

The man behind the plow

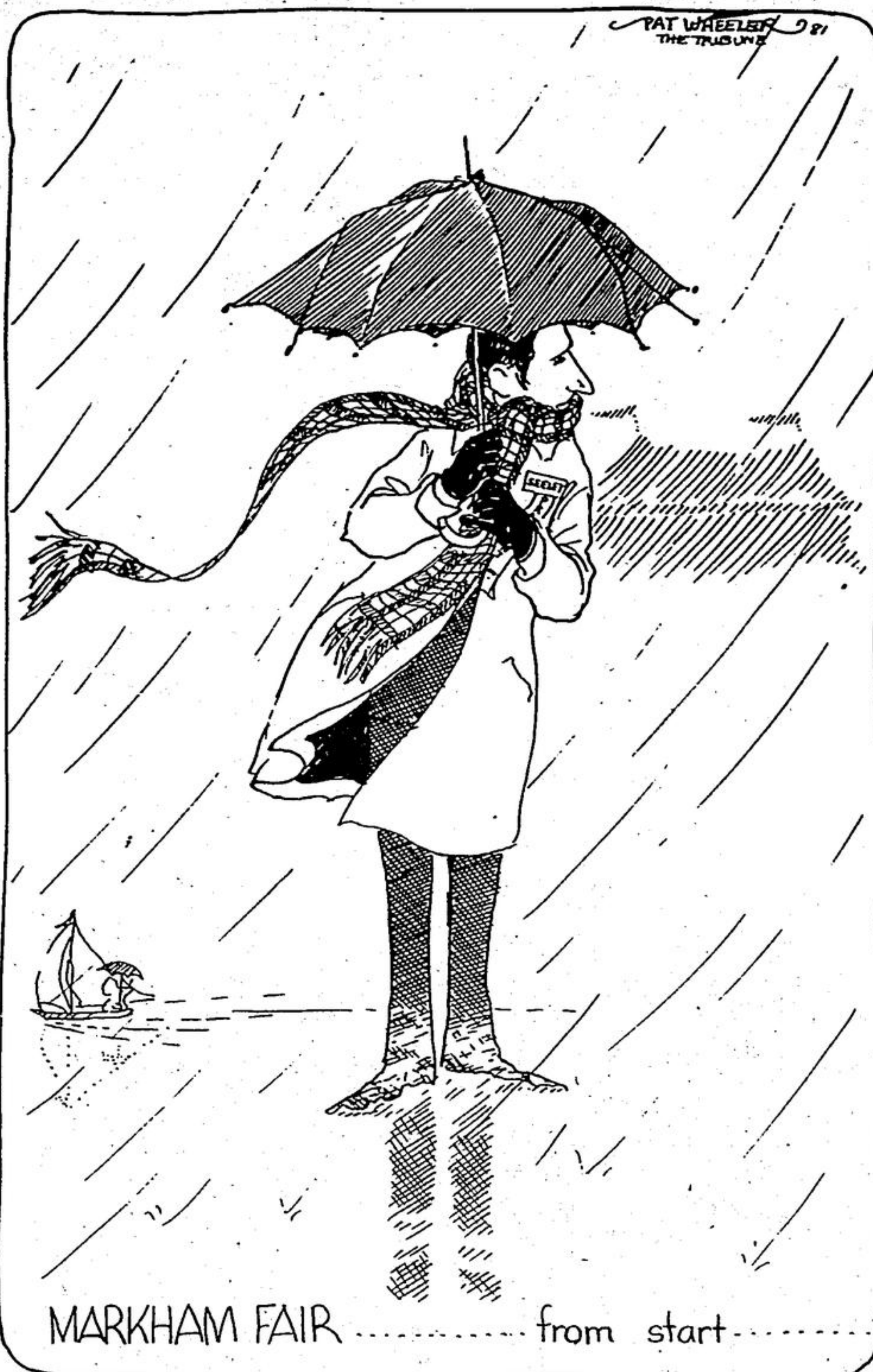
I'm not so much at speaking as those high faluting chaps
My voice - it may be husky or a little loud perhaps:
For I've been aploughin' with this lazy team you see
And its kept me pretty busy with the giddap, haw and gee.
But if you'll pay attention, I have just a word to say
About a great mistake you make, and do it everyday
In dealing out your praises, and I'd like to tell you now,
That far too often you forget the man behind the plough.
Your painters and your poets, they get praises everywhere.
Then well enough to make a show, but can you tell me how
The world could ever do without the man behind the plough?
I like your great invention, and I'm glad you're getting smart.
I like to hear your music, it kind of stirs my heart,
But 'twill never reach the stomach of a real hungry man;
And so I'll call attention to the kind of thing that can.
So boys don't be too anxious to leave the good old farm,
You're father's strength is failing, soon he'll need your youthful arm.
If you are honest in your purpose, at your feet the world will bow,
For the greatest of the great man is the MAN BEHIND THE PLOW.

