

In 1949 Canada's exports totalled \$2,533,000,000, a decline of \$82,000,000 from the preceding year.

Direct and indirect taxation will cost Canadians about three billion dollars in 1950.

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Stouffville



**From Where I Sit**

by  
**Ray Marshall**

During the early part of the history of Egypt, mention is made time and again of the eating of eggs. Eggs have been an important food product in every one of the major civilizations. Our ancestors knew nothing of vitamins as they prowled through the jungle, but they realized early that eggs had something that was good for them.

To-day we think of birds only as producers of eggs, but in many parts of the world reptiles lay eggs the same as birds. In the early days, man risked his life to gather these eggs because eggs from domestic fowl were not yet known. To get fresh eggs, man in the past would risk horned Rhinoceros, saber-toothed tigers and the ferocious and flesh-eating reptiles. To-day, man takes eggs for granted.

From where I sit I can vision a modified return of the hunting for eggs. With the great reduction in poultry population in our country, a great reduction in eggs will likely take place early this fall. The housewife who always expects to buy a dozen fresh eggs just when she wants them at a reasonable price, may have to start hunting for them. It costs more when you have to hunt. She won't like it, but what else can she do if there are not enough to go around.

It would be rather nice to have eggs to sell this coming fall. In fact, it should be very profitable to sell eggs. I know for a fact that a great many farmers who usually have large flocks, have none now. The ones who have, in my opinion, will be sitting pretty. If you have a brooder house empty, why not act fast and cash in on a good market? We have just started 1,500 lovely pullets. These will be sold to the first man who comes along. He will be lucky, for he will have pullets already started on the road to profitable production this summer and fall. If you are the person who should have them, don't delay.

Published by Sky-Line Farms Limited. Producers of Marshall's Famous Five Star Chicks. Kettleby, Ont. Phone Aurora 229 or Stouffville 123

**Confiscate 27 Muskrat Pelts, Cooked Pheasant, Fined \$145.**

Terry Donaghue, Durham County, pleaded guilty in police court at Bowmanville, before Magistrate Baxter, on two charges laid under the Game and Fisheries Laws, by Provincial Game Warden Jack Deyell of Millbrook.

Officer Deyell gave evidence as to how he, in company with Game Warden Fred Walton, and District Inspector Gordon Buie, both of Lindsay, searched the premises of Donaghue on January 27th. The officers testified that they found the hides of 27 muskrats in Donaghue's house. They also found part of a roasted hen pheasant in the accused's ice box.

Deyell stated that at first the accused claimed the bird was a rooster but admitted to Officer Walton, after questioning, that it was a pheasant.

The accused was fined \$5 per pelt on the muskrat charge, or a total of \$135 and costs of \$11 or 30 days. On the pheasant charge he was fined an additional \$10 and \$11 costs or 15 days in jail, the terms to run consecutively if that alternative were taken.

Muskrat season in this district for 1950 will not open until March 20th and closes on April 21st, both days inclusive.

**YONGE STREET BUS LINE AGREEMENT APPROVED**

Official death knell to the Yonge Street trolley line was sounded in the legislature's private bills committee last week when approval was given to the motor bus service agreement. The service is operated by the T.T.C. from the city limits to Richmond Hill, and the T.T.C. will take seven per cent. of receipts from the line.

Surpluses or deficits will be shared between four municipalities. North York will take 55 per cent, Richmond Hill 23 per cent., township of Markham 11 per cent., and township of Vaughan 11 per cent. Any change in fares will be subject to approval of the municipal board. The agreement is for 10 years.

**SPECIAL MEETINGS**

**Atha School House**

S.S. No. 16, Pickering  
**Monday, March 27th**  
to  
**Monday, April 3rd**  
Week-Nights at 8.00 o'clock

Conducted by:  
**MISSE WILSON & ISLES**  
Faith Mission of Canada

**Pioneer Nurse Brings Hope to the Far-North**

Jean McGillis, rosy-cheeked, husky and essentially feminine despite her winter garb of ski-slacks and high boots, has one of the biggest jobs in Canada when considered in terms of territory.

Jean McGillis, R.N., is District Nurse of the Society for Crippled Children in Northern Ontario, with the task of caring for the crippled children in an area that extends from Latchford on the south, to Hearst on the west, the Quebec border on the east and the Pole at the north. She hasn't been that far north yet but she has toured the James Bay district and plans a coastal trip with federal government officials this summer by air, to visit crippled youngsters of whom she has heard. This organization is putting on a drive for funds through the Stouffville Lions Club.

