

**"THE LIBERAL"**

AN INDEPENDENT WEEKLY  
Established 1878

Advertising Rates on Application. TELEPHONE 9  
THE LIBERAL PRINTING CO., LTD.  
Member Canadian Weekly Newspaper Association  
Subscription \$1.50 per year — To the United States \$2.00  
Covering Canada's Best Suburban District  
PUBLISHED EVERY THURSDAY AT RICHMOND HILL  
J. Eachern Smith, Manager

THURSDAY, SEPTEMBER 23rd, 1943.

**THE FORGOTTEN WAYS OF PEACE**

A recent survey of London school children shows that youngsters between the ages of five and seven have forgotten or have never known many of the attributes of peacetime living. When questioned about such things as street lights and bananas, they stared suspiciously and indicated plainly that they did not believe such things existed. One little boy, shown a row of street lights and asked what they were for, shrugged his shoulders in puzzlement. Children could not remember seeing lighted shop-windows or electric signs and thought that the barrage balloons over London had always been there.

Bananas, grapefruit, tangerines and lemons were unknown to the majority. One boy had seen a lemon in a Kew Gardens hothouse and a little girl vaguely remembered having had a grapefruit years ago. The children accept food and clothes rationing as normal; only one or two could remember buying candy without coupons.

When one teacher brought a sea shell to school and asked her pupils to name it, none of them could do it. "It's a shell," she explained finally. "That's no shell," a little boy replied heatedly. "Shells come out of guns."

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**GOOD HUMOR AS A TONIC**

If laughter could be ordered at the corner drug store, any doctor would prescribe many laughs every day. A dose of laughter is a combination of stimuli like that of vitamin tablets plus the relaxation of bromides. Laughter is exercise for the diaphragm, which is neglected in most exercises except deep breathing.

If you could X-ray yourself when you laugh, you would see astonishing results. Your diaphragm goes down, down, and your lungs expand. You are taking in more oxygen than usual and that oxygen passes into the blood exposed in your lungs. As you laugh, the rate of exposure to oxygen is doubled or tripled. A surge of power runs from head to toes.

"Few people realize that health actually varies according to the amount of laughter," says Dr. James J. Walsh of Fordham University. "So does recovery. People who laugh actually live longer than those who do not laugh. Possibly the supreme physician of this day is Mickey Mouse."

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**"GOOD COWS ARE NEVER OFF"**

At York County Jersey Club auction sale in Richmond Hill this week the auctioneer made an apt remark. Commenting on the fact that in recent weeks the values of cattle had dropped a little he said "while the general market might be a little off, good cows are never off." Quality in livestock breeding shows and pays off in dividends. There's always a market for the animal which has the breeding and quality. There's always a buyer looking for the best which can be produced. It's the same in life as in livestock-breeding. There's always a place and always a demand if we can produce results just a little better. Yes in life, as in livestock-breeding "good cows are never off".

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**GREAT DAYS AHEAD**

If we could look through the mists that hide the post-war world, we would see a great change in the industrial and commercial life of this country from prewar days. We do not look forward with any misgivings to the days "after the war". There will be problems of peace but we have every faith that a nation which can rise to such heights in a war effort can successfully meet any of the problems of a postwar world. Canadian plants have launched 1000 ships, built thousands of aircraft, made millions of tons of explosives and war chemicals, about \$300,000,000 worth of instruments and signal equipment and over 600,000 military vehicles. This is just a part of the war production but these items show the extent to which Canadian brains and hands have mastered skilled crafts which will be of greatest importance in days of peace. Canada has the resources in material, brain and brawn which will ensure her a place in the era after the war. Among the 1,100,000 persons engaged in wartime industry there is a vast number who have acquired and shown an expert knowledge which will not be allowed to vanish in the building of peacetime industry in Canada. Our big job is to win the war, and when we have accomplished that we need have no fear for Canada "after the war".

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**ENTERTAINING THE TROOPS**

Army Public Relations gives a story out giving us an idea how troops in Canada are looked after to keep them from getting too bored in off hours. Such organizations as the Canadian Legion, Y.M.C.A., Salvation Army and Knights of Columbus do a grand job in this direction. During the first week in August, for instance, 69,804 books were in circulation, 65,277 magazines and 10,948 papers were distributed; 1,464 motion pictures were shown in camps, with an attendance of over 380,000 men. In July they had more than 400 dances for the lads, with an attendance of 150,000. There are about 175 civilian concert parties on the go and more than 4,000 individuals giving one or two nights a week to assist them — which all goes to show that even if the boys are 'a-wearyin' for you' they do and see things.

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**OUR WARTIME PRODUCTION**

One keeps marvelling at the figures which keep coming out about Canada's part in producing for the war. An example: in the year 1940 we produced three types of small arms to the value of four and a half million dollars. Do you know that for the first four months of 1943 we were producing twenty types valued at \$23,000,000 and there were 30,000 working in the arsenals and plants, half of them women.

**Mail Christmas Parcels Overseas by Nov. 1st**

Hon. W. P. Mulock, Postmaster-General, Urges That Regulations Be Observed and Parcels Mailed Early

Christmas boxes will have a much longer distance to travel, entailing more handling and reshipment to reach many members of Canada's Fighting Services this year. To enable all the Dominion's men and women overseas to receive their Gifts from home in time for Christmas Day, the Postmaster General, Hon. William P. Mulock, K.C., M.P., calls on the public to Mail Early for Christmas Overseas — not later than November 1.

The date is 10 days earlier than last year's closing time, but with many of our men serving in the Mediterranean areas, etc., the "deadline" has been advanced to meet the rapidly changing conditions.

The public are cautioned to lose no time but to Mail Early for Christmas Overseas—now and during October—the earlier the better to ensure the timely arrival of the anxiously awaited gift. The more distant our Forces may be from Canada, the earlier their Christmas mail should be sent.

