

Mulholland Family Re-union to be Held at Oriole

Amid thriving development and a super highway, time will be turned back more than a century in a sense when the Mulholland Family Reunion is held on the estate of the Hon. George S. Henry at Oriole on September 15. The big celebration marks the arrival of Henry Mulholland from County Monaghan, Ireland, 150 years ago. The location of the reunion on the farm of the Hon. Mr. Henry is of particular significance in that it is part of the original crown grant taken up by Henry Mulholland and his wife Jane Armstrong. Mr. Henry is also the great-grandson of Henry Mulholland and was at one time Premier of Ontario. More than 200 people will gather at Oriole to talk over old times and to meet distant members of the Mulholland family. One of the highlights of the reunion will be a religious service in honor of Henry and Jane Mulholland at the cairn on the farm. The cairn was erected on the corner of the Henry farm with a bronze plaque recording the taking up of the crown grant and the loss of Mr. Mulholland at sea. Service will be conducted by the Rev. Dr. W. J. Johnson, a trustee of Ulster.

Eight Children
Henry and Jane Mulholland had eight children, five boys and three girls, and it is the history of their families which brings the various branches of the family into the recollection of our older citizens and which brings in familiar names and places.

The Stewarts
The oldest daughter of the family married James Stewart of York Township. A successful farmer, James Stewart acquired 750 acres on the present Bathurst St., Leslie St. and Yonge St. He had a large family and all the sons followed in their father's footsteps. By 1847 most of the family was grown and at that time he divided 500 acres among the older sons and brought his wife and the younger children back to East York. Parts of the home farm have been in the hands of various members of the Stewart family for 110 years. As a grandson of James Stewart, Mr. Henry now occupies the home farm.

William Mulholland and his wife Elizabeth Wallace with their large family farmed in East York until about 1880 when the family went into the mercantile business. None of the family continued to farm after the father went into business. Two grandsons of William Mulholland, Donald and Wallace Mulholland of Toronto have taken a leading part in the organization of this 150th celebration.

David Mulholland married Mary Ann Robinson and while they had a large family, there are few descendants. Their oldest daughter Jane married Delos Crosby of Markham and they raised a large family.

The Duncans
David Mulholland's twin sister Sarah married William Duncan, a farmer from West York. Most of his family have remained closely identified with livestock and farming. Two of his sons were widely known, Henry as reeve of East York for many years and David as one of the developers of the Jersey cattle breed.

Elizabeth Mulholland became the wife of one of the pioneer

settlers of Yorkville Village, now part of Toronto. Her husband, George Hazelton, was a builder and owned considerable property on what is now Avenue Rd. and Hazelton Ave.

Thomas Mulholland and Mary Ann Conland raised a large family and until recently their descendants retained all the property on Bathurst St. It has recently been subdivided. Their daughter Sarah married A. M. Morden of Hamilton and in 1880 they trekked to Alberta where she earned the distinction of being the first white woman to settle at Pincher Creek.

There are few descendants of Jane Mulholland and James Francis, a Toronto lime dealer. Similarly the youngest Mulholland daughter, Angelina, and her husband David McBride had only a small family. They farmed in York Township.

The machine age has brought a breaking down of the large families and close family ties. The Mulholland Reunion in a sense recaptures the feeling of the family of pioneer days. And while the farm has recently been sold by Mr. Henry for development, the cairn which records the arrival of the family, the bringing of immigrants to Canada and ultimate loss of Henry Mulholland at sea on one of the immigrant ships will continue to pay a silent tribute to the Mulhollands and others like them for their contribution to the building of Canada.

Planning for Increased Road Traffic

by F. H. Brennan
Any motorist will agree that the City of Toronto has grown faster than the capacity of its streets to handle the increased traffic. As a fringe Township, we will be housing many citizens who work in the city but prefer their homes where there is more room, more light and more pleasant surroundings. We must endeavour to ensure through good planning that these taxpayers are going to be able to commute speedily and comfortably.

Average figures show that in one hour, one lane of cars on a surfaced street can move 1500-1600 people, while one lane of buses on the same road can move 9,000, and a rapid transit system in the same hour can move 60,000. It would seem therefore that we might be well advised to earmark certain areas close to main thoroughfares for future parking lots, with a view to encouraging car owners living north of Steeles Avenue to leave their cars and continue on 'through' buses to a convenient station of the rapid transit system.

