

Supermarket round-up

Get it at Kensington

By JOHN OUGHTON

Supermarkets aren't. The Dominion of Loblaw's Food City POWER trip is to get you to buy a package possibly containing some edible or consumable which you could get more cheaply elsewhere. That Cryopak with preservatives and colouring which you just bought might as well be plasticene or frozen embalming fluid until you get home and open it and — It's a turkey! But next time who knows?

Like the food, the people don't really seem like people; all the help are supposed to do is "Cake Binders? Six aisles over in semi-malleable things department," or else "clickety-clack-whir-bong-\$23.59 please" because there's a Big Eye somewhere in the store checking for inefficiency factors in the profit equation.

The genuine markets downtown, at least the Kensington and St. Lawrence ones, allow you to deal with food and people on a more real level. In addition, you can learn many things there, including what life is like for some of the people who are too ethnic and too interesting to ever appear in Toronto Life.

Kensington Market is probably the most famous, thanks to the publicity work of the defunct rock group. The stores and stalls which comprise it center around Baldwin and Augusta St., which meet about three blocks south and one block west of Spadina and College. There's something of everything there: a second-hand bicycle store, a used articles shop so stuffed with useless junk that there's no space left inside, a hip clothing/head shop, mass-produced religious art, and food.

The merchants in the Market are predominantly Jewish, Portuguese, and Italian so it looks and often smells like a piece of Europe. Olives, onion bread, garlic, fish, and very frightened live chickens all contribute to the atmosphere. The people there are very vocal generally, and appear to be hassling each other even more often than they really are.

The foodstuffs on display include many things most Canadians never see or eat such as goat's meat, white radishes and leeks. When you're after cheese or fruit, you can often get a free taste before deciding. However, the merchants are generally wily so check your change and make sure you aren't given and charged more than you want.

Kensington Market is often crowded, especially on Saturdays and it's usually impossible to park where you want to. The noise keeps it from being relaxing, but the people there are usually friendly and fruit, dairy products, bread and vegetables are really cheap and good. One place particularly worth visiting is a little store with "Hungarian and Roumanian specialties" that has Turkish coffee, dark chocolate made with honey, possibly the best baklava in Toronto, and great cabbage rolls. It's on the first street south of Baldwin.



There are two market buildings in the St. Lawrence market, one on each side of Front St. just west of Jarvis. The south building is a merchant's market much like Kensington except the meat, and sometimes the fruit, is superior quality. The fruit vendors hawk their wares at top volume: "the loudest grapes in town — pick your own bunch!" and the meat is all on sale — special most of the time.

The northern building is the Farmer's Market and, for me, the most enjoyable place to buy food in this city. The people who sell the things there usually made them or grew them personally, and are always willing to tell you what's best or how to cook it.

There's home-made fudge, cider by the cup, Ontario camembert (it's good), banana muffins and green peppers at 5¢ apiece. Vegetables can't be gotten any fresher unless you grow them yourselves. Shoppers and vendors alike appear to enjoy themselves; if our liquor laws were slightly saner there would probably be someone there selling currant wine by the cup.

Both St. Lawrence markets start very early Saturday morning like about 5:30. The Farmer's market is mostly over by noon or 1 pm; the other one lasts a little longer. Sometimes you can get bargains like two big lettuces for a quarter when the merchants are clearing up. These are the real supermarkets, and they're run by people who never change in a phone booth. There's magic even in the jellied preserves — little jars of pure glowing color. "Enjoy, enjoy," Harry Golden.

Buy a fat pig today.

Dance with

Saturday, Nov. 7

9:00 p.m.

TOTE FAMILY

Osgoode Hall Law School of York University

Cash Bar \$1.00 stag \$1.50 couple

IMPORT Auto TALK



By IAN NEILL



Datsun 240-Z: car experts love it. So will you.

"Road Test" magazine raves over 240-Z

The editors of "Road Test" magazine really blow their minds in the review of the Datsun 240-Z. First, you must know they are a very picky bunch of drivers and engineers. They know all about cars and they don't pull their punches when they find something stupid. But with the Z-car they were so complimentary it was embarrassing. A few quotes: "A sportscar's sportscar . . . considering the styling, the performance, and the price, the only word for the new Datsun 240-Z is 'sensational' . . . we would rate the little Z-car as extremely good in general comfort . . . the 240-Z stops dead true and with no dramatics . . . with the big discs up front, you know it's going to keep doing it, too, come hail or high water . . . the interior is well-planned and luxurious looking . . . there is room for all the luggage one would need, and the seats are extremely comfortable buckets . . . gas mileage is good."

Safety And Anti-Air Pollution Control

An announcement from the Nissan Motor Company's head office in Tokyo on June 8 (before the "white smog" phenomenon struck that city of 13 million people) stated that the company would exert its greatest efforts to solve the urgent problems of passenger and pedestrian safety and the elimination of exhaust gas air pollution.

Nissan is the manufacturer of Datsun cars and the announcement emphasized these problems were foremost in the company's overall aims of mass-producing the safest and cleanest cars that consumers can buy.

Improved auto safety equipment and measures to prevent air pollution from exhaust gas have been of primary concern in Japan, North America and Europe. At a May meeting, the Japan Automobile Manufacturers Association agreed that all research and development efforts in the immediate future would be devoted to the development of engines powered by lead-free gasoline. It is expected these will be in production within five years.

Datsuns First To Meet Tough Californian Standards

Datsun cars were the first imported cars to receive confirmation in mid-May of their qualification to meet the very strict exhaust gas standards set by the State of California. All 1971 model Datsuns comply with these regulations — including those now being sold in Canada — are all fitted with emission control equipment.

The California exhaust gas control measures are the most severe in the world and specify the following minimums for exhaust gas content:

Carbon monoxide: 23g-mile; Hydro-carbon: 2.2g-mile; Nitrogen oxides: 4g-mile; Fuel evaporation: 6g-test.

(Testing of fuel evaporation requires that engines run continuously for 11 hours under various conditions.)

In April, Datsun cars were also given the exhaust gas stamp of approval by the U.S. Department of Health, Education and Welfare's National Air Pollution Control Agency.

Personally, I'm all in favor of these controls because every step must be taken to help keep our environment clean.

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