Citizens are requested not to delay until the last minute to post their gift parcels but to Mail Early and so prevent congestion by giving the Post Office opportunity to give their mails prompt handling and to arrange for adequate cargo space, which because of the shipment of war supplies is necessarily limited. Thousands of Christmas parcels (last Christmas season more than 8 1/2 million pounds) and other mails reaching the Post Office on or after the closing date would delay delivery by accentuating the difficulty of speedy handling and make it impossible for sufficient cargo space to be found aboard the last steamships departing with the Christmas mails to ensure all parcels and letters reaching their destinations in time. A giftless Christmas Day would dawn for many men and women in uniform overseas, turning the holiday into a day of disappointment instead of cheer, for which even the later arrival of their parcels could not compensate. Citizens can prevent this from happening by Mailing Early—well before November 1. It is also suggested that to help facilitate the provision of shipping space for the overseas Christmas mails to the Canadian Forces that each sender should voluntarily cut down as far as possible on the weight and size

of each Christmas package, notwithstanding the fact that the maximum weight of a parcel at reduced rate is set at 11 pounds. They will thus enable the Post Office to forward the maximum number of parcels in the space available aboard each ship, and so make deliveries in time for all. There is the most vital need of full co-operation by the public, for this year the Post Office expects an all-time record in the overseas volume of military mails will be established and is already preparing in every way possible to handle and expedite the influx. Greater care than ever before is necessary on the part of mailers, in the preparation of their overseas parcels, in order to avoid delay.

Address all mails in ink, fully, clearly and without misleading abbreviations. Be sure to place return address on cover — also include a slip in the parcel bearing sender's address as well as address of parcel. Prepay all mail correctly.

Parcels should be packed compactly enough to resist the pressure of other mails in the sack and the handling in transit — each article in the parcel firmly secured. Use strong corrugated containers, not light cardboard boxes, wrap in several layers of thick wrapping paper, and tie securely with strong cord. Do not use fancy Christmas tissue paper for wrapper, or coloured ribbons to tie. Parcels may be sewn in strong cotton or similar fabric.

Jams, syrups and any other substance likely to leak and spread, if sent at all, must be enclosed in sealed containers, (not glass bottles), surrounded with absorbent material in corrugated cardboard, and securely wrapped and tied. A completed Customs Declaration form should be affixed to every parcel. Apples, grapes, etc., or any article likely to spoil or become damaged, or to injure Postal personnel, or the mails are not acceptable. The mailing of Matches, Safety-Matches and Lighter Fluid or any other inflammable substance is strictly prohibited by law.

Citizens by refraining from writing to our Forces overseas that gifts are being sent, until actually mailed, can save much disappointment. Do not disappoint our men by mailing their gifts too late for Christmas delivery.

**The Richmond Hill Tattler**

A column of chat with an occasional item of "the news behind the news" written especially for The Liberal.

Canadians breathe much easier when the Rt. Hon. Winston Churchill assured us that the battle of the Atlantic had been won, and that supplies are flowing now more freely to Britain. We know something of the part the Royal Canadian Navy played in winning that battle and we have heard of the umbrella of protection the R.C.A.F. afforded convoys. Contemplation of these things inclines us to look with no small measure of respect on the government at Ottawa and to regard with some wonderment and much satisfaction the efficiency the government has shown in putting both navy and air force on a splendid war footing.

However, there is something else we are tempted to forget in considering the work of the government in this respect for the reason that it is seldom brought to our attention, and that is the progress made in building cargo ships. Without cargo ships the war supplies we are making and the fact that the Atlantic is comparatively free of enemy submarines would avail us but little. We simply wouldn't be able to get our munitions to the war fronts.

So what has the Rt. Hon. William Lyon Mackenzie King, Col. the Hon. W. P. Mulock, member for North York and their colleagues, constituting the government of Canada, done with respect to cargo ships.

Here briefly are the facts as set forth by an independent newspaper: "Every two days a cargo ship is completed in the shipyards of Canada ready for action on the high seas. A vessel every two days — and most of them 10,000 tonners." Is it a phenomenal record? Well, in April 1941, there were fewer than a dozen berths in the entire Dominion capable of building 10,000 ton ships, and there was but a handful

of shipyard workers available to form the nucleus of this vital war industry.

"But what is a 10,000 ton ship?" some non-seafaring person may ask and here's the seafaring person's answer: "A 10,000 ton ship can carry enough flour, cheese, bacon, ham, canned and dried fruits to feed 225,000 people in the United Kingdom for a week. At the same time it can carry 2,000 tons of steel bars and slabs, and enough trucks, motorcycle and gun carriers to motorize completely one infantry battalion besides bombs to load 950 medium bombers and enough timber to build 90 four-room cottages. In addition, there is space on the after deck for two bombing planes, and enough room in the hold for metal to build 30 medium bombers and 740 fighters.

How was the Mackenzie King government able to step up cargo ship production to so remarkable an extent? The answer of non partisan observers is that it was done through co-operation between the Government owned Wartime Merchant Shipping Ltd. and the hundreds of makers of component parts and subcontractors from one end of Canada to the other.

It's worth chalking up, isn't it, as just another instance of the Dominion Government's 100 per cent war effort of which we in North York have so much to be proud of because of the part we ourselves, through our own M.P., the Hon. W. P. Mulock, are playing?

The intelligence test given new recruits in the Canadian Army is a combination of the best features of similar examinations given by the British and American armies

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**War calls must come first . . .**

which means that we should reduce our non-essential use of the telephone to the minimum. Present facilities cannot be increased; your co-operation is needed if war calls are to go through promptly. Please remember that the wasteful use of telephone time can hold up war business — and that every second you save counts.