A combination of practical nurse, trained therapist, qualified teacher of home-administered treatment, and lecturer and after-dinner speaker, Jean McGillis is typical of the highly-skilled young women who represent the Society throughout Ontario. In her district, she has been pioneering for the last year or so; previously it had not come within the organized scope of the Society's program.

To describe briefly her first year's efforts, also describes what a district nurse for the Society does. Throughout Northern Ontario, as in old Ontario, there are service clubs whose members are interested in helping treat and, if possible, establish as self-dependent, youngsters who are crippled. The clubs, to the limit of their resources, finance the treatment of such youngsters, supplemented when necessary by funds from the central organization of the Society.

Miss McGillis went into the north to, first, ascertain the number of children and their needs. She visited the service clubs allied with the Society, talked to doctors and public health nurses about children needing attention, wrote to every school-teacher because often children in isolated areas are never-discovered cases who could be re-established by treatment or operation. Then she toured her district, brought many children to the attention of local physicians for diagnosis, was given details of others by these physicians who knew their charges needed specialized attention.

Then Miss McGillis arranged clinics at strategic centres. By plane, she flew with a team of specialists from the Hospital for Sick Children to these points. At Kapuskasing, for instance, 85 children were brought together. At Timmins another 125 were seen. Similarly at Cochrane and Kirkland Lake other groups were examined; their conditions diagnosed, and local or specialized treatment was prescribed. Local doctors talked with the specialists.

Out of this came a flow of children to the famous hospital in Toronto or to other centres where suitable treatment was available. Others went into local hospitals or made arrangements for medical attention at home. Then Miss McGillis began a special year-round phase of her work: the teaching of mothers as to how therapy can be done at home to maintain the progress launched by the medical and surgical corrections. Into backwoods clearings she penetrated; hundreds of miles she travelled by motor car. Because Ontario's Department of Health confers on her the recognized title of Orthopaedic Consultant, she obtains special opportunity to travel by public transportation system anywhere in her area to reach her little patients.

It was because of this that she was able to go into Moose Factory last Fall and survey that area. On the island alone where the tiny outpost hospital stands, she found 10 badly crippled children, many of them the horrible congenital types such as dislocated hips. Such conditions can be corrected by treatment; otherwise the cripples are almost helpless for life. At the hospital she heard of other cases all up the coast of James Bay. Through the co-operation of the Department of Indian Affairs, which takes a great interest in her work, she will travel this year with a department medical representative and see these cases.

Thus the program of the Society is implemented, not only in the north but all over Ontario where its district nurses collaborate with local physicians, public health nurses, medical health officers, school boards and other authorities who form important links in the process of making handicapped children self-supporting. More than 150 local service clubs in the province sponsor the efforts for children in their own areas, aided by the Society which organizes the work, provides the specialized services and maintains the economies that organized, rather than individually inspired efforts, effect.

The Canadian-American border extends for 3,986.8 miles.

In 1949 Canadian manufacturers shipped out of the country 290,634 cars, trucks and other commercial vehicles, a greater export volume than in any previous year.

In 1947 Quebec City reported for its residents the highest average income of any Canadian city, \$2,158; Oshawa, Ont., was second with average income of \$2,552.

