

Georgetown Herald

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EDITORIAL COMMENT

Down The Line

As the early days of September approach there may be countless small businessmen who will eye a new plan of the Canadian banks with some misgiving. We are told that the "old fashioned" overdraft will be wiped out.

Any businessman will tell you that an overdraft permitted him to make a payment and have the bank honor it even though sufficient cash may not have actually existed in the account. It was honored on the assumption cash returns in the immediate future would cover it.

Of course the bankers offer the alternative that has always existed in obtaining loans by promissory note to cover the absence of sufficient cash to carry on a business.

It is safe to predict that if the system of overdrafts is automatically wiped out on September 1, there will be a flood of N.S.F. cheques. We can only hope the bankers will use discretion in the elimination of overdrafts — a system that has existed for countless years in Canadian banks.

It does seem the banks are introducing a number of changes, probably partially because of the increased volume and

increased costs. Banks are now asking that all cheques be printed with a code line across the bottom that will permit electronic sorting. The process named Magnetic Ink Character Recognition produces a line of peculiar looking figures printed with a special ink containing iron oxide. This line is magnetized in the sorting machine and the cheques are sorted into one of several pockets.

The business man who uses printed cheques is expected to pay the cost of this new encoding system which is naturally more expensive than the previous printed cheques. It was not long ago either that the banks discontinued supplying the special water marked bank paper for the printing of cheques. The cost of paper and the cost of the new electronic encoding have been added to the cost of using printed cheques.

There is no visible "out" to all these things that are increasing the complexity of operating a business but undoubtedly increasing costs will always find their way to the consumers since profits in most small businesses seem already to have been depleted to a minimum level.

— Acton Free Press

Advertising Pays

The following comment, which was clipped from the Kiwanis Magazine and reprinted in the bulletin of the Church of the Comforter in Toronto says:

"DUZ YOU DREFF along with the TIDE! VET, now is the time to CHEER up. If you want JOY, the TREND is to BREEZE along to the Church on Sunday morning. But too many WOODBURY their heads in a pillow and remain in bed, or work to make their jobs SPARKLE; forgetting that the Lord's Day was made for LESTOIL. But when the Lord is given first consideration, a DOVE

will never have to send an SOS. For you who put Almighty God last, trusting to LUX, and who intend to miss church next Sunday, maybe somebody ought to DIAL you to remind you of the IVORY palaces up yonder. This is not a silly BABO worship; it is intended to AD to your LIFEBOUYO. So next Sunday dress up SPIC and SPAN, and DASH to God's house. Then as you sing PRAISE to God, you will get a wonderful KLENZER for your soul."

Editor's question: How DUZ that make you feel MISTER CLEAN?

Dobbin Nearly Obsolete

According to the latest figures from the Bureau of Statistics, the horse is gradually following the buggy into oblivion. Last year's census shows Dobbin's numbers have dwindled to a mere 512,000 from well over 3,000,000 only 30 years ago — or to little more than a third what they were in 1951. And with the decrease, comes a certain nostalgia for things as they once were.

It is not so long ago that every family prided itself on a span of sleek, heavy work horses. And if the farm was a large one, it was not uncommon to see a double hitch for the heavier work. In addition a single or pair of drivers stood ready in the barn for shopping trips to town or church on Sunday. The advent of a new foal was an anticipated blessing as was his gangling friskiness in the pastures later on, a thing of pleasure and of beauty.

So much of Canada's earlier years

revolved around horse power that it is sometimes difficult to believe that noble beast has been almost completely replaced by tractors and other heavy machinery.

Artists of that day and age painted the horse in all manner of setting; in ice sled racing, escaping a forest fire, drinking from troughs at the edge of a field and often, so often, a pair standing head to head under a tree, tails swishing at flies and a hind leg relaxed. This was perhaps the favorite setting and rarely did one enter a home that one of these pictures was not on display.

Rarely now does one see a horse at work in the fields. And with their passing also is passing a more tranquil time of human-animal companionship. Today the pony is kept as a pet, the race horse is fine-bred for the track. It will not be long before big, hard-working, docile Dobbin is no longer.

FIFTH IN A SERIES

Ontario Northland is Developing With Amazing Population Increase

Special to the Herald by Alan McPherson

The vast sprawling northwestern sector of Ontario, spread over 213,000 square miles, or nearly 50 per cent of the area of the province, is fast providing an answer to whether suburban development is comparable to the electric pace of Metro.

The northland is jumping. Being partially divorced by mileage from the envelopment of metro areas, this section refuses to submit to negation, and as a result, shows the most incredible and amazing expansion of many sections in recent years.

Even the firing statistics indicate optimism with a population of 195,529 in 1956, expected to reach 346,000 by 1976. This, of course, includes Kenora, Rainy River, Thunder Bay, and the twin cities of Fort William - Port Arthur.

Geographically, many parts of this widespread community are considered remote, for it is bordered by Hudson's Bay and James Bay, the state of Minnesota, and Lake Superior, Algoma and Cochrane districts, and the province of Manitoba.

