

**NOW FOR THE FOWL SUPPERS**

Once more the season is swinging around to the time when one may write a reasonable comment on Chicken Pie Suppers and such-like. As far as we know our town has a pretty good reputation for such things. Chicken pie suppers have been discussed from almost every possible angle. It has been pointed out that they attract people from all over the countryside to a most friendly gathering. They serve the purpose of raising money for the church, a purpose of which you may approve or disapprove. They serve the purpose of showing off in a sure and certain way the culinary abilities of the housewives of Stouffville and surrounding district, but now how about discussing chicken pie suppers from the angle of the capacity of some people to, shall we say, endure them.

You may recall attending one of these events, possibly only a year ago and having to wait your turn to eat by standing behind a man, until he had completed his meal. The fashion is to hold on to the chair, or suffer a longer wait if someone should grab the seat before you get it. Possibly as you stood there you were interested in the capacity of your friend in the chair ahead.

Your own insides were just about at the breaking point. The odour of delicious pies, and the sight of the heavily laden tables, was a sight to provide an appetite for the worst type of dyspeptic. The man ahead was having the time of his life. Remember! He completed three helpings of chicken pie, and they were generous helpings, too. Ahead was a meringue topped lemon pie. He sampled two pieces. Someone passed along the pumpkin pie, and he tried that, too. By this time you were gaunt, and felt reasonably sure that the pumpkin pie would be the end, but it wasn't. The gentleman friend tried next some apple pie, and washed it down with a cup of tea. He then topped off the meal with two different kinds of cake. Another cup of tea—you forget that he had generous helpings of the colorful salads on the table. You expected to follow him and beat his record when you sat down, but one generous helping of chicken, and a taste of a few of the delicacies sufficed for your appetite.

Several times since you have wondered how he did it. Wondered whether he had fasted for two or three days, or was that his natural appetite. If it was, heaven help his wife. However it seems to be a curious but never-the-less true fact that no matter how fine a cook your wife or mother is, you seem to eat more on these occasions. The wonder is where do they put it all?

**ROUTES ARRANGED FOR INSPECTORS**

Stallion Owners Wishing Inspection Advised to Get in touch immediately with county agricultural representatives to arrange for free inspections.

The route of stallion inspectors by counties in the three provincial districts is now arranged by the Stallion Enrolment Board. In each county stallion owners should communicate with their agricultural representative at once for further details regarding times and places of inspection within the county, states L. E. O'Neill, Live Stock Director of the Ontario Department of Agriculture, and secretary of the Ontario Stallion Enrolment Board.

Mr. O'Neill points out that no person can lawfully stand, travel or offer for use or sale any stallion unless the same is pure bred and until such stallion has been enrolled and the certificate of enrolment issued.

All Stallions which were last inspected previous to the fall of 1934 require inspection at this time. This inspection is free. However, owners of stallions that require inspection and do not present them at this time will be charged a fee of \$10 for special inspection at a later date. Therefore it behooves every stallion owner to get in touch with the agricultural representative of his county immediately.

Any stallion which has never been inspected either because it is a colt just coming into service, or a matured horse just imported into this province requires inspection. Mr. O'Neill states. He advises every owner of a stallion who has not received the 1937 report of the Stallion Enrolment Board to write for a report to the Live Stock Branch, Ontario Department of Agriculture, Toronto.

**NORTH ONTARIO PLOWING MATCH SEPT. 30**

The annual plowing match for North Ontario will be held at the farm of Allan Gellately, on the Monk Road, near Rathburn, probably on Thursday, September 30. It is six years since this match was held in Rama before. The date originally chosen was October 6th but it had to be changed because of the Provincial election.

**PROTEST BURDEN OF ROAD COSTS**

Consider Joint Plea to Have Ontario Government Assume Full Responsibility

Explaining the city's position under the operation of the commission, Mayor Robbins, addressing a conference of the Toronto and York County Road Commission and members of the Board of Control, said the city, under the original act, had paid \$205,000, although called on to pay only \$100,000.

"The city has paid \$3,750,000 toward these roads since 1911," he continued. "We ask to be relieved of this responsibility. We have lost our income tax to the government, and the only source of taxation is real estate."

"The government has sufficient revenue from gasoline and motor vehicles to pay the entire cost of these roads."

