

Greetings

At this happy season, it is our desire to lay aside the formality of business and to greet you in the spirit of Christmas and the New Year.

We thank you for the pleasant relations of the past and trust that in nineteen hundred and thirty four your prosperity and our pleasant associations may continue.

Ratcliff & Co.

TOWN DELIVERY Phone 7112

COAL COKE

Golden West Flour \$2.39

98 POUND BAG \$2.50 Value, only

With Two Pound Package (Regular 20c Value)

RED RIVER CEREAL FREE

Special on \$19.00 Ton on a rising market

S. W. HASTINGS

169 Stouffville, Ont.

January Savings

SWEATERS and PULLOVERS

Many attractive lines in coat sweaters and pullovers. In various weaves and in many delightful shades and styles, suitable for school, skating or everyday wear

89c to \$4.50

ALL WOOL, AND SILK AND WOOL HOSE

Best quality all wool, and silk and wool hose in all shades and sizes. You will need a pair of these warm hose for the cold weather

Priced at, per pair 95c, 79c, 69c 59c & 39c

WARM UNDER GARMENTS

Women's all wool Combinations, fine soft wool, smooth even weave, best quality

—Per suit \$1.50 to \$3.50

Cotton Combinations, per suit \$1.00

Wool Vests and Bloomers, each \$1.00-\$1.50

Cotton Vests and Bloomers, each 49c-59c

Heavy Fleeced Cotton, vests & drawers, per garment 85c

EIDERDOWN DRESSING GOWNS

In attractive patterns and shades, warm and cosy. Made in a charming style with broad revers. You will appreciate the style and comfort of these gowns, and you will appreciate the saving price, ea \$2.50 to \$4.50

SMART SKIRTS

Many styles, all with the new features, snug-fitting at the hips, and finished with interesting pleats and effective button trim. Novelty weaves, wool and wool crepes, in black, navy, brown, and green, each

\$1.95-\$2.95

DAINTY SCARVES

Plaids and stripes are good. Ascot designs in real silk, rayon or velveteen, all lined and designed in the modern trend to give the costume that tailored look which is essentially of this season, combined with a dash of individual colour. All colors and various designs. Prices range from

59c to \$3.75

WINTER COATS ALL REDUCED — EXCEPTIONAL VALUES

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

59c to \$3.75

COUNTY COUNCILLORS' PAY PARAMOUNT

(Toronto Star)

Following a regular session in January and special sessions in April, York County Council had a two weeks session in June, and later a special session at which the members discussed metropolitan area. Now they have had a nine day session, and so, apparently, the thing will go on, forty-nine men drawing seven dollars a day apiece, for days on end (in addition to mileage) for transacting business that really does not amount to much—business that a small committee could handle effectively in very short order. There is little excuse for the existence of this county council; certainly no excuse at all for its existence as a nearly fifty-man municipal body. Yet when a motion looking forward to a reduction in numbers was presented at the present sittings, only two voted for it.

The fact is that Canada is "all cluttered up" with administrative bodies, many of which, including Ontario's county councils, are either unnecessarily large or superfluous altogether. The leisurely way in which some of them do business gives the impression that fees rather than service is the ultimate aim.

In the public mind the direct saving to be made by curtailing the size and number of our governing bodies is probably exaggerated. The total cost of York County Council, for example, is not a large item relative to the amount spent in the county. The cost of our parliaments is not large in relation to the provincial and federal expenditures. The idea that curtailment in the size of these bodies would mean a substantial relief to the taxpayer has nothing to support it. But when a body is unnecessary or unwieldy it should be abolished or curtailed as a business measure apart altogether from its direct cost.

If Toronto can in 1934 be governed efficiently by a municipal body of twenty-three men (reduced from thirty-one by the new two-alderman-per-ward regulation) it does seem absurd that forty-nine men should be required to govern York County, especially when it is remembered that the various municipalities in the county have their own governing bodies which look after the bulk of their requirements.