No complaints

Dear Mr. Thomas:

Friday was a miserable day for Markham Fair. However, in spite of the weather, I never heard a complaint from a single soul. In my opinion, it's this kind of attitude that makes the community such a wonderful place in which to live.

(Mrs.) Helen Jones,
Markham RR 1.



MARKHAM FAIR from start



..... to finish!

The Tribune
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Guest Column

Memories of my home town

By Jesse Gall

Jesse Gall of Woodside Trail, West Bloomfield, Michigan, was born in Stouffville. Although no longer a resident here, he's never forgotten his old home town. In a series of articles submitted to The Tribune, Mr. Gall describes the Stouffville he used to know. The second of these is published this week.

There were three blacksmith shops in town. One was owned by a Mr. Dickson, who did general work, and the other two by Mr. Todd and Mr. Beebe, who also did general work and built horse drawn carts and buggies. Amos Lehman made a fine grade of shoes and also did repairs. His shop was East of the town firehall. Mrs. Fred Wilson had a fine millinery store and made all her own merchandise. The town creamery was situated behind the auditorium, down Civic Street.

The farmers supplied two markets, one under the Auditorium Hall on Civic Street, and the other beneath Spofford's Hall on the corner of Market Street and Main, which has since been destroyed by fire.

The two main dry goods stores were Warriner's and Spofford's, which supplied the town and surrounding community. Stouffville also had two fine drugstores, Boadway's and Collard's - two bakeries, Worts and Armstrongs - two hardware stores, Silvesters and Buttons - and two barber shops owned by Len Vanzant and Wilmot Shankel. There were also two funeral directors who also operated furniture stores. One was located in the center of town on Church and Main Streets and was owned by Mr. Burkholder. The other was in the East end on Main Street opposite Montreal Street and was owned by Phil Davis. Mr. Davis was noted for his team of black prancing horses that drew the hearse. Jack McKinnon on Montreal Street dug all the graves and looked after the maintenance of the cemetery.

Two auctioneers, Nelson Smith and Mr. Silversides, were available for all sales of homes and farm equipment. There were also two veterinarians, Mr. Widdfield in the east end of town and Mr. Story in the west. They took care of all the animals of the town and farming community. To my recollection, Mr. Tate ran the only butcher shop. There was also just one laundry, which was run by a Chinese chap named Mah Wat, who was very highly thought of by the town's people. This and the tailor's shop owned by Mr. Monkhouse, were located just west of Beebe's Carriage Works.

There were two fine dentists practicing in the town, Dr. Barker and Dr. Smith. There were five medical doctors, the Freel brothers, the Sangster brothers, and Dr. Dales.

Behind the railroad station, Isaac and Ed Barkey started and ran a machine and manufacturing plant. Here I served four years apprenticeship, for which I am very thankful as that gave me my start in a successful career. They repaired all the threshing machines for William Pipher and Pete Wideman, who threshed all the grain on the surrounding farms. Barkeys also

manufactured the Haggis Water Elevator for railroad locomotives and a lumber measuring device for planing machines. When the first railroads were being built, there was no way to fill the locomotive water tanks. At this stage of the railroads, there were no pumping stations or water tanks to service the locomotives, so they would stop on a bridge over a stream and lower a large hose into the water and turn on the steam that would inject the water through the Haggis Elevator into the tank car. A large number were built and shipped throughout Canada. On the other side of the railroad tracks was an iron foundry which melted iron one day a week and the Barkey employees would help them pour the metal.

Our town was called Stouffville Junction in those days because of the rail service we enjoyed. Mr. Hodgins was the station agent at that time. There were several trains daily except Sunday. A mixed train arrived daily at 8:30 a.m. from Sutton, Jackson's Point, Mt. Albert, Vivien and made connections with the two mail trains; one from Toronto and one from Port Hope which arrived around 9:00 a.m. and then returned to Sutton and Jackson's Point. The next mail train to arrive in Stouffville Junction was from Port Hope at 11:00 a.m. A mixed train from the North with Toronto as a destination arrived in Stouffville Junction at 4:00 p.m. At 5:30 p.m. the mixed train from Sutton returned to meet the 6:20 p.m. mail train from Toronto, which delivered

the newspapers for my paper route. At 8:00 p.m. the passenger trains, one from Toronto and one from Port Hope, passed each other. There was also a Way Freight each way daily which took care of the freight needs for the town and surrounding area. The mixed train from Sutton during the Summer months carried several cars of ice from Lake Simcoe for the ice boxes in Toronto, which was pre-refrigerator days. The engineer on this particular train was William Dalby.