Towards King's highway construction, Toronto, the Mayor stated, had contributed since 1919 some \$2,507,000.

"We don't want to be at cross-purposes," he said. "But there is no reason why we can't go hand-in-hand together to the government."

Warden Macdonald questioned whether Toronto asked relief of taxation burdens at the expense of the county.

"No," the Mayor declared. "There are details to be worked out on all these expenditures."

"Then will you join with us," Warden Macdonald said. "We are not attempting to gather evidence to use against you."

For the county, Fred Gardiner, deputy reeve of Forest Hill, held there is a misapprehension in that the elector believes Toronto is contributing to all highways in the province. Toronto, he held, benefits Richmond Hill or outlying places.

"Forest Hill had to raise its tax rate ten mills because Premier Hepburn took the income tax," Mr. Gardiner said. "We got one mill back, same as Toronto, but our tax rate is still ten mills higher."

"It would be an improvement to all municipalities if the government would take over all costs of these county highways. This co-operative effort, started 25 years ago to build county highways, should be carried on unless the government takes over the entire burden."

Mayor Robbins said Toronto maintains 543 miles of paved roads used by those in the county and paid only for by city taxpayers.

"We have the pavements for you to use to bring your produce here for sale," his Worship asserted.

**Gives Road Figures**

Reeve Marsh Magwood, York Township, declared that total expenditure on York County Roads, 1911 to 1936, had been \$13,087,596, to which the province paid \$5,873,000; Toronto, \$3,210,000; York County \$3,919,000, and other municipalities, \$37,000.

Percentage contributions he gave as: Ontario 44; Toronto, 24.52; York County, 29, and other municipalities, 66.

A count made at several points on county roads over a seven-day period had shown 85,000 Toronto cars and 75,000 cars from other places, Mr. Magwood continued.

**Burden Too Heavy**

"This demonstrates as to the maintenance that the burden is partially on citizens of Toronto," he said. "The county and city are both bearing a too heavy burden and we should both join hands to seek relief."

Cost to the city in 1936 for York County roads, he explained, had been \$101,903 or 10.422 mills on the city tax rate, whereas the county paid \$130,358, or 1.0485 mills on the tax rate.

Registration of cars and trucks in 1936 shows there were 130,330 in Toronto and 21,801 in the county or 85.7 per cent in Toronto and 14.3 per cent in the county. Mr. Magwood declared.

"No matter whether the government takes over your burden you'll still be paying the shot," Dr. L. W. Dales, reeve of Newmarket, said. "It is a mutual problem for only as the country grows around the city does it prosper. We are partners in this responsibility which we cannot carry alone."

Reeve Wheeler, Scarborough, urged the government to increase its grant toward county roads.

Reeve Harris, Weston, held that the city and county, if it is agreed, should withdraw from the commission and hand the roads back to the municipalities. But the burden would not be placed on the county's doorstep.

Con. Ralph Day, on behalf of the city, explained he had "never at any time suggested that any county road be paved or taken over by the commission."

**Reiterates Stand**

"I've said that before and I repeat it," he declared.

He pointed to the number of motorists from outside which use city roads at no cost to them. Yet, he said, Toronto autolists using outside highways contribute through the gas tax.

"We pay both ways," he said, "yet we have no control over the commission's expenditures."

"Just as much as the county," Warden Macdonald interjected.

"It hasn't worked out that way and the city must be relieved of expenditures paid by the taxpayers over which we have no control," Con. Day continued. "We believe that the government, receiving all revenues from autos should bear all cost of highways outside the city."

"Do you suggest that Toronto's representatives on the commission have no control in expenditures?" Warden Macdonald asked.

"There can be no control when we have a minority on the com-

mission," Con. Day replied.

Commissioner of Works R. C. Harris insisted Toronto has no control, more particularly because of provisions of a bill that had been "slipped through" as a government measure.

**Want More Relief**

Con. Day declared the city, on previous occasions, objected to expenditures made by the commission, particularly as to a road at Malvern.

Con. Dr. Fred Conboy declared the issue was the principle of the 1915 legislation under which Toronto was given an unfair burden and which the government should be asked to bear. All roads, he said, should be a provincial cost.

