



**TORONTO
Goodwood
FLASHES**

Walter Davey
& Stanton Ave
Toronto.

The correspondent visited a sick friend, Marvyn Maye in the General Hospital on Tuesday night.

Mrs. John Todd and children called on Mrs. Thomson (Pape Ave.) on Saturday.

Mrs. Feren attended the funeral of the late John Rowbotham of Stouffville.

Thank you Mr. Clark, village milkman, even though the roads are blocked and delivery a little late. Mr. Clark gets around nevertheless, with a handsleigh, covering Goodwood customers.

The train on Monday for Toronto was very late, going down with two engines.

Sorry to hear that Dr. Darling is on the sick list.

Buy your spare Tribune at Watson's Store.

Mr. Padgett of Toronto is very busy these days on the snow plow, on number seven highway and over Goodwood way.

Mr. and Mrs. Sheppard of Toronto spent the week-end with Mrs. Sheppard's mother, Mrs. Byam.

Miss Flora Byer also Lois and Billy, twin children of Alvin and Mrs. Byers, are visiting Mr. and Mrs. J. Byer.

Goodwood was shut off again Sunday by road. However the plows are getting through now and trucks left for Toronto on Wednesday, 38 below zero on February 14, coldest in years.

The Devotional group had charge of the B.Y.P.U. this week. Mrs. Harry Woodland was convener.

Private Bruce Walker was home from Brantford for the weekend.

Private Harvey Feasby was among the soldier who were entertained at the Chateau Laurier. He personally had a talk with the Hon. Mr. Gardiner. Our boys are stepping up.

Delbert Cooper has left to join the Air Force and Kenneth Stewart is now wearing a navy uniform.

Sorry to learn that Mrs. White, Ethel and John have been on the sick list. We hope Rolph and his family are better.

Mrs. Harry Woodland and children spent Saturday in Stouffville.

Mrs. Reuben Hockley was in Toronto visiting her father last week.

Sleighriding is the order of the day—cars are out of the question.

No church on Sunday due to road conditions.

Everyone will welcome spring after such a long winter of so much snow. The most in years.

Mr. Fred Swain is having an Auction Sale on Con. 3, Feb. 23rd.

The Roseville teacher is boarding with Mrs. Tompkins for a time.

Mr. Dean Alcock has purchased the Wm. Thaxter farm on the 5th concession of Scott.

Congratulations to Mr. and Mrs. Jas. Knight of Uxbridge on their 55th wedding anniversary.

Mrs. J. Collie visited the Correspondent's home on Friday.

Miss Isabel Hockley was home for the weekend.

We are pleased to report our friend Mrs. Middleton, sr., is fairly well these days.

Mr. Padgett who runs the plow on the Stouffville Road, received some assistance this week. He says several Goodwood fellows came out two miles to aid in getting through the snow banks.

Mrs. James Lynch visited the Correspondent's home on Saturday afternoon.

Our best wishes go to Mr. and Mrs. Dean Alcock of Sandford whom we understand will start on his own farm this spring.

RENT CONTROL AS IT APPLIES TO FARMERS EXPLAINED BY BOARD

A farmer in British Columbia wrote the Wartime Prices and Trade Board the other day asking what notice he was required to give his hired man to vacate the house which he had provided for him on the farm. The hired man had gone into town to get a job, but was still living in the house on the farm.

Officials of the Wartime Prices and Trade Board point out that farm land and premises are exempt entirely from rent control regulations, so long as they are being used solely for agricultural purposes.

"This means," an official said, "that any farmer may rent his land or his house on his farm in any way he pleases, and on any terms he may make without regard to rental regulations so long as this is done solely in connection with his farming operations. The deal he makes with his hired man to occupy a house on his farm is a matter between the hired man and himself, and is not governed by the regulations so long as the hired man continues to work on the farm. When the hired man ceases to work there, the farmer can make his own deal so far as giving notice to vacate is concerned. But if the farmer continues to rent his house to the hired man after he has ceased to work on the farm and has gone to take employment elsewhere, then the rental regulations do apply."

Powell, The Train Buster



Champion engine wrecker of the R.C.A.F. is Pilot Officer Lloyd Woodrow Powell, 24-

year-old flier from Edmonton. Here he is behind one of the cannon which have done so much damage to Nazi train

communications. In low level attacks Powell has severely damaged 19 enemy locomotives. He wears the D.F.C.

Green River

Miss Julia Wilson entertained at a croquinoile party on Friday evening. The proceeds were banded in to the Y. P. treasury.