Public transit agencies must show profit if they are to continue, therefore we cannot expect the T.T.C. or any other agency to run adequate commuter buses through thinly populated areas. However, by establishing terminal car parks within our Township, not only would they be profitable, and the bus line make money, but the patrons would certainly go to and from work more cheaply, and with less emotional strain. It is well within the bounds of possibility that at some future date, Toronto will establish separate arteries for public transportation and through commercial vehicles, which will prove to be infinitely faster than those made available to private automobiles.

The motorist is inclined to measure distance in minutes rather than miles. Increased speed of travel therefore permits a desirable residential district to be established in localities previously considered too remote for practical development. Many of the 'Green Belt' areas in the Township come within this description. Travelling time can be reduced by increasing the safety and capacity of our thoroughfares. The elimination of delays at intersections can either be done through police supervision or by costly 'clover-leaves' and 'traffic circles'.

Road widening is also a costly business, and in a move to reduce the burden of cost of future road widening within the Township, Council recently approved a Planning Board recommendation which provides for land adjoining an established road to be deeded to the Township when a division of the land takes place, so that before the transaction is legally finalized, the purchaser agrees to deed to the Township land sufficient to permit future road widening. The extent of this widening provision depends on the locality and the anticipated future traffic load. In point of fact no further action may be taken for a number of years, but the right of way is established with a minimum of loss to the vendor and at no public expense, while the purchaser has reasonable assurance that future widening will not interfere with any buildings or extensive landscaping that he might establish.

Were any Pickles as Tasty as Mother's?

Did any pickle ever taste as good as mother's? Or grand-mother's?

Pickle recipes are among the culinary heritages that mothers pass on to daughters, and we have many examples of this family hand-me-down right here in Stouffville. Many of their recipes appear in a cook book recently published by the Woman's Association of the United Church here.

Yesterday their cosy kitchen was warm and spicy as they completed the annual session with big and small cucumbers. As one lady put it, "here's something a deep-freeze can't help you out with. They'll never replace good old-fashioned preserving when it comes to pickles and relishes."

Pickled Cucumber
Soak the little cucumbers in cold water for an hour or two, after they have been brushed well.

In sterilized jars put a sprig of dill in the bottom and then pack the pickles on top, and add another sprig of dill.

Make a syrup of one teaspoon salt, a heaping cup of white sugar and about two cups of vinegar. Heat the mixture and pour over the pickles to fill up the jar. Set the jar in hot water until the pickles turn color. Remove then because the pickles are done, and seal the jar.

Mustard Pickle
Wash and cut five-inch long cucumbers in about one-quarter to one-half inch chunks. Add little pickling onions and a small head of cauliflower.

Soak overnight in cold water, to which a handful of salt has been added. In the morning drain off the salt water. Add the ingredients to a kettle with enough vinegar to cover. Add a little more salt. (You can tell by the taste how much it needs.) Make a syrup of five cups of white sugar, a heaping teaspoon of mustard, and 1½ teaspoons of tumeric. Stir in 2½ cups of flour with one-quarter cup of vinegar until dissolved.

Stir the syrup in with the pickles and boil until thickened over medium heat. "This usually takes less than 15 minutes," she said.

COYS ARE MY LIFE

by Neil Patrick

Most of us let the garageman take out the dip stick from the engine block, wipe it off and put it back in again to mark up a clean white shirt.

I usually "leave it to George" too, but in looking over a used car, the oil on the dip stick and the dip stick itself can tell you a lot about what the car looks like inside.

Here's one simple test that's effective; wipe off the dip stick (after getting your shirt sleeves out of the way) and notice if the surface of the stick is pock-marked or etched on the part that is normally below the surface of the oil.

If it is, that's a sign of acid. Most fuels contain a trace of acid and if the engine is running cold, or a cylinder is misfiring, unburned fuel, with this acid, makes its way into the crankcase and will eventually attack polished steel surfaces, such as the crankshaft journals, the cams, the links and pins in the timing chain — and, of course, the dip stick.

And while we're about it, this is the time to point out the importance of changing oil frequently. This acid action against the car's vital insides is the penalty of letting old oil work its worst against your engine.

These are some of the simple tests anyone can perform when shopping around for a used car. Before a car comes on to our lot, of course, trained people make sure that it's a good buy for the owner to whom we'll pass it on.

But while you're shopping around, we want you to satisfy yourself about the car you're looking at. Look it over, have the kids jump up and down on the seats if you want, then take it out for a test drive.

