE BACON BOARD will continue operations under their present status. That is, they are still restricted to 50% of their 1940 weekly average for distribution or sale in Canada.

Approved and Concurred:  
 D. Gordon, Chairman,  
 The Wartime Prices and Trade Board.

Approved:  
 J. G. Taggart, Chairman  
 The Bacon Board.