

The Stouffville Tribune

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NOTES and COMMENTS

Blueberries for Scots

An aircraft load of blueberry plants from Canada may give Scotland a thriving new horticulture industry and provide a valuable use for what is at present almost valueless peat land. The plants will be fully grown and, uprooted one day in Nova Scotia, they will be planted in Lanarkshire within 24 hours, after an air crossing to Prestwick. By transplanting fully grown blueberry bushes, it is hoped that from four to five years will be saved in developing the industry in Scotland. —U. K. Bulletin.

Marriage on Trial

A present from New Zealand will enable one of Britain's most picturesque ancient customs to be revived this autumn. This is the Dunmow Fitch trial by which a side (or fitch) of bacon is awarded to the married couple who can swear before the townsfolk of Little Dunmow that they have not repented of marriage nor quarrelled for a year and a day.

Since the beginning of the war the presentation of this award has not been possible owing to rationing restrictions. But part of a prize pig from New Zealand is being set aside especially for this purpose this autumn. The custom is said to have originated in the reign of King Henry III.

Election Time Not Far Off

We are about to enter the month of October which reminds us that the annual municipal elections are not very far off. It is not too soon for interested local bodies to begin thinking about when they will have to handle the town's affair for the next twelve months.

New blood on a council is often a needed thing, although we have seen many a good man drop out in favour of a poorer representative, yet a council can become stale and inactive when in office too long. Members who have the ability for leadership should look forward to becoming the chief magistrate, and should not hesitate to make known their preparedness to be ready for advancement.

It is becoming increasingly difficult to interest capable men in public office especially in smaller municipalities and townships. This is unfortunate and we do not look forward to better days when councillors measure the service they render by the number of dollars they receive for what they do.

Let us hope that public service will have attached to it sufficient honor to attract the best citizens to service of this kind.

Is A Good Excuse Better Than None

We passed by the village school the other morning at just nine o'clock. Every room was lighted because it was a dull morning, and instead of being nine o'clock, actually it was only eight o'clock. At four o'clock fast time we passed that way again and the lights were still necessary, hence we asked ourselves, who is kidding the public about saving electricity by adopting fast time. Our belief is that so far as saving electricity is concerned there is nothing to it. Any saving by industry closing earlier in the day during winter seasons is lost by the people burning more electricity in the early morning.

National Newspaper Week

Next week, October 1st to October 8th, will be known throughout Canada as "National Newspaper Week". Only in two countries in the world does there exist a small-town journalism of any consequence, and that is in the United States and Canada. Just how much this means to the rural life of our country can never be estimated, hence we cannot let Newspaper Week pass without saying a word about the free press in Canada.

Prof. Thos. Barnhart of Minnesota University claims that: "Small-town newspapers flourish in this country because the setting is right. We have developed, hand in hand, a democratic form of government, a free press tradition, widespread public education, and a private enterprise system of business."

Out of this combination have come other factors which enable Canada to have more than 750 weekly newspapers, as "the backbone of Canadian journalism."

These factors include:
The building of hundreds of small towns in the country's immense rural areas, with the community newspaper playing its part in such a development.

The creation of a vast network of rural free delivery routes, and the establishment of postal rates in keeping with a national policy of encouragement of dissemination of information.

A social environment in which citizens have a friendly interest in the everyday activities of friends and neighbors.

Barnhart, author of several books on weekly newspaper editorial and management problems, believes that the small-town newspaper currently is improving its historical position as a community leader and as a business enterprise.

If The Packers Took Nothing (The Financial Post)

Few industries escape a lot of unjust criticism when prices start to fluctuate. But the unhappy meat packer who operates between producer and consumer gets a double dose.

When meat prices are high a lot of consumers talk darkly about packers' profits. When the pendulum swings the other way the same sort of thing comes from some of the livestock producers. An editorial in Swift's News proves both parties wrong. It points out:

"If Swift & Company remitted its entire earnings to consumers, they would be able to buy \$5 worth of meat for about \$4.94. If the company remitted its entire earnings to the producers of livestock, the farmer's income would be increased but little. On a 1,000-pound steer the producer would realize about \$294 instead of \$290."

Last year total earnings of Swift amounted to almost \$28 millions. While this looks like a lot of profit, what the public overlooks is the percentage of this to sales. To make this profit an enormous amount of business had to be handled and the profit per dollar of sales was extremely small.