"We can establish that the aid to municipalities for roads should not be from another municipality but from the government which collects all revenues from roads," Con. Conboy declared. "Municipalities have a narrow tax base. A committee representing the city and county could get from the government the needed relief. Toronto should get from the provincial government assistance from some roads within its limits for we bear cost of widenings, lights, etc."

Con. W. J. Wadsworth held Toronto and York county taxpayers should seek to relieve the burden of taxation from real estate. The government takes all revenue from automobiles, and while it had been argued the cities would be handing over too much power to the government yet he felt this would not be the case.

**Explains Resignation**

W. J. Stewart, C.B.E., whose resignation stands before Board of Control as the city's representative on the commission, explained he had not resigned because of "pique or politics" but had found he could not serve the taxpayers under the situation with the commission insisting on carrying on under the Act.

He had been advised by Board of Control when he took the post that they did not favor any more roads being built to add to existing expenditures and cost of maintenance. Consequently he had communicated this direction to the commission.

"All any man gets out of public service is his good name, and I intend to preserve mine," Mr. Stewart declared. "If anybody does not trust me, then I think some members of Board of Control do trust me."

**"WE WHO ARE ABOUT TO DIE— SALUTE YOU"**

We are the people who are going to die in fatal motor accidents during the years 1937 and 1938.

Most of us have not even a pronouncement of the fate which awaits us. We do not realize that Death lurks around the corner. We have not seen his shadow nor heard his footsteps. But Death awaits.

Waits around the bend in the next car's faltering brakes, in the trail of some chance driver who loves to "jockey" in a line of traffic or swish past another car on a curve or hill. In the street, on the open highway, what matter where? Death waits and does not announce his coming.

We are marked down to die. The great god called Statistics has written down our names in his big book and by actuarial laws we are doomed.

We do not know it, but Death is coming. Some of us are little children. Our deaths will be more horrible, more tragic, than others. But die we will. Parents, teachers and professional life-savers with all their earnest warnings will avail us not. We are marked down.

We are careless now. We do not take thought. Have you never been a child? Do you not know what it is to be a stranger to responsibility, to depend on others for care, for shelter, for protection?

You will read these headlines many times over in the next year. But will you heed them? We who are about to die—salute you.

Send The Tribune to absent friends.

**GENUINE VALUES**



- 1936 Ford Delux, Fordor
- 1935 Ford Tudor
- 1935 Chevrolet Tudor
- 1930 Ford Tudor
- 1930 Ford Touring
- 1930 Chandler Sedan
- 1929 Whippet Coach
- 1929 Ford Coupe
- 1928 Ford Tudor
- 1929 Nash Coupe
- 1929 Hudson Sedan Special
- 1928 Chrysler Coach
- 1928 Chev. Coupe
- 1929 Chevrolet Sedan
- 1932 Dodge 2 ton truck
- 1932 International 1 1/2 ton panel
- 1934 Ford 3/4 ton panel
- 3 Ford 1 1/2 ton trucks, 1930
- 2 Rugby 1 1/2 ton trucks, 1929
- 2 Chevrolet 1 1/2 ton trucks 1928
- 2 Fordson Tractors

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We still have a number of those smart frocks for the school Miss. This sale has proved very popular, and there is still opportunity to secure very attractive values at a low price. All Print dresses are subject to 25 per cent reduction. Supply your requirements now.

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Fine Silverplate in many useful styles or a combination of Silver and Glassware. Fine English Bone China Cups and Saucers. High quality English Pottery in Vases, Jardinieres, and Fancy Bowls. Cut Glass of all kinds, Water Sets, Sherbets, Fruit Bowls, Etc. We invite you to visit our China department.

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Green Glass, Bowl Sets of 5 Bowls with rolled edge, priced at ..... 95c

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Wearbest double bed size, per pair . . \$2.50  
Kingscot, size 70x90, per pair ..... \$2.59  
Plain White, per pair ..... \$2.00

still continues, and you may secure a large one quart pitcher with floral decorations which have sold regularly for 25c each at the special price of 19c each or two for 35c.



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Wallpapers that give entire satisfaction are the only kind we sell—but that particular kind embraces a vast variety of styles—all styles, in fact, that fashion today countenances. Not only the most modish novelties, but graceful, colorful patterns of every description to suit every purse and for every room in your home. Come in and make your selection, we can satisfy you.

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