Probably the north has natural advantages, but the people displayed enough astuteness for the exploitation of these and enough common sense to appraise the structural strength and weakness of their area.

ASTUTE CITIZENS

To begin with, the northwest encouraged, and basically sustained itself, by the intricate fabric of primary industries — forest products and mining, with transportation and tourism contributing substantial support in recent years. Indicative of the potential of this great land is the growth of manufacturing production today — in the neighborhood of \$280,000,000. When we analyze present development, and proposed future development within the province we must place northwestern Ontario in the foreground, both for aggressive forward steps taken despite some territorial disadvantages, and for a practical "non-stop" program of expansion, regard-

less of all the awe-inspiring propaganda about Metro markets. Why does this section stand out? Because it has complete faith in its resources, and because it thinks positive. Here are some digestive facts about major projects now underway in northwestern Ontario. They number 34 in all, and



TWEEDLESOE AND TWEEDLEEGED

range from \$250,000 to \$8,000,000, and then from \$35,000 (Hydro) to \$66,000,000 (Steep Rock Lake Iron ore). They vary in character from a \$750,000 YMCA in Port Arthur to the first thermal-electric 100,000 kilowatt plant of the Ontario Hydro at St. William.

ANOTHER FIRST

They show a first in chain store development, with Canada Safeway, traditionally bound to the west, coming into Port Arthur with a supermarket. They also show McLeod's Ltd., from the prairie provinces, building two stores, at Fort William and Dryden.

There's Lakehead College at Port Arthur \$335,000, and the \$1,000,000 residential school for Indian pupils at Fort Frances. In the foreseeable future, schools are planned for Kenora Dryden, and Geraldton; an airport for the Lakehead; Canadian Broadcasting Corporation selecting satellite stations to serve five communities; a \$500,000 hospital in Geraldton, and from Calgary Husky Oil Co. planning large scale motel and restaurant centres.

How does all this happen? In no small degree can the citizens of that section thank the Northwestern Area Development Association, and I am indebted to general manager Alexander Phillips for a most comprehensive coverage of all phases of development. This is one of the most wide awake groups in Ontario, and they leave no promotional stone unturned to better their community.

With their budget, they managed a 28-minute documentary 16 mm film in sound and color, attracting all to "Ontario's Great Northwest." This film found its way to an English network to be viewed by 35,000,000 persons. Six prizes have been available and are being shown across every section of Canada.

HOLLYWOOD TOUCH

Monthly progress reports on regional projects, covering everything from industry to bridge building and highway construction, are published regularly in a western Canada business magazine. Monthly news bulletins inform 500 districts public and business institutions, federal government departments, and industrial promotion commissions in the United States and overseas of the Lakehead picture.

More than 25,000 words of factual material, written by the association, gets published every year. It was the Northwestern Area Association that came up with the suggestion to Prime Minister "Dieselbaker" that Queen Elizabeth and Prince Philip, continue their voyage aboard the yacht Britannia, through the Great Lakes Deep Waterway to the Lakehead after opening the St. Lawrence Waterway.

This forcefully (and rightly) emphasized the significance of a sea lane to the very heart of the North American continent, not necessarily terminating at Toronto. (The Association submitted a 25,000 word report to the Gordon Royal Commission on Canada's economic prospects.

FRIGHTFUL RAYS

Most important, members of the Association took prompt and vigorous action against a 20 per cent freight rate increase clamped on three operating lines in northwestern Ontario. (Continued on Page 7)

SUGAR and SPICE

By Bill Smiley

Fair warning. This column — all of it — is going to be about my son. I used to think it was bad form to talk about your kids. But after years of sitting around listening to other parents rave about their fantastic clever and talented children, I became fed up. Now, you'll find me right in there with the most boring of them, trying to insert a few brags about my own offspring with the proper degree of false modesty.

Fifteen years ago this week, my son was sitting in his mother's lap, in his bare feet, looking like a miniature Winston Churchill, blinking at this hot, bright world, and waiting for some more of those goodies that came every three hours.

Right now, he's sitting in the living room, in his bare feet at the piano, alternating between Chopin mazurkas and Blues in the Night. The Lord alone knows what is going through his mind, but I'll bet anything that within 20 minutes he will be in the kitchen looking for something to eat.

Food is almost a religion at that age. Their most familiar pose is standing with the refrigerator door open, gazing into the interior with the rapt look of a Buddhist priest at his prayer wheel.

All that grub seems to bear fruit. In the last year he's grown about a foot. The shoes are suddenly pinching his toes. The trousers you bought last Saturday are halfway to his knees.

Hugh is an odd kid, in some ways, but show me a 15-year-old who isn't odd in some ways, and I'll show you a freak. Like most boys, he's a confusing combination of opposites: sulks and sulkiness, selfishness and thoughtfulness, cowardice and courage. In my prejudiced opinion, the virtues heavily outweigh the others.

He's as stubborn as a mule, when he thinks he's right. Just like his mom. Or he can be the easiest person in the world to get along with. He can give you a look so surly you can scarcely keep your hands off him. Or he can melt you with the most charming and disarming smile any boy ever produced.