Actually in the case of Swift's sales amounted to \$2,361 millions and gave the company an average profit of one and two tenths of a cent on each dollar of produce sold.

For Canada Packers the profit margin last year was still smaller, actually slightly less than nine tenths of a cent per dollar of sales, according to the annual report as reviewed in The Financial Post last week.

Only large and successful firms indeed can hope to operate on such narrow margins.

Chewing Tobacco

The fact that less chewing tobacco was manufactured in the United States in 1948 than in any year this century suggests that this use of the "weed" is on the wane.

One would be hard put to say nice things about a custom that led to unsanitary conditions when the cuspidor was regular equipment in the home and the addict very often missed his target. And tobacco encrusted lips or the dripping jowl can be very nauseating.

Yet tobacco can be chewed with refinement if one takes only the occasional chew and is careful where he expectorates.

Some have found it an idea producer. Sir Robert Borden was known to take a chew of tobacco when he was burning midnight oil studying matters of state in private.

One thing to be said for the tobacco chewer without fear of contradiction, he never started a forest fire.

One thing we can add to Sir Robert's statement, is that chewing tobacco appeals to most people as a dirty habit. Even at a threshing a good wad of gum is preferable.

Just About Freight Cars

Standing on the platform at the C.N.R. depot a few evenings ago while Agent Mowat just inside the window was ticking off some message, our eyes fell on a string of freight cars just across the main track. There were eight cars, six box cars and two flat cars. At once there flashed through our mind that freight rates had been boosted another eight per cent, and then another thought said that these cars cost a lot of money standing around as so many of them must do waiting to be loaded or unloaded. We began to figure just what the cost of that string of eight cars meant to the railway when they were first turned out at the construction house.

In a recent issue of a small folder we read that a box car cost the company \$5,700 or the price of a modest home. Most common of freight equipment is the box car, built to carry anything from canned soup to lumber. A flat car costs to build, \$4,750, thus the string of nine cars indicated an investment of close to \$50,000. There is an enormous investment in rolling stock in the two Canadian railways when we stop to think of just what stands on a small siding in a place like Stouffville.

The C.N.R. operates 67,998 box cars showing an investment of \$387,558,600 for this type of car alone. Next common to the box car of course is the previously mentioned flat car. It looks like an open platform on wheels. It is made to carry items whose bulk and size do not permit loading in a box car. There is farm machinery, structural steel, and in war days, army tanks, etc. Owing 5,077, the C.N.R. sheets show the company has an investment here of another \$24,115,750.

Not often seen in Stouffville, yet frequently here, is the refrigerator car, used for shipping vegetables of a perishable nature. Ross Brown used many of these cars in past years for shipping vegetables.

The cost of a refrigerator car, we are told, is \$16,200. Outwardly this car looks like any other box car, but it is more than that. It is specially lined and is equipped with a charcoal heater and ice compartments. The ice to keep the produce cool in the summer, and the coal stove to keep out the frost in winter weather. Invested in this type of car, the company reports \$62,386,200.

Of course there are other styles of freight cars, such as the tank car for carrying oil, and the hopper car for moving coal, and perhaps still other style cars are built in smaller numbers that we are not informed on. We believe specially constructed cars are built for transporting horses.

This comment is not a direct support of railway increases for moving freight, but when we saw that string of cars the other day, these thoughts turned up about the matter and it does make one more sympathetic to the company which serves our needs in so many ways.

Mackenzie King Relaxes As New Parliament Opens

Ottawa, Sept. 16—It was a nice, relaxful day for Rt. Hon. W. L. Mackenzie King. For the first time in two decades he had no responsibilities in the opening of Parliament.

Freed from the cares of state, he was seated in a barber's chair in a downtown hotel yesterday when discovered by a reporter. Mr. King was getting "the works" from Paul, (Red) Tasse, his favorite barber, and he was looking genial.

"I've been thinking over the past years," he said, "and what a difference it is this morning to feel a free man. I know what the others are going through today, and have been for the last few weeks with the session approaching."

However, the 74-year-old former prime minister was in no mood to miss the opening. As a Privy Councillor, he was entitled to a seat on the floor of the Senate during the ceremonies and was "happy" to attend.

Payment by Province To Markham Twp. Increased by \$700.

