

Largest Helicopter, XH-16, Being Developed for USAF

Largest helicopter ever to be built and capable of carrying the biggest load and with the longest range ever achieved by a rotary wing aircraft is currently being developed by the Piasecki Helicopter Corporation, Morton, Pa., states the United States air force. Designated the XH-16 by the USAF, the huge transport helicopter follows the tandem-rotor configuration pioneered by Piasecki and already proven so successful in the ten-place "Rescuer" tandem-rotored helicopter now in production for the navy, marines and coast guard. In fact, the huge XH-16 has a smaller prototype in the XH-15, an all-metal tandem-rotor helicopter which Piasecki has developed and built for the navy and which has made a number of successful flights. The air force's XH-16 is actually an "enlargement" of the XH-15 in general dimensions and streamlined appearance. To give an idea of the tremendous size of the USAF's new development, the XH-16's all-metal aerodynamically clean fuselage will compare in general shape and dimensions to the body of the familiar four-engine Douglas C-54 airliner. Marking a radical innovation in rotary wing aircraft, the XH-16 features the use of a large, quickly detachable capsule which just about doubles the payload of this "truck-and-trailer" of the air.

95 Out of 100 Accepted For Life Insurance Risk

All but five out of every 100 applicants for life insurance were accepted in 1947, the Institute of Life Insurance reports. Analysis of 1947's company reports on ordinary insurance policy issuance shows that 95 per cent of all applicants were issued policies. Of the total issued, 90 per cent were standard rate policies and 10 per cent rate policies. Chief cause for the 5 per cent not qualifying for either standard or extra rate policies was the broad category of diseases of the heart, arteries and kidneys. Nearly half of all the impairments preventing issuance of policies were in this category. Physical reasons combined accounted for over three-fourths of those who did not meet qualifications. Chief causes of these were: cardiovascular-renal, between 40 per cent and 50 per cent; medical history, 20 per cent; overweight or underweight, 5 per cent. Less than 8 per cent were for occupational hazards and the balance were for other underwriting reasons, including application for too much insurance in relation to finances, location of residence, or habits regarded as harmful.

Bindweed Seeds Bide Time

Seed of bindweed has long been known to remain viable in the soil for many years. This long life has been an important factor in making this weed one of the farmers' most tenacious pests. Tests in recent years by the U. S. department of agriculture at the Hays station in Kansas show how the seedlings pop up in cultivated land long after the established plants have been eradicated. According to F. L. Timmons of the bureau of plant industry, soils and agricultural engineering, in a 14-acre field that had been cleared of bindweed in 1921 there was an average emergence of five plants per square rod in 1941, 20 years later. These were removed and scattered plants have been coming up each year since, including 1947. All of these seedlings came from seeds in the soil in 1920 or earlier.

Home-Canned Tomatoes

Home-canned tomatoes are a very important source of vitamins and minerals, as well as a tasty and appealing food. Tomatoes have long been recognized as an important source of several vitamins and minerals, particularly ascorbic acid or vitamin C. Because ascorbic acid cannot be stored in the body, it is best to supply it daily for the best of health. Winter meals have often been found low in this vitamin unless special care is taken to use vitamin C rich food. When the amounts of vitamin C in a person's diet are low he will not necessarily be ill, but will feel more fatigued if he eats sufficient food containing ascorbic acid. And that is where the home canned tomatoes come in.

Free Farms of Future

Managed forests or tree farms are the lumber industry's objective. There must be a definite end to the supply of old-growth and forests raised under management are the only possible source of raw material when the virgin forest is gone. "Tree farm" is the name for an area of forest land that will be used for continuous forest production. It is managed as such. It will be improved and given better than the average protection from fire, supply, planting, or other method of re-stocking will be provided above the legal requirements. Full use of land which is best suited to timber growing is the objective of good management.

TO CANADIAN RAILROADERS AND THE CANADIAN PUBLIC

It is important that you understand clearly why the managements of Canada's railways believe a railway strike is absolutely unnecessary.

Our reason for this conviction is that we have made the employees involved in the present dispute a fair offer of wage increases and improvements in working conditions which, if applied to all employees, will cost us \$37,000,000 a year.

We have further acknowledged a moral obligation to implement the 40-hour week at the appropriate time, and we have explained why, in fairness to Canadian industry and all other employers of labour, we cannot put it into effect now.

