

The Stouffville

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School B. Meeting

The Regular Monthly Meeting of
the Stouffville School Board was
held on Thursday evening, March 7.
Miss Whiteman tendered her res-
ignation to take effect March 28. It
was accepted.

The following accounts were pas-
sed:
G. Brownsberger, caretaking and
scrubbing rooms 4.00
Geo. Collard, books for Primary Div.
and supplies 5.20
Jas. Mowat, 4 wks. caretaking 36.00
Geo. M. Hendry Co. 28.45
A. B. Bartholomew, 2 cords of
Wood 10.00
E. B. Nighswander rent and care-
taking 9.75
B. Burkitt, carting 13.10
Todd & Cook, Coal 197.91
J. Urquhart, Express 1.60
Orlen Mott, cutting wood 4.55
W. H. Clark, Insurance 18.75
I. Recaman, Insurance 18.75
J. S. Dougherty, Insurance 37.50
J. L. Innes, Inspection 6.00

The following resolution, moved
by J. S. Dougherty and seconded by
A. Stouffer, was passed: "That the
Stouffville School Board desires to
place on record their sincere appre-
ciation of the action of the Board of
Presbyterian Church in placing the
basement of their
church at our disposal, free of charge
for school purposes during the past
year and that a copy of this resolu-
tion be sent to the Presbyterian
Board of Managers.

Messrs Collard, Smith and Holden
were appointed as a Committee to
purchase desks and seats for school.

Milk Producers Protest

If the G. T. R. continues to give
us, during the summer months, the
train service that we are getting
now, the Company might as well
close up the line to passenger traffic
altogether. Persons going to the city
will not bother waiting until the af-
ternoon to start for Toronto. They
will use their automobile or hire
one.

Not only will the service be a dis-
advantage to passengers but it will
further add to the difficulties of the
food and labor situation. Milk ship-
pers who have been accustomed to
ship milk on the early train in the
morning will have to await the arri-
val of the ever-late eleven-twenty

secure a motor or other means of
transportation. The milk producers
are alive to the situation and are
taking action. They are sending the
following resolution, signed by all
of the leading milk shippers, is be-
ing sent to the Board of Railway
Commissioners: "We, the undersig-
ned, are part of the Milk Shippers
from Unionville, Markham and
Stouffville, to the city of Toronto.

The Sutton train, which was due
at Unionville at 9.35 a. m. and on
which we shipped our milk, has been
discontinued and the only train on
which we can now ship milk to Tor-
onto is No. 93, due at Unionville at
11.35 a. m., which invariably runs
late. Lately she has been one and
a half to two hours late. Consequent-
ly our milk does not reach the city
until about 3 p. m. The milk dealer
is complaining and we find it a great
disadvantage to ship on this late
and irregular train. If the Sutton
is not started again or some other
train service established we as ship-
pers say that part of us, at least,
will feel compelled to discontinue
shipping milk to Toronto after April
1st, and devise some other means of
disposing of our milk.

It is up to the citizens of Stouff-
ville, Unionville, Markham, Uxbridge
and every other village along the
line to see that strongly worded
resolutions are submitted to the
Board of Railway Commissioners
urging that action be taken to have
an early train to the city.

Food Value of Potatoes

People who wish to help in food
conservation should consider pota-
toes as a partial substitute for wheat
flour. Potatoes are the chief staple
of the semi-perishable foods. Can-
adians do not eat their fair share
of potatoes even in normal times.
We have been largely a wheat, beef
and pork consuming people. These
staples are now required for
overseas and it behooves us to sub-
stitute other foods for them where-
ver possible. We consume, perhaps,
two and one-half bushels of potatoes
per capita per year, or about one-
third of a pound per day—equal to
one fair-sized potato. In some Euro-
pean countries one pound per day
per capita is consumed, and in some
districts four pounds a day, and
nearly twenty-five bushels per year.