Miss R. Hutchings entertained Toronto visitors over the weekend.

Little Miss Carol Percy of Markham visited her grandparents a few days last week.

We hope for a speedy recovery for Oliver Madill who has been quite ill for quite a long time.

Mr. and Mrs. Jas. Crossland and son Jimmie who have been spending the winter in Toronto, visited their farm home one recent week-end.

The annual prayer day program will be followed at the Ladies Aid meeting to be held in the church on February 24. The prayer day service for women throughout the world is dated for March 12. But don't get confused in Green River date, February 24th.

During an icy evening last week two Ajax buses were held up here for the night, one near the church and one on the town line, north of the C.P.R. tracks. Even George Hoover's sand truck operators were out looking for assistance out of the ditch.

A large number of friends here sympathize with the Bielby family in the death of their dear mother,

Elizabeth Nendick Bielby. Mrs. Bielby passed away at the Brienbush Hospital, on Thursday evening last and leaves to mourn seven sons, James, George, Harold, Ray, Frank John and Alfred with his Majesties Forces and five daughters Evelyn (Mrs. Gill; Rose, Gladys, Jean and Agnes. Some of these children were born in England before their parents came to Canada. They settled at Atha and later came to Green River where the remainder of the children were born. Mr. Charles Bielby predeceased his wife about 12 years ago. The funeral for Mrs. Bielby was from the Markham Funeral Home on Saturday, Feb. 13. Interment in Markham Cemetery.

The Editor's Mail

(Continued from page 2)
to read this scrawl, let me know and I shall send you the key. I am the only person of whom I have yet heard, whose writing looks the same up-side down as right-side up. This is an achievement of which I am justly proud. Very truly yours,

THOS. H. MITCHELL

Later, The Tribune has just come in, I am glad you enjoyed the crate of oranges. An order came over the radio last night about five o'clock, that no shoes of any sort are to be sold in the U.S. today and starting tomorrow no retailer will be allowed to sell more than one pair of shoes to any one person for the next four months. Perhaps we shall go back to the old custom of going barefoot next summer.

T. H. M.

Like a voice from the past comes a letter from an old resident of the local district, James E. Gray of Chatham, who was moved to write us since reading certain articles that must have aroused or stirred his memories of other days. J. E. Gray is quite well remembered by many of our readers. He is a brother of our David Gray on the Tenth and an uncle of Miss Ilo Rose of the Leola Tea Rooms. His father was a retired farmer of Ballantrae and lived on Rupert Avenue, next to Jos. Hoover's residence. That was more than 50 years ago. In fact it is 53 years since James Gray located in Chatham and for 42 years Gray's China Hall there has been an institution. For Mr. Gray's information we would advise him that "Seldom Seen" is not so much a place as an area of the country due west of Ballantrae, and perhaps a little north. The editor thinks it is well named because part of the district is seldom seen by anyone due to sand roads and untillable country. However, there are some splendid farms in the section too on the outskirts of the real sand area. Mr. Gray's letter follows:

Chatham, Ont., Feb. 10th
The Stouffville Tribune,
Dear Sir:—As a recent reader of your newsy country paper since Jan. last I wish to write something about the snow bound highways of the older days. In 1885 I was a high school student at Markham and my class mate was the late Bill Milliken of Milliken's Corners, just about 4 miles south of Markham on the G. T. R. Bill invited me to his home to spend the night and it was about this time of the year. Bill had tickets

FREEZES TO DEATH



Harold Gillam, hero of a hundred adventures along the Arctic airways, froze to death after crash landing in Alaska with five passengers. He set out on foot to look for help for his passengers who were subsequently rescued. Gillam never returned.

for commuting on the C.T.R. so behold the next morning there was no train in sight, and there had been a big snow storm during the night. Well, we started out to walk on the hard crusted snow which would carry one easily, and we followed the R. R. track and came upon a train snowed in. We walked right over the box cars and stepped over the telegraph wires. The only visible thing was the smoke stack on the engine in which were the fireman, the engineer and the brakeman. This was a freight train and did not carry any passengers. Bill and I went on to Markham, getting there about noon instead of 8.30. A crew came out from Toronto and it took them four days to dig out this train.

There were no motor cars then, and the farmers pulled down fences and travelled through the fields until they came to the next slide road or concession. If he was alive I would refer you to William Milliken who was a valued member of Milliken, Mulock & Co., Solicitors, in Toronto.