For many years, there were two fine hotels. One was located just west of the car tracks called the Mansion House, operated by Frank Miller. The other hotel was called the Queens Hotel and was run by a Mr. Martin. It was located east of Church Street. Just east of the hotel was a livery stable that had a bus which met all the passenger trains and brought the commercial travelers to the Queens Hotel or visitors to their destinations. For those people who needed transportation other than railroad, there were two livery stables that furnished horses and carriages. One stable was run by Olie Forsythe and the other by Ed Penneck.

Near the station were two grain elevators. One was owned by Mr. Stiver and the other by Mr. Cook. A great deal of grain was shipped by rail from these elevators. They also imported soft and hard coal for the stoves which replaced some of the wood stoves that heated our homes.

(to be continued)

Editorials

Success depends on weather

The weather can make or break most events, particularly those where the majority of attractions are held outdoors.

Markham Fair is no exception. This year, the weatherman dished up a little bit of everything - rain, sun, cloud and cold. Fortunately, Saturday and Sunday, the Fair's biggest days, were at least bearable and the people responded; large crowds both dates.

The Markham Fair has now completed five years at its present site. Only one of these (1979), saw pleasant conditions prevail. These kind of odds makes one wonder if a time change is not in order - a little earlier or a little later, anything to shake the current jinx. The fact that the International Plowing

Match, widely attended by people from this area, falls during the same week, adds strength to the need for a switch.

Markham's is an excellent fair, one of the best in Ontario. Hundreds of planning hours go into its program and thousands of people enjoy taking part. Because of this, total satisfaction is a No. 1 requirement. This is impossible when fair weather, at this season of the year, can suddenly turn sour.

Admittedly, there's no guarantee that a date change will produce anything different, but at least the Board can say "we tried".

It's our opinion that no one should be prevented from enjoying this marvellous show because of conditions like Thursday and Friday. That's when a 'fun thing' becomes an ordeal.

Plowing capital of Ontario

Whitchurch-Stouffville, "The plowing Capital of Ontario"?

The recommendation comes from Reg MacKay of Maytree Avenue.

Mr. MacKay, a former member of Town Planning Board points to the fact this municipality is known around the world for accomplishments in match competitions. He feels such feats should be recognized by Council in the form of a permanent Main Street plaque for all to see and appreciate.

While some, not blessed with this kind of skill, will consider such expense as frivolous, we don't. We think it's deserving and long overdue.

In our opinion, every town should be noted for something outstanding. It's common practice in the United States. However, we modest Canadians tend not to toot our horns. We even find it embarrassing to sing our National Anthem.

No one will deny the claim that this area

has produced more professional plowmen than any other in the province, perhaps even in Canada. According to Mr. MacKay, the name Timbers, for example, is as well known in Australia as here. And plowing is the reason.

Our record is amazing.

Hardly a year goes by that someone from this community doesn't distinguish himself at top level competition. Only last week, near Barrie, Ken Ferguson of Stouffville earned the right to represent Ontario in the Canadian Championships near Lucan in Middlesex County.

This week, Eric Timbers of R.R. 4, Stouffville will go against the best in the world at a match in Southern Ireland. He's not the first to make it this far and he won't be the last.

Yes, Whitchurch-Stouffville is indeed "The Plowing Capital of Ontario". Let's be proud of it - and publicize it.

Editor's Mail

Who are we to believe

Dear Mr. Thomas:

Who are we to believe? A few months ago, Waste Management Inc. spokesman painted a very placid picture concerning the sanitary (?) landfill site north of the Bloomington Road.

All is fine—nothing to worry about, they said.

Now we learn that all isn't fine and there's a good deal to worry about.

By the company's own admission, deadly poisons lie at the base of this property; for how long, no one knows.

It would seem that all kinds of horror stories are coming to light. Is it any wonder then, that residents are becoming increasingly skeptical (and cynical) of statements by either York Sanitation or the Environment Ministry?

I'm not saying either party is trying to mislead us. It's just that both are so bureaucratic and so impersonal, they don't really know much about anything.

Sincerely,
Lorne Buckner,
R.R. 2, Stouffville.

Dear Sir:

A Page 1 story in the Sept. 30 Tribune surprised me.

Your paper quoted Mayor Eldred King as saying our town could possibly grow if Council wished to make application to the Province (through York Region) for it to do so.

If this is so, why doesn't Council do it?

The mayor is right in suggesting we don't want to become part of Metro Toronto. However, we shouldn't stagnate either and that's what we've been doing for the last few years.

I for one appreciate Mr. King's honesty in revealing this fact but I'd appreciate him (and others on Council) even more if they'd make a more obvious effort at getting the municipality "back on the rails" and moving in a more positive direction.

Raymond Currie,
Albert Street,
Stouffville.