To Restrict Exports of Canadian Cattle Until The End of March

Government Will Limit British Shipments to Same Number Exported Last Year — At Request of Old Country — Exporters Fear Chance of Better Cattle Prices Gone

Cattle shipments to the Old Country will be on a quota basis in 1934. At the request of the British Government, Canada has agreed to limit shipments, during the first three months of the new year, to the number shipped during the same period in 1933. This amounted to about 3,000 head.—It is understood that the request came from officials administering the British Agricultural Marketing Act and that the same body has requested other dominions to cut down on certain agricultural exports.

Opinion is divided as to the effect of the new regulation. Government livestock authorities point out that last year was a fair one for the cattle exports and they are doubtful whether we would be able to export as many this year anyway. They believe that there is a shortage of suitable export cattle in Eastern Canada. Exporters, on the other hand, are not pleased and claim that this will be a big blow to the cattle industry just when there was a prospect of regaining a fair sized export outlet to relieve the glutted domestic market.

REDUCTION FOR SECTION MEN

Notice of an additional five per cent reduction in basic wages has been received by maintenance-of-way employees of both the Canadian National and Canadian Pacific Railways. This makes a total reduction of fifteen per cent, in conformity with the cut taken by the running trades recently. The maintenance-of-way men, including section hands and other similar trades, have been working for a maximum wage of 43 cents an hour. From this was deducted the first ten per cent cut, general to all classes of railway employees. The additional five per cent cut, which became effective Dec. 1, will place the weekly wage of the men at between 15 and 18 per week. Maintenance-of-way employees work an eight-hour day and six days a week. From this is taken the fifteen per cent cut, leaving \$17.55 as a maximum.

"I don't believe that the government should step in and restrict our business in this way. If we have the cattle we should be allowed to ship them," he declared. "I have been talking the situation over with some of the largest cattle shippers and they take the same view." "I don't think it's a good idea to try to limit exports," was the opinion of A. B. Quinn, of A. B. Quinn & Son, cattle dealers. "Premier Bennett doesn't know very much about the cattle business and I don't think he should interfere in this way."

An Axe for the Tax

(McLean's Magazine)

"The Russians give all they make above a bare living to the government and call it communism. In Canada we do the same thing and call it taxes."

This after-dinner speech quip may exaggerate, but there's many a true word spoken in jest. Taxation in Canada today is so great a burden that in order to foot the bill citizens must deny themselves commodities and services they would otherwise buy; must in many cases drain their savings.

Some jolting figures have been compiled by the Citizens' Research Institute. They are presented in the December issue of the Board of Trade Journal. Look at some of them:

Cost of government in Canada in 1932 (latest available) was thirty-five per cent of our national income.

Between 1928 and 1932 expenditures of our Dominion, Provincial and Municipal Governments INCREASED by twenty-three per cent.

In the same period our national income DECLINED by fifty per cent. Not that taxes were decreased. They increased. The drop was caused by the inability of the taxpayer to pay.

The greatest percentage of increase in spending took place in Dominion expenditures. In 1932 the Federal Government spent an estimated sum of \$470,600,000, thirty-three per cent more than the \$354,581,565 it spent in 1928. Its tax revenue in 1932 was \$258,107,000, thirty-five per cent less than the \$395,921,027 it collected in 1928.

Provincial expenditures in the same period increased by nineteen per cent. Tax revenue, through higher imposition, increased by twenty-one per cent, and the provinces are charity patients of the Dominion exchequer.

Municipal expenditures increased by fourteen per cent. Tax revenue increased by sixteen per cent because of higher rates.

Lumped together, in 1932 all our governments spent \$1,015,600,000 on current account. This does not include expenditures on capital account or for publicly owned public utilities such as hydro-electric enterprises, water works, street railways, Canadian National Railways, Canadian Government Mercantile Marine, etc. It does include DEFICITS incurred in the operation of such services.

These governments spent \$1,015,600,000. In the aggregate they piled up huge deficits—about \$200,000,000.

What happens to you if you spend more than you earn? You know.

What happens to you when the government spends more than it can collect? You know that, too. Losses on our nationally owned railways and steamships during the two years 1931 and 1932 alone added \$90 to the taxes of every family in Canada.

In some small towns pressure of public opinion has brought about a balanced budget and reduction in taxes. Canadian business has had to retrench more drastically than ever deemed possible and has improved its position by doing it. Governments must do the same.

Tell your M.P. how you feel about these things. When he knows you are back of him he can do a lot to stop wastes for which the higher-up politicians are responsible.