To do otherwise would be to perform a disservice to industry in general and to all employers and employees alike.

The railways, after making two previous offers which the union leaders rejected, have now made

a third and final offer which gives the employees the choice of either:

- an increase in wages averaging 8½ cents per hour, or
- a reduction in the basic work week from 48 to 44 hours, with an increase in wage rates of 9.1% so as to maintain or in some cases improve present "take home" pay.

The labour leaders have made no concessions at all and have refused to budge from their original demands for a 5-day 40-hour week with maintenance of present "take home" pay, and in addition increases of 7 cents and 10 cents an hour.

The railways are thoroughly conscious of, and sympathetic to, the problems of their employees resulting from higher costs of living.

Drastic, unwarranted reductions in hours of work instead of decreasing these problems will inevitably increase them.

Not only is a railway strike unnecessary now, but furthermore, because of the tense international situation, it would endanger the entire Dominion. As the presidents of the Canadian National and Canadian Pacific Railways said in a joint statement to the representatives of the unions last Thursday:

"The present situation...imposes a nerve strain on all concerned at a time when we badly need to devote all our energies and thoughts to the grave threat of a national emergency...It leaves the railway employee in a most uncertain and unhappy frame of mind because we are morally certain he does not wish to walk out on his job at a time like this, no matter what issues are involved...this opinion seems diametrically opposed to the

strike ballot which has been reported by the unions, but railway management retains too high an opinion of the loyalty, steadfastness and sense of responsibility of their employees to believe a strike would not mean a heart-breaking situation for them. That is not to say they will not carry out their undertaking to strike if union leaders decide to call upon them to do so but as already stated, it will cause great unhappiness and self-reproach."

The importance of the railways in Canada's economy cannot be exaggerated. Never was that importance more apparent than in World War II. And without the loyalty and intense effort of all railway employees, Canada's magnificent war effort would have been im-

possible. The same holds true today. As the presidents further stated:

"...the general public is inconvenienced and business arrangements are made uncertain so long as the likelihood of a strike persists. Moreover, a railway strike would so cripple our economy that it would weaken for a long time our ability to take a strong line in international affairs and thus give great comfort to the enemy. Therefore, railway management feels strongly that the issues must be faced resolutely so that all interests, the worker, the public, and the Government, as well as the unions and railway management, will know precisely what is facing them. The time has come to remove this uncertainty which hangs as a blight over our day-to-day life."

WITH THESE CONSIDERATIONS IN MIND, THE RAILWAYS HAVE MADE THIS OFFER AS THE ULTIMATE THAT COULD POSSIBLY BE EXPECTED OF THEM, AND IT GIVES A SETTLEMENT WHICH WILL LEAVE RAILWAY WORKERS IN AN EXTREMELY FAVOURABLE POSITION COMPARED TO OTHER INDUSTRIAL WORKERS.

HERE IS OUR OFFER

The final offer which excludes hotel and water transport employees is as follows:

- (1) Recognition by railway management of a moral obligation to implement the 40-hour week at the appropriate time.
- (2) Recognition by the unions in principle, subject to negotiation in detail, of minor amendments to existing contracts covering working rules to bring about more efficient operation.
- (3) EITHER
 - (A) A 44-hour basic work week with a 9.1% increase in hourly rates

so as to maintain "take home" pay. In regard to monthly rated clerical employees there will be an understanding that a 5-day actual work week may be granted by local arrangement in selected cases where the hours now actually worked are less than 44, on condition that the requirements of the service are protected up to 44 hours per week. OR (B) A graduated increase in basic wage rates approximately equivalent in expense to that involved under Plan A. When applied to all employees, this would cost the railways \$37,000,000 per year, and would average 8½ cents per hour.