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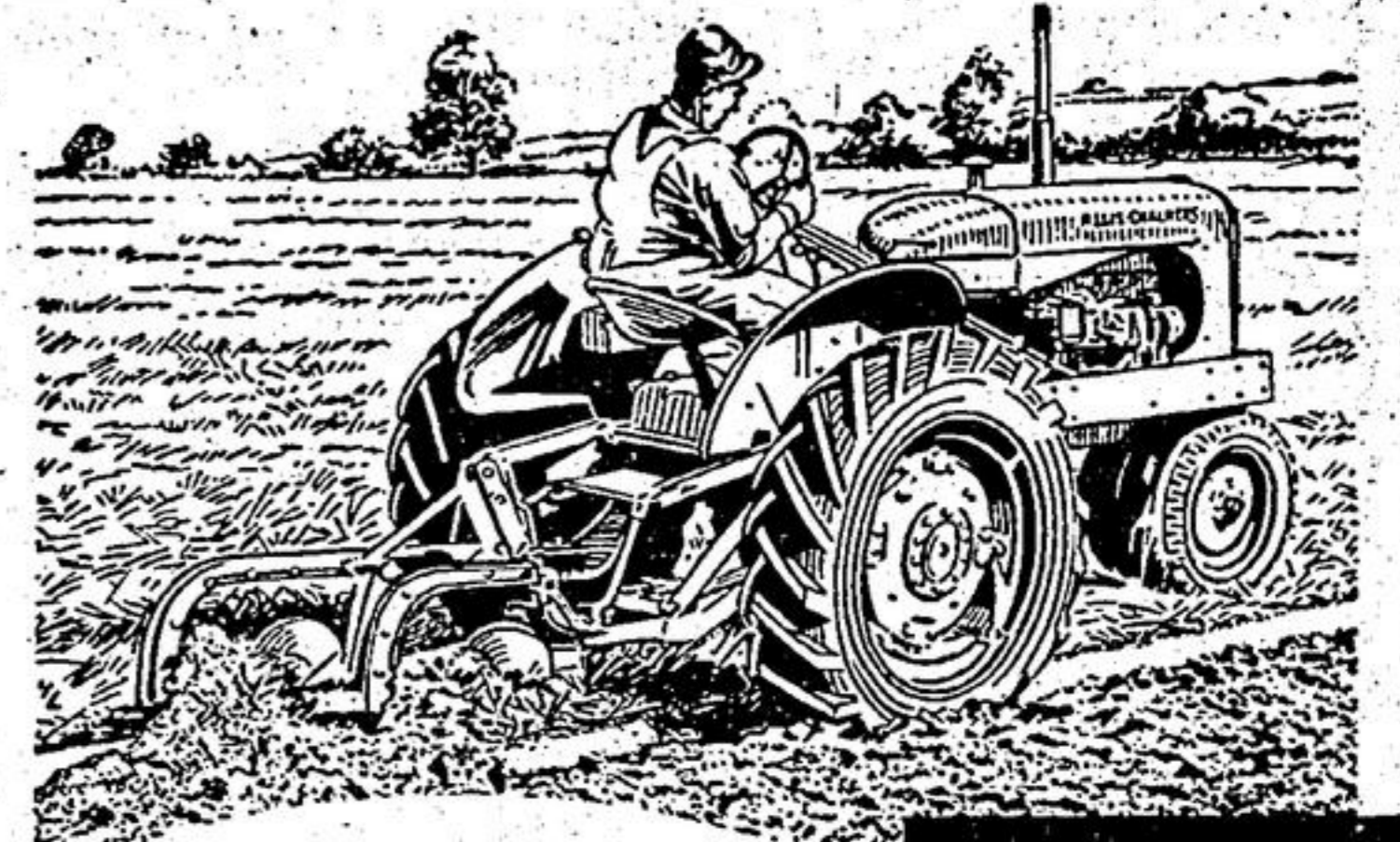
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ONTARIO

**ONTARIO MOTOR VEHICLE ACCIDENT TOLL RECORDED ALL-TIME HIGH IN 1949**

**URGENT APPEAL IS MADE FOR WHOLE-HEARTED PUBLIC AND PERSONAL CO-OPERATION TO CUT TRAFFIC LOSSES IN 1950**

In deaths and injuries on Ontario streets and highways, 1949 proved to be the worst year in the history of the Province. Despite the fact that the intensive and maintained campaign for safety by the Department received generous support and co-operation of the press, the radio, the schools, the police, many service clubs, safety organizations, the operators and drivers of commercial vehicles and many thousands of citizens, the toll of tragedy reached an all-time high.

**HERE IS THE 1949 RECORD**

Motor vehicles registered in Ontario 969,368  
Tourist vehicles recorded 4,500,000  
Persons killed 830  
Persons injured 17,469  
Property damage \$9,531,659

**THE PICTURE IN 1950**

In 1950 there will be in operation on Ontario highways one million motor vehicles owned by Ontario residents. There will be more tourist vehicles in the Province than ever before. Traffic will be much heavier, and more chances of accidents will exist.

Estimated motor vehicles in 1950, 1,050,000  
Estimated drivers licenses in 1950, 1,350,000  
Estimated tourist vehicles in 1950, 5,000,000

Unless the Ontario public takes this problem of highway safety seriously to heart and everyone sets out to cut down this mounting scale of accidents, it is possible that in 1950 the death toll may reach a new shocking figure, with the number of persons injured keeping pace.

With these facts in view, it behooves every man and woman, young and old, to make it a personal objective to establish and maintain safety, and to preach it at all times to schools, families, drivers and acquaintances.

The Department of Highways is devoting all its energies to a continuous planned attack on accidents. The earnest teamwork of all citizens and organizations is requested.

It is a common cause that all of us can aid for the general good.

**GEO. H. DOUCETT**  
Minister of Highways