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Trustees for Cairn
It is of interest to note that Mr. Henry has provided for a board of trustees to administer the site on which the cairn stands. The trustees represent the eight families as far as possible.

Interesting History

The history of the Mulholland family is one of considerable interest and one closely connected with the development of the Yorks area. When the original couple arrived accompanied by William Armstrong, brother of Mrs. Mulholland, they took Lots 14-15-16 in the 3rd concession, east of York Township. The grant originally covered 600 acres.

Established 1806
They established themselves sometime during the spring of 1806. William Armstrong, however, didn't care for Canada and soon returned to Ireland. The Mulhollands lived on this farm for 12 years during which Henry Mulholland took part in the War of 1812 at Stoney Creek, York and Lundy's Lane. He was so enthused with Canada that he returned on several occasions to bring out new emigrants. It was on one of these trips, in 1833, that he was lost at sea in the Lady of the Lake disaster

William Mulholland and his wife Elizabeth Wallace with their large family farmed in East York until about 1880 when the family went into the mercantile business. None of the family continued to farm after the father went into business.

POTATO QUALITY REACHES NEW HIGH

The Field Crops Branch of the Ontario Department of Agriculture advises that this year's crop of Ontario grown potatoes is of greatly improved quality, even at this early date, compared with those produced in recent years. This is especially noticeable with respect to dry matter. Actual tests show that many of the potatoes now being marketed range from 18% to 22% dry matter as compared to 16% and below for other years, even at harvest time.

Ideal growing conditions for potatoes this season, coupled with more interest being shown in kinds and amounts of commercial fertilizers used at the proper time are reasons advanced for the excellent quality obtained. Because growers now consider quality of potatoes to be of great importance, some producers of commercial fertilizers are making available a special potato fertilizer using sulphate of potash instead of muriate.

Some potato crops are now sufficiently advanced both in size and quality of tubers that top killers are being used to mature the crop and also to eliminate possible losses from late blight disease. A number of commercial materials in either dust or spray form are available for this purpose. "Kill the Tops and Save the Crops" is a practice being followed by many growers.

Information regarding kinds and amounts of material used for top killing of potatoes may be had from your nearest Agricultural Representative or Departmental Fieldman, and also from the Field Crops Branch, Ont. Dept. of Agriculture, Parliament Bldgs., Toronto.

The winter quarters of Lewis and Clark, in 1805-06, Fort Clatsop, near Astoria, Oregon, has been restored at its original site and to scale by the Oregon Historical Society.

When discovered, aluminum was the lightest metal then known.

Menonites Give Limited Support To Civil Defence

The General Conference Mennonite Church recommended last week that its membership give limited co-operation to civil defence and other disaster organizations providing the co-operation does not violate the principles of the church.

The Mennonite Church objects to violence, strife and actions which are not in harmony with "Christian love." Members are encouraged to meet natural and war disasters through channels of the church which permit maximum freedom and obedience to their convictions of unconditional love and non-resistance.

Delegates attending the final session of the 34th triennial conference approved a statement of principles which said: "If the divine law and the human law conflict, we must always obey God rather than men."

The general conference recommended that followers "Refrain from membership in civil defence organizations and from entering into such contracts or standing binding agreements with them as may restrict freedom of action and testimony in accord with our Christian conviction."

The General Conference Mennonite Church has 52,000 members in Canada and the United States.

To Whom It May Concern

Former members of the Stouffville Chamber of Commerce please take notice that we intend transferring the funds from the above organization to the Stouffville Businessmen's Association.

Any objections to this procedure must be submitted not later than Sept. 20th to the Secretary or Treasurer of the former Chamber of Commerce.

The funds are to be used by the Businessmen's Association for the purpose originally intended, a Santa Claus Parade and erection of signs, etc.

Mr. K. Laushway,
Mr. R. MacKay.