Agreement by the provincial government to pay a larger amount to Markham township on account of the old Jail Farm at Langstaff, now used as a mental hospital, will result in an increase of about \$700. In the form of taxes for the municipality.

For some years the Ontario government has paid a lump sum of \$1,350 to the township in lieu of taxes. Receipt of a letter by the township from provincial officials indicates the province's willingness to pay taxes on the basis of a \$55,000 assessment. In place of the \$1,350, formerly received annually the township will get \$2,066.35.

The township has also received one mill subsidy as in other years, for which other municipalities are still waiting.

SLIGHT INJURY TO UNWORKED ORCHARDS

Horticulturists from the Dominion Experimental Station, Harrow, Ont., have found that peach orchards worked several times in late summer and fall after intercropping are more subject to winter injury than those that have not been touched at all.

A coupe has no back-seat driver—and sometimes not even a front.

THE OLD HOME TOWN By STANLEY



Currency Shake-up A Big Puzzle

Ottawa, Sept. 20—A puzzled frown creased the brow of the Canadian man-on-the-street last week.

He took a long look at the colossal currency shake-up and wondered whether he was receiving a kindly pat on the head or a swift kick in the pocketbook.

Cuts Both Ways
More than likely the 10 per cent devaluation of the Canadian dollar announced last week is a little of both. In any case, it all depends on which way you look at it.

For one thing, if Mr. Average Canadian takes a look across the border he can see the approach of higher prices for U.S.-made goods. He won't like that.

On the other hand, he can take a look across the Atlantic to the United Kingdom. Stuff coming from there should be cheaper. Even at that, it's not cheaper to the extent it would have been if Canada hadn't devalued her dollar. That would have meant she could take advantage of the full 30 per cent slash in the value of the pound, announced Sunday.

But, enough of these percentages. The question is which prices are going up and which are going down.

The balance appears on the side of increased prices, mainly because Canada buys more from the United States than she does from the United Kingdom.

Take gasoline, oil and coal, for instance. A lot of those products come to Canada from the United States. Before devaluation \$1 worth of coal in U.S. dollars cost \$1 in Canadian money. Now it will cost

\$1.10.

Cars, Fruit Higher
That's the same with juicy citrus fruits that come from California and Florida. It's the same for those high-priced automobiles—the ones that are made wholly in the United States.

That's not the end of the unhappy-looking list but it serves to show that a lot of things are going to cost more—something about 10 per cent more.

Now, to look at this whole affair from a different side—the point of view of people such as cattle breeders and gold mine owners, in fact anybody who sells Canadian goods to the United States.

The cattle man who received \$35 in American money for a steer he sold in the United States last week now will get that same \$35 but it will be worth \$38.50 in Canadian money.

Turning back to the U.K. market there's consolation in the fact that English-made cars ought to be slightly cheaper.

This probably all brings to mind the question of what currency devaluation will do to the cost of living.

On that score, Finance Minister Abbott—that man-who started all this—says he doesn't know.

Abbott Is Cautious
"I think it's too early for anyone to hazard a guess on what the effects will be on the cost of living," he told a press conference.

He had a cautious reply on another question. Will imports from the United States still have to be cut now that the dollar has been devalued?

Mr. Abbott would go no further than to say "it certainly won't increase the need for reduction of U.S. imports."

NEVER BEFORE
have farm implement prices been so low in comparison with prices of other supplies the farmer buys

HERE'S THE STORY AT A GLANCE			
Cost of Raw Materials Up 92% Since 1941	Massey-Harris Hourly Wages Up 87% Since 1941	Prices of all Farm Supplies Up 70% Since 1941	Prices of Massey-Harris Implements Up only 43.9% Since 1941

On the average, supplies which farmers must buy to carry on their business, have gone up 70.1% in price since 1941. In the same period, Massey-Harris prices for Canadian-made farm implements have gone up only 43.9% ... not much more than half the average rise.

Massey-Harris has held down its prices in the face of a 92.6% increase in cost of raw materials, and an increase of 87% in the average hourly wage rate to its employees.

Demand has been keen in all parts of the world, and Massey-Harris factories have been working at top capacity. High volume has spread the overhead costs over more machines, and enabled the Company to absorb part of the increased cost of material and labor.

MASSEY-HARRIS