Remember, you, as taxpayers, are the ones who would be affected yourself.

The Is made sh ST For the excep

The T

Published at Stouffville

Yearly Sub Canada and United States Post A. V. N. Editor

CATTLE HAVE RIGHTS

In giving judgment J. A. Howe, garage man, Elgin, for \$50 on not given him by James B. township as compensation ago done to his car when into a cow owned by Blue Water Highway bet Sound and Southampton on the evening of September Judge Owens of Walkerton presided at the sittings of the division court at Southampton. ed out a warning to motorists, mers and constables.

Motorists, said His Honor, must understand that cattle have as much right on the highways as cars, providing the cattle are in charge of some one who is capable of handling them, or, in other words, that the cattle are not wandering about unattended. His Honor claimed that too many motorists drive recklessly over the highways, and when approaching cattle do not slow down sufficiently to allow for the cattle to be herded to one side of the road to allow them to safely pass. Speeding over a hill is another chance motorists take of coming suddenly on cattle that are being driven along the road.

Judge Owens also warned farmers that when cattle are being driven along the highways after dusk a party carrying a light must precede them and another party with a light must be at the rear of the herd. His Honor also took occasion to warn constables not to endeavor to arrange or force settlement for accidents on the highways between parties. In such cases a constable's duty only is to investigate and serve summonses if necessary.

In the case under dispute, James Ball, a farmer living near Elsinore, gave J. A. Howe, Port Elgin garage man, a note for \$55.58 to cover damages to the latter's car when it collided with one of a herd of cows which the former's son and daughter were driving along the highway. Following the accident, Ball according to plaintiff, admitted responsibility for the accident, and arranged to have Howe's disabled car towed to his garage. The next morning accompanied by County Constable Travis, Howe motored to Ball's home and received from him a note payable within thirty days, to cover the damage done to the car. When the note fell due, Ball refused to pay the amount. In the meantime, the cow which Howe had struck died of injuries received in the collision, and Ball, having apparently changed his mind as to his responsibility for the accident, sought legal advice with the result that when Howe entered suit

THINGS O.K. IN M. KHAM VILLAGE

While some may think there is room for improvement in the management of Village affairs yet no one appears to be ready to undertake the task. Nomination meeting revealed no great enthusiasm and while a few nominations were made in addition to the old council, there were none anxious to enter the race for municipal honors. So the Council board will remain the same for another year and will no doubt carry on in the best interest of the Village. One thing, certain the Councillors are quite sure to earn their salaries even if they should decide to raise them a bit, so long as the raise is not made retroactive. In any case the electors should appreciate the services of those who represent them to the best of their ability and should feel it their duty to cooperate with the Council in its effort to give good government. Stand by your representatives and help to make the coming year one of progress in the Village and thus help yourself.—Economist.

Approximately 78,000 people own the Canadian Pacific Railway through their ownership of the company's common stock. Of these, 36,000 live in Canada. Of the balance, 21,000 live in other parts of the British Empire, mostly in England, with 16,000 in the United States and 5,400 in other countries, mostly continental Europe.

For the first time in western Canada, an impressive ceremony, the age-old investiture of the Knights of St. John was held recently at the Hotel Vancouver, Vancouver when six British Columbian were admitted by King George, sovereign head of the order, to high honors. Old world costumes and strange rites added to the dignity and color of the proceedings.

Railways and their important functions in the economic existence of the State were stressed by G. G. Ommanney, development commissioner of the Canadian Pacific Railway at the annual banquet of the Traffic Club of Hamilton recently. They had, he said, contributed materially to development of natural resources, building up of industries and in promoting land settlement and agriculture.

Railway and motor truck transportation are both essential to the economic wellbeing of Canada and neither should be antagonistic to the other, stated Hon. R. J. Manion, minister of railways and canals, at a national conference on transportation held at Ottawa recently. But, he added, railways are subject to strict regulation and control, motor service has not as yet brought under any comparable control or regulation.

STEWART BEARE

Phone Markham 2608

Or to Braithwaite's Hardware

RADIO REPAIRING

(A service you will appreciate)

The W. H. Shaw Store

Phone 9512 Stouffville, Ontario