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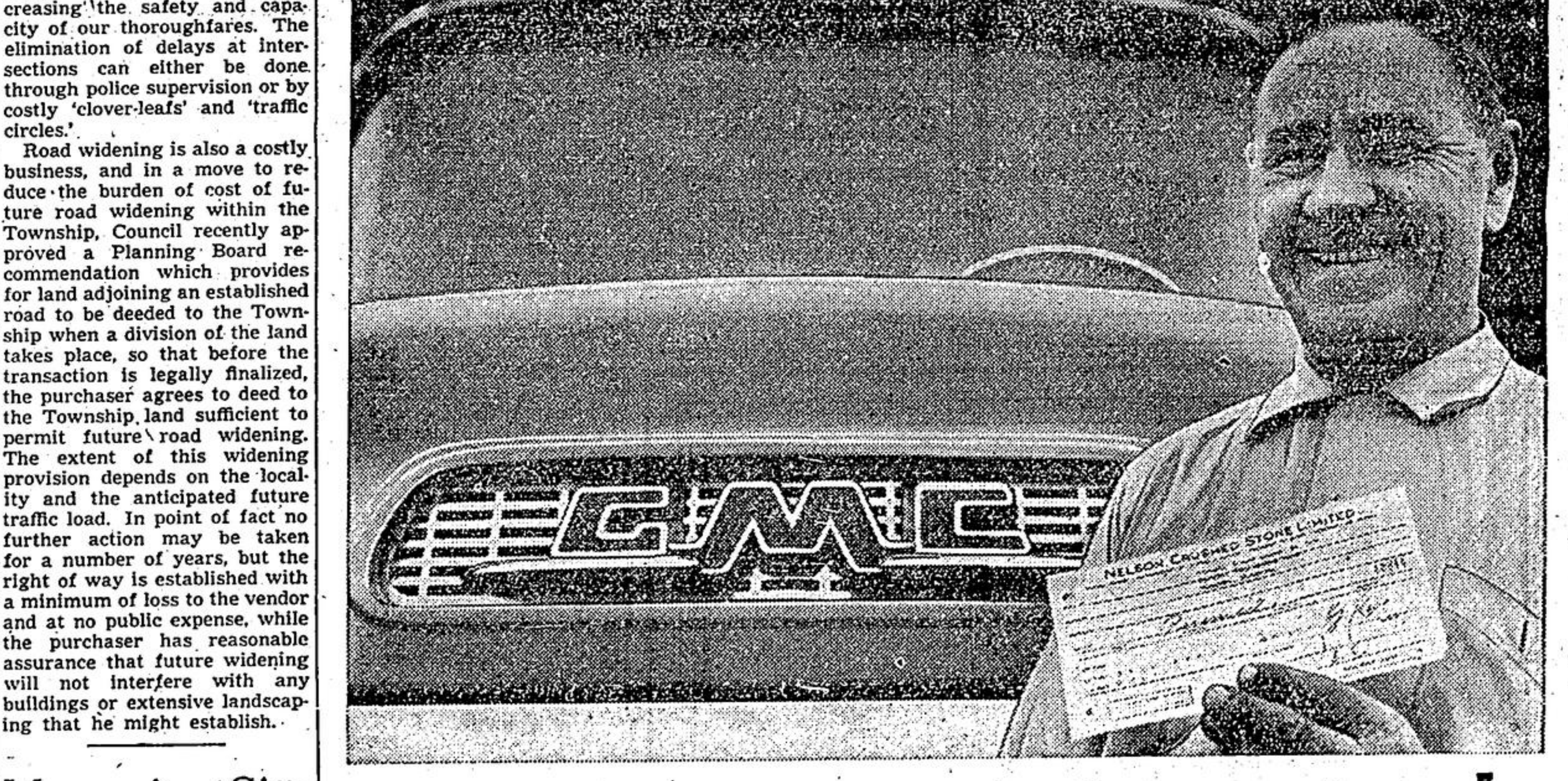


PHONEY money from Formosa

Chinese Nationalists have a new twist in their psychological warfare. They are dropping from the air "silver" dollars that turn out to be aluminum discs urging mainland Chinese to join the Formosa forces.

While this money was phoney, real aluminum coins are widely used — in France and Italy, for instance. A fraction the weight of other metals, and perennially bright and shiny, aluminum pays off as small change. It also pays off for Canada, as an industry that converts raw materials and waterpower into purchasing power in the world markets.

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Meet George Rusanov, one of many independent truck operators helping to build new docks for Canada's St. Lawrence Seaway. The slip he holds in his hand represents more than just another load delivered. It tells how his GMC W-9900 carries this 14½-ton load for 25 miles over the roughest, toughest of roads—and does it six, seven, eight times a day. But it doesn't tell how that load, pouched down into his truck from the hopper above, gave it a real workout. George doesn't worry about that. He has confidence in his truck, it's a GMC... built to take the toughest kind of punishment and deliver the goods—when and where you want them. You can have this easy kind of confidence too, with a custom-created GMC—built for the job you have to do.

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