May say the news from Ballantrae where I was born, before Confederation, is always interesting and I recollect all the villages in this district such as Ringwood, Lemonville, Dickson's Hill, Mount Joy, Bethesda, Baker Hill, Churchill, Goodwood, Vivian, Sloom, Bloomington, but cannot locate "Seldom Seen", although I have a faint recollection of this place. Sometime I may write to Seneca Baker for information about this and some other places.

Yours truly,
JAMES E. GRAY.

PUBLIC SCHOOL INSPECTOR A. STOFFER MAKES INTERESTING COMMENTS

Minden, Ont.,
Feb. 9th, 1943

Dear Sir:
I am enclosing the sum of \$2.00 in payment of another year's subscription to The Tribune. We read its pages with the greatest interest each week. I enjoyed the letter from a former neighbour Nathan Forsyth, and from cousin Wilmot Wideman in Alberta.

The winter up here has been unusually severe. Temperatures of 54° F. have been recorded, while the local weather fan claims that over 7 feet of snow has fallen by actual measurement. The cedar hedges in our yard that are well over 7 feet high in summer can now be passed over on skis and appear just as little humps in the broad expanse of white. We have the advantage over the southern part of the province in that the country is so wooded that very little drifting results. The forests with their snow coated evergreens look like a fairy land. I was over a road the other day where the trees bordering it were so loaded with ice and snow that some of them bent over the road forming an arch under which the cars passed, and their tops were snowed under on the opposite side. In spite of all this snow the highways are ploughed out clean and wide making motoring even more pleasing than in summer. Many of the farmers plough out the side-roads with horse drawn ploughs and make a good job of it. I was over three miles of such a road this afternoon.

A family of ducks has passed the winter in the open river in front of the house. It makes one shiver to look out on a sub-zero morning and see them fishing in the water for their breakfast. But when you stop to think of it, the water even though at nearly freezing point, may be forty or fifty degrees warmer than the air above it.

Yours truly,
A. STOFFER

RE-BEVERAGE ROOMS

It always seemed that when our Government's time is so well occupied some group or organization come up with some unnecessary question such as wanting all beverage rooms closed. After all what good will this do them. It would sure be a good move for the bootleggers. So stop and think who would you rather help, the government or the bootlegger. And second, how would it help win the war by closing all beverage rooms. So let us all stick to our own business whatever it may be and let the government that we voted in power do what they see fit to do.

Signed,
Leave Well Enough Alone.



NEW

Gasoline Rationing Plan Goes into Effect

APRIL FIRST

ON MARCH 31 the present gasoline ration licenses and coupons will expire, and no gasoline will be sold except upon the presentation of a 1943-1944 ration book.

In his own interests, every vehicle owner is asked to apply at once for a new gasoline license and ration coupon book for each of his vehicles.

Under the new system, effective April 1, all commercial vehicles will be rationed. All non-commercial vehicles will be granted a basic "AA" gasoline license and ration coupon book, containing 40 coupons for a passenger car, or 16 for a motorcycle. Owners of non-commercial vehicles eligible for a special category, who can prove their need, will be granted an extra vocational allowance, fixed in advance for the year ending March 31, 1944.

The extra allowance for a special category car will be tailored to meet individual needs. In determining this allowance the previous category and mileage of the car will not be considered. Instead the vocational allowance will be based on two factors: (1) The gravity of the oil shortage with which Canada is faced, and (2) the importance of the vehicle to its owner in a country at war.

The extra vocational coupons will be issued in books labelled "Special", and each such book will contain not more than 60 coupons. Only one "Special" book, or portion of such book, will be issued at a time, and hence the case history of each special category applicant will be under constant review.

Under provisions of the rationing order, the Oil Controller will have the right to refuse any application for a special category, or to suspend any ration book for an infraction of the regulations.

Every motor vehicle, other than a motorcycle, must bear on its windshield a sticker indicating its category. After April 1, service station attendants will not be permitted to serve gasoline to a car which does not bear the sticker which corresponds to the ration book submitted at the time of the purchase.

To obtain a gasoline license and ration coupon book, secure an application form at your nearest Post Office. Study the form and follow the instructions contained therein.

When you receive your ration coupon book, guard it carefully. It may not be replaced if, because of your negligence, it is lost or stolen. Do not leave it in your car; keep it on your person at all times.

THE DEPARTMENT OF MUNITIONS AND SUPPLY

HONOURABLE C. D. HOWE, Minister

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