CANADIAN NATIONAL RAILWAYS TORONTO, HAMILTON & BUFFALO RAILWAY

CANADIAN PACIFIC RAILWAY ONTARIO NORTHLAND RAILWAY

CHURCH NEWS

Baptist Church
Rev. Chas. R. Gower, Minister
Mrs. R. H. Wright, Organist
10 a.m. — Merely Religious or definitely Christian
11 a.m. — Sunday School
7 p.m. — Counting the Cost
8 p.m. Wednesday — Palestine — the National Home for the Jews

Baptist Charge of the United Church
Mr. William A. Gibb, Minister.
Baptist
10 a.m. — Sunday School
11 a.m. — Public Worship
Church Hill
10 a.m. — Public Worship
11 a.m. — Sunday School
Malville
2 p.m. — Sunday School
3 p.m. — Public Worship

Norval and Union Presbyterian Churches
Rev. J. L. Self, M.A., B.D.
Usies
10 p.m. — Public Worship
11 a.m. — Public Worship

Norval, Hornby & Stewarttown Anglican Churches
Rev. J. E. Maxwell, B.A., L.Th.
St. Paul's, Norval
7.30 p.m. — Evensong
(Except 1st Sunday in month — Holy Communion 11 a.m.)
St. Stephen's, Hornby
11 a.m. — Morning Prayer
(Except 1st Sunday in month — Evensong at 3 p.m.)
St. John's, Stewarttown
3.00 p.m. — Evensong
(Except 1st Sunday in month — Evensong at 3 p.m.)

Norval Charge of the United Church
Rev. Alex Cowan, B.A.
Norval
11.15 a.m. — Public Worship
Glen Williams
7.00 p.m. — Public Worship.
Rev. Alex Calder will preach at both churches.

Provincial Paper Employees Picnic at Stanley Park

Employees of Provincial Paper, Ltd., and their families enjoyed the annual picnic on Sunday at Stanley Park, Erin. Races, ball games and swimming occupied the afternoon with a picnic supper bringing the day to an end. A good turnout is reported.

Robinson-Woodrofe Wedding At St. John's Church Manse

On Saturday, July 29th the wedding took place at St. John's Church manse of Dorine Eliza Woodroffe, eldest daughter of Mr. Henry Woodroffe of Parry Sound and the late Mrs. Woodroffe and Charles Anderson Robinson, son of the late Mr. and Mrs. John Robinson, Toronto. Rev. John M. Smith officiated.

The bride wore a floor length gown of bridal blue moire taffeta with shoulder length veil and white accessories. Her corsage was of white and pale blue sweet peas. Mr. and Mrs. Harold Scott, Church Street, at whose home the bride has lived during her residence in town, attended; the couple, Mrs. Scott wearing pink moire taffeta with a corsage of pink sweet peas.

Twenty-five guests attended a reception after the ceremony, coming from Parry Sound, MacTier, Breslau, Toronto and Georgetown. For a motor trip through northern Ontario the bride changed to a navy crepe dress with white accessories.

Terra Cotta Young People Organize New Beaver Club Here

The young people of Terra Cotta have banded together to form a new organization which they are calling the Beaver Club. The first activity held was a dance and a few nights later they sponsored a euchre party which drew a good crowd. Prizes at cards were won by Dorothy Nolan of Toronto and Charles DeForest. The club is at present selling tickets on a lucky draw to raise funds, with three geese offered as the prizes.

Lloyd Miller is president, Ronnie Elwood secretary, and Shirley McNally treasurer of the club. The membership includes Beverly Eves, Stanley Miller, Lenore Schlichter, Tommy Miller, Ron Miller, Gordon Amos, Alex and Tony Zillo, Lynn and Barbara Patch, Shirley Wyles, the Ingils, Jack and Harold Stoddard.

Carl Nelles is First Korea Force Recruit

First local enlistment in the Canadian Special Service Force which is slated after training to embark for Korea for police action with the United Nations against the North

Korean forces which are invading South Korea is Carl Nelles. A teller at the Bank of Commerce branch here for the past two years, he comes from Caledonia and left yesterday for a visit with his family there before reporting to Toronto. Carl will serve with the artillery and expects to take his training at Camp Shilo, Manitoba.

George Sharpe Was Prominent Churchman

A Norval resident, George Wakefield Sharpe died Sunday in Peel Memorial Hospital, Brampton, in his 68th year. Mr. Sharpe was unmarried and had lived alone since the death of his parents some years ago. He was a son of the late John and Eliza Sharpe.

He took an active part in the affairs of Norval United Church and at the time of his death was serving as church treasurer. The funeral service was held yesterday at the church with interment following in Hillcrest Cemetery, Norval.

As much as 300,000 miles of gold thread is produced annually in Delhi alone.

The first printed colored advertisement was for a rug.