

# The Stouffville Tribune

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## NOTES and COMMENTS

### Unfair to the Motorist

Careless pedestrians involved in motor accidents are being treated too leniently by the courts, a Manitoba Appeal Court judge recently declared. There will be general agreement with that statement.

In far too many cases whereas the victim is entirely to blame, the helpless motorist is assessed heavy damages. Particularly is this true when the jury learns that the vehicle owner carries accident insurance.

This attitude is both unfair and dangerous. It is unfair to the careful motorist and the insurance companies and is a potent factor behind the steady increase in accident insurance rates. It is dangerous because it puts a premium on carelessness, which by long odds is the greatest single cause of all traffic accidents.

### Coal Markets Shrink

There are plenty of hard facts to back up Donald Gordon's recent warning that, unless something is done to increase its relative efficiency, coal is going to face steadily decreasing markets, so claims The Financial Post. Only three years ago half of the energy developed in the United States came from coal; in 1949 the figure was 38.5%. Last year slow down strikes reduced coal output by 170 million tons in the U.S., yet this came within 10 million tons of the total market available.

Biggest single consumer, the American railroads, cut their coal consumption by 16 million tons in 1949 and within the next 10 years oil and electric locomotives will slash that demand still more. A generation ago coal supplied over 90% of the railroads' power requirements. Soon its share will be less than half.

Every time an exasperated homeowner switches from coal to oil or gas for heating, the miner loses for all time to come an annual market for at least six tons of coal.

Not so long ago it cost twice as much to heat the average home with oil as with coal. Today with the price of coal two or three times that of 1938, the spread has been narrowed and the switching from coal to oil stepped up sharply.

Only two steps can halt that trend. Either there will have to be much more efficiency from coal — more heat or more power per ton used — or the cost of coal in comparison with competitive fuels will have to be drastically lowered.

### Vaccination No Longer Beauty Scar

There was a day when a vaccination scar was regarded as a mark of health and common sense, and without a trace of self-consciousness a young girl would wear hers on her left upper arm. But fashions changed, and the arm scar became conspicuous, or so it was thought.

It was evening dress, or rather the desire to wear it with regal poise, that led to the search for a new vaccination area. After going to the trouble of getