

**The Stouffville Tribune**  
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 A. V. Nolan, J.P., Editor and Publisher

**Editorial Comment**

**Turnip Waxing Industry**

When some smart person thought of Waxing Turnips so that they would be sealed with all the natural juices, he started something that has grown into a large industry, observes the Walkerton Herald-Times.

Several thousand dollars worth of turnips are waxed in Stouffville every winter at the Drewery plant, although R. E. Brown ships by truck and railways 35 or 45 car loads every season unwaxed.

Walkerton and Mildmay in the Northern district, have waxing plants and since they have started, the freight business from that town has increased by leaps and bounds. Blackwater too, ship 50 cars a season. Over fifty carloads from Walkerton have been shipped so far this fall, some going as far as Texas. The freight on one of these cars: to Texas is \$400, so that when the middleman gets his share for handling, the lowly turnip becomes a caviar of vegetables. Of course, down south they call turnips "rutabagas." A name unknown to our Oxford dictionary, and if they call it that they deserve to pay more for it. Pass up and have another helping of turnips, the vegetable with the vitamins.

**Street Committee Have a Job to Do**

Business places along Main street, and indeed motorists and farmers who do business in Stouffville, will hope that the municipal council of the village will find some way to solve the snow problem should it come down in great quantity like last winter, when the business section became so blocked it was risky to drive. We suppose half a dozen drivers from the village alone received dented fenders which cost them two or three dollars, all because ruts got so deep.

The problem is not as easy to solve as some think. Only a reasonable sum of money should be spent, otherwise perhaps the business section might be specially taxed. However, it is suggested that we have to pay for the county snow plow, and when they came through and pile up the snow on either side of the street, it would not be an expensive matter to have a team or truck with a few men rush it away, or the worst of it, so that traffic will not be congested. Even if the intersections were well cleared of snow it would help a lot.

With the gener criticism of last winter the Road Committee of the council will probably endeavour to deal with the situation before the snow had to be dug out with picks.

**Dogs at Large Menace to Sheep**

Many sheep breeders in Canada are of the opinion that it is practically impossible to raise sheep profitably on account of the large number of dogs which are allowed to run at large. This they consider is serious in a country that uses more wool per capita than any other country and which in war time finds itself under the necessity of importing large quantities of wool for war contracts and for general use.

One farmer in Ontario reports losing 16 head of sheep killed by dogs in one night, another 11 head and others smaller numbers. Both Whitchurch and Markham have paid claims around and over \$1,000 in one year although in 1939 their combined outlay was under \$500. As a result of the menace from dogs there has been a reduction of 75 per cent in the number of sheep raised in one district in which sheep are regarded as the best paying class of live stock. A similar statement might be made by groups of farmers in many sections or districts of the Dominion.

Unless something is done to lessen the danger from dogs, it is certain less sheep will be raised. Such a condition might not be regarded as serious in normal peace time but with a war on, when wool is one of the most important agricultural commodities used exclusively for soldiers' clothing, it is very dangerous. Then there are possibilities of lamb being required much more extensively in Canada to replace either bacon or beef.

Sheep raisers throughout Canada are urging that legislation to deal with the menace to be considered as a war time necessity by the Provincial Legislatures, so that more sheep and wool may be produced.

**Get Ready For The War Loan**

Preparations are under way for Canada's first war loan, now scheduled to make its appearance during the first quarter of 1940 comes as good news inasmuch as it will provide the rank and file of Canadians with an opportunity to make their first direct contribution to Canada's war effort. The backbone of Canada's participation in this war will be financial because of the vast amount of food-stuffs, materials and military supplies that will be required from this country. True, much of these materials will be paid for by the Allies, but some of the British purchases in this country will have to be financed by Canada, and Canada's own program will be extensive. It seems probable that at least 40 per cent of the national income will be required in the next year to meet the cost of war and the other expenditures of all governments in Canada and to finance British purchases here.

It is indicated that the forthcoming war loan will have bonds as low as \$50.00 in denomination.

**Sunday School Lesson**

Lesson for January 14  
**THE PROBLEM OF FORGIVENESS**  
 Golden Text: Forgive us our debts, as we forgive our debtors  
**THE LESSON AS A WHOLE**

In these two chapters we have far more than the question of forgiveness brought before us. In chapter 19 we have our Lord's teaching on marriage and divorce, God's care for little children, searching teaching as to the right use of riches and reward for present devotedness to Christ, when at last he returns to reign. It is in Chapter 18:15-35 that Jesus deals particularly with forgiveness in several different phases.

For the Christian, the whole problem is easily solved. We are to forgive as God in Christ has forgiven us (Eph. 4:32; Col. 3:13). From the Kingdom standpoint, however, forgiveness is based upon repentance of the offender. Christ's disciples are to maintain an attitude of forgiveness at all times and toward all men. But they are to bestow that forgiveness upon the one who says, "I repent" (Luke 17:3, 4). To fail to do this will bring the unforgiving one himself under the chastening hand of God in government as seen in the parable of the obdurate servant, who refused the plea of his fellow debtor for mercy. This principle abides even in the dispensation of the grace of God, for grace and government go on together. No one is more responsible to show grace to others than he who is himself the object of grace. Mock of the chastening that we as Christians have to undergo can be traced to our hard and oftentimes relentless attitude toward those who have offended us. We would save ourselves much sorrow in the way of disciplinary dealing on the part of our Father (Heb. 12:6-11) if we were more careful and considerate of others.

**The Historical Setting**  
 Having announced that he was about to build the Church upon the truth of his divine Sonship, our Lord instructed his disciples as to the discipline of that Church and the spirit that makes for fellowship. He was still in the region north of the Sea of Galilee. It was probably the year A. D. 29.

**Verse by Verse**  
 Matthew 18:21—"How oft shall I forgive him?" Peter had not risen to the true conception of grace which God had shown toward him, and which he was to manifest toward a brother.

**Verse 22**—Until seventy times seven. Seven is the perfect number. Our Lord raises this, as it were, to its highest power. Our forgiveness is to be like that which God has given to us.

**Verse 23**—"A certain king, which would take account of his servants" In this parable the disciple is viewed as a subject of the Kingdom, under the government of God, who though he is our Father, exercises corrective discipline over his people (1 Pet. 1:17).

**Verse 24**—"One . . . which owed him ten thousand talents." This was an immense sum, whether the talents were of gold or only of silver. It suggests one who has been guilty of great offenses against the divine government.

**Verse 25**—"He had not to pay." The offender is morally bankrupt. No man can ever make up to God for the wrong he has done. "His lord commanded him to be sold." According to the law then prevailing, the insolvent debtor could be sold into slavery.

**Verse 26**—"Have patience with me, and I will pay thee all." While no man could meet the full demands of God's holy law, yet the attitude of this debtor is one of penitence and repentance.

**Verse 27**—"The lord of that servant . . . loosed him, and forgave him the debt." Even so does God deal with his erring servants when they face their sins in his presence and own the claims of his righteous government. Observe, it is not the case of the forgiveness of an unsaved man that is here before us, but a servant of God who has grievously failed.

**Verse 28**—"One of his fellow-servants . . . owed him an hundred pence." It was a very trivial sum, as compared with his own great debt. No one can possibly offend any of us to anything like the extent that our sins have offended a holy God. "Pay me that thou owest." To demand full satisfaction of a brother who has wronged me, when God has dealt so graciously with my greater offense, is to act inconsistently with the principle of grace.

**Verse 29**—"His fellow-servant, brought him." He takes the same attitude toward his creditor that the other had taken toward his lord, and he should have had the same consideration.

**Verse 30**—"He would not; but went and cast him into prison." The creditor was obdurate and not only refused forgiveness, but cast his fellow servant into the debtors' pris-



Eighty miles an hour in a latten-rigged sail boat is the thrill sportsmen get on the icy surface of Lake Wilcox. On windy days members of the Toronto Ice Yacht club can go faster than most express trains and they have to take sharp turns on one "skate" or less because the lake isn't a mile long in most places. Eight yachts are already in service on the lake and the girls are taking to the sport just as eagerly as the men. In fact they enjoy a spill as much as a race. Two of them went skimming over the ice after their boat turned over but they were back in the boat and sailing away in a couple of minutes.

"But we frown on spills just water at Toronto in summer-time the same," said Commodore Bob McLeod. "Good sailors are supposed to keep their yachts upright and there is no risk in a well sailed yacht. It's fun and it's a test of real skill." The commodore has just completed a new craft that gives a new slant to the sport. Before a high wind it travels on just one "skate." But it has wings which carry other "skates" on both sides which hit the ice when the boat heels over. Only a few years ago yachtsmen used to skim over the frozen surface of Toronto bay but the efficient little ice-breaker tugs have ruined the sport there, Commodore McLeod explained. Now he sails in the

time but heads north in the winter. It takes real enthusiasm to go sailing on days when the mercury is hovering near zero. But there's a warm, cozy club house right on the shore with lots of hot coffee and refreshments. The girls enjoy a social half hour there and a half hour on the lake in alternate shifts all afternoon. "And the nice thing about ice boat sailing is that you don't fall into the water. You just keep on skimming over the surface when you and the boat part company," said one of the girls who sailed away in the big red boat that carries the big golden name "Stan."

**JUDGE O'CONNELL IS LEAVING BENCH**

Daniel O'Connell, judge of the York County Court and Toronto's senior police magistrate, has received notice from Ottawa on his retirement from the bench. He will be 77 next St. Patrick's Day. Taken seriously ill last November, Judge O'Connell is convalescing at his home, 127 South drive, and is able to see visitors. Born in Capetown, South Africa, of Irish parents, he was brought up in Toronto, and graduated from Osgoode Hall in 1894. He practised law in Peterboro for more than a quarter century, and 25 years ago was appointed deputy judge. Returning to Toronto in 1922, he was made a King's Counsel and a few months later elevated to the county bench. Since February, 1936, he has been senior magistrate of Toronto and shortly afterwards he also was given jurisdiction over the counties of York, Halton and Peel.

**TRUCKER TAKES TOLL OF MARKHAM CAR**

A Toronto truck driver appeared in court Monday charged with striking Harold Jarvis of north Markham as he was attempting to turn in his gateway on the 8th concession of Markham. Fortunately the Jarvis car escaped serious damage, but the Toronto man and his truck load of turnips did not fare so well. The truck turned over in the ditch, smashing into a tree to cause expensive damage to the outfit. The driver and two other

**6 GRANDSONS ATTEND MRS. THOMAS FUNERAL**

Six grandsons were pallbearers at the funeral of Mrs. James Thomas, in Markham, who died in her 78th year. A service was held at the home of her daughter, Mrs. Frank Mears, with interment in Elm Wood cemetery. Many of her 18 grandchildren attended. Born at Hagerman's Corners, Mrs. Thomas lived all her life in Markham township. For many years she took an active part in the work of the Methodist and United churches. Six children survive: Mrs. G. Rainey, Mrs. Hugh Beckett, Mrs. Frank Mears and Mrs. Roy Mears, all of Markham, and Mrs. Gordon Farndale of Oshawa, and one son, Dr. A. B. Thomas of Moose Jaw. Also surviving are four great grandchildren.

occupants of the cab were shaken up. In court, Lango, the trucker was remanded until the end of the week.

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