He can sit and discuss Communist China intelligently, but don't send him to the store to buy four pork chops and a loaf of bread. He'll come home with eight lamb chops and a bag of buns.

He can memorize a Beethoven sonata, but don't ask him where his gym shorts are, or when his used collection is due, or what day it is, or what time the party starts. He doesn't remember. He can work from seven in the morning to 10 at night on his music — and school work without complaint. But when summer arrives, he can scarce-

What Is Technical Education?

FOURTH IN SERIES
By C. R. Ford

There have been attempts to develop very small composite high schools with technical courses offered in a general shop. You can be sure that these programs have done nothing to improve the standards of vocational preparation at the secondary school level.

THESE IS NO uniformity of standards in the graduates of the technical high school courses. Through all the changes of emphasis, quality and purpose, a number of technical schools in Canada have maintained high standards and have gained such status in their communities that there is keen competition for entry into the schools and courses.

With the change that is taking place, the new program that is being developed in Ontario, the new courses in Saskatchewan, in Alberta, in the Maritime, I have every hope that there is a new day ahead when the courses will reach the objectives I stated in my opening remarks about the kinds of programs for which federal assistance may be provided.

I would like to say a further word about standards. The Department of Labour and employers everywhere are interested in standards. They are interested in knowing what a person who has completed a program of training can do and what he knows. They are interested in knowing how far he is along toward full competence in the occupation for which training has been given and what background he has for further development and growth. We need accurate and realistic standards at all levels and in all fields.

I BELIEVE THE requirements for occupational competence at any level are identifiable both in terms of skills which must be acquired, or operations which one must be able to perform and the technical knowledge he must have. Progress toward levels of competence can be compared to moving up an inclined plane — or to winding your way up in one of the new parking garages — At various places on the inclined plane or the spiral, there should be identifiable progress, achievement or accomplishment could be marked.

The attainment at these levels should be recognized by suitable certification. Perhaps there should be plateaus or resting places or levels below full occupational competence or journeyman status, where those who do not wish to proceed to advanced levels find recognition for their achievement.

Standards have been given a great deal of attention in practically all industrialized countries of the world. The U. K. has standards at the craftsman and the technician level. So has Sweden, and Holland and Germany and Japan. In Canada, it is only in the apprenticeship program that means have been established for identifying full occupational competence.

THIS MATTER OF standards is one in which much remains to be done. Teaching methods will have to be revised especially in the field of science and technology. Teachers today are faced for the first time in history with a very real problem. They know what they are teaching their students in the field of science and technology will likely be old-fashioned in a decade or two and out-dated shortly thereafter.

A realistic appraisal of the achievements of modern technology, and the prospects for the future, emphasize the importance of utilizing fully the intellectual resources and skills of our people.

The impact of technological change upon education and training is so clear that it seems unnecessary to elaborate further about the need for higher levels of technical knowledge and scientific skill.

EDUCATORS THEMSELVES must learn how to impart to their students more knowledge in less time. Teaching methods will have to be revised especially in the field of science and technology.

Suppose we look ahead 40 years, let us set the limit at the year 2000, and regard that

the future will be the next 40 years. We are planning now for this period. We are training now for those who will work in this period. Are we doing it well? Are we training for what is to be or what has been, or what is about to be?

FOR A MOMENT let us think back 40 years and identify some of the changes that have taken place during that period. Changes in the use of power, in electricity, electronics, radar, jet propulsion, the aeroplane, the harnessing of nuclear energy. Man-made satellites circling the globe. Although some of us may "faintly" be in orbit, three astronauts have returned safely.

Now, if we look in the other direction — forward — have we, as they sing in the musical "Oklahoma," "Gone about as far as we can go?"

In speaking of the future I would like to submit two pieces of statistical evidence. First, it has been reliably estimated that of all the scientists, engineers and technologists that have ever been in the history of the human race, 75% are alive and are working today. Secondly, the world population today is between 2,000 million and 2,500 million. The experts in this field forecast that in the next 40 years the population of the world will probably be 5,000 million.

Of the 2,000 million who are alive today, about one half are peasants. They are poor people, scratching a meagre living from the soil and are making virtually no demands upon the products of civilization, that is, manufactured goods, which are the products of our industries. This means that the total production resources of the whole world are catering to the needs of a little more than 1,000 million people.

NOW, BY the year 2000 A.D., or in 40 years, there are 5,000 million people and none of them we hope will be peasants, for we are not allowing civilization to grow in its own sweet way. The great powers of the world are competing to see which can get to the underdeveloped countries first with the most.

Our problem of the future is not going to be can we find a market for the goods produced by the world, but how can we produce enough goods for 5,000 million people in the next 40 years.

Even at this moment, scientists are at work discovering and producing things at a rate the world has never known before. Many of the machines and processes we use today will be as obsolete as the horse and buggy in a lot less than the 40 years of which I speak. The automobile as we know it will be among them.

The future of which I speak holds a tremendous challenge for education, particularly in the field of technical and vocational education. Educational productivity must itself be improved in keeping with the speed of advances in other fields.

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MERRY MENAGERIE

By Walt Disney



"I understand he makes a very good martini!"