That is to say, if all the
foods were as cheap as potatoes we
could live on twenty-five cents a
day. Healthy men have lived and
you can for months on a diet of no-
thing else than potatoes, oleomar-
garine and a little fruit. Potatoes
contain protein of the very best kind.
They also contain mineral salts
which neutralize harmful acids in
the body. The food material in pota-
toes is 98 per cent digestible.

Canadians have large supplies of
potatoes, carrots, onions and turnips
and by consuming these vegetables
freely they can economize with
bread.

More than 300 ways of cooking
potatoes are known. They combine
well with many flavors. They can
be used to economical advantage
with meat and fish in stews, cro-
quettes, hash, chowders, meat pies,
etc. One half a cup of mashed pota-
toes and two cups of flour make a
bread mixture that helps the flour to
go further.

Good cooks know the ways of
using potatoes are various—boiled,
steamed, lyonnaise, baked, chipped,
fried, hashed brown, creamed, es-
calloped, stuffed, au gratin, and
scores of combinations.

Canada has plenty of potatoes and
although the price is high compared
to normal times, it is not high in
comparison with other foods in war
time.

Road Making

There are many miles of roads
which must be maintained by some
means, more or less expensively. On
the Dominion Experimental Farms,
the Split Log Drag is found to be
one of the most useful implements
for this purpose. It is now in use
in many localities and an increasing
mileage of rural highways of this
country is being kept in repair.

Construction of Split Log Drag
A dry, sound red cedar log is the
best material for a drag, the hard
woods being usually too heavy for
this purpose. The log should be
from seven to eight feet long and
from ten to twelve inches in diam-
eter and carefully sawn down the
middle. The heaviest and best slab
should be selected for the centre,
both flat sides to the front and set
on edges thirty inches apart, giving
the back half a set-back of sixteen
to eighteen inches at the right end
so that when the drag is drawn along
at an angle parallel to the ditch on
the right side of the road the end
of the back half will be directly be-
hind the front half, as otherwise the
ditch end of the rear slab would
stick out past the ditch end of the
front slab, crowding into the bank
and interfering with the proper
working of the drag.

Two cross-pieces are wedged in
two-inch auger holes bored through
the slabs and on the right side a
piece of scantling is inserted between
the ends of the slabs. This is of
great value in strengthening and
stiffening the end of the front slab.

In working in a clay or gumbo
road it is advisable to put iron on
the lower edge of both flat sides.
This may be attached to a piece
similar to a piece of wagon

simp-
points
perience
purposes
and down the
commencing
towards the centre
drawn at an angle of about
degrees. For the last stroke or
the drag may be drawn backwa-
with the round side of the slab to the
front and with comparatively little
angle.

There are two stages when roads
will drag and one when you cannot
do a job satisfactorily. The first
stage is when they are in a very slop-
py condition in spring or in other
seasons after a heavy rain. A road
may then be shaped up wonderfully
well and after the
chance to dry

cut up with
smooth, fine
stage fills r-
to the ditches
comes a sticky
will roll up un-
road cannot be
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process first an inventory of
resources than a desire to say
to every unmarried person
widow and widower without de-
rent children receiving an in-
\$1,500 and over, and to all
persons receiving an income
000 and over, will unquestion-
result in a large proportion
in a determination to save
that means more general pro-
and renewed national strength.

But a national stock-taking is
incidental, of course, to the
purpose of the income war tax, which
is to provide revenue for the pro-
duction of the war in an equitable
manner as possible. The war is
to be graduated according to one's
ability to pay. Those who are
receipt of only a living wage or
ary will not be called upon to pay
those enjoying the highest income
will be called upon to pay the great-
est amounts, and the great body of
income receivers between, will be
called upon to pay in their due pro-
portion.

Moreover, the purpose of the act
is to distribute the burden equitably
among all classes. By way of
tribution, the farmer will be re-
to add to the value of his ac-
come, the value of the home
products which his family
This places the farmer on
with the salaried man, the
whose services is wholly
in the income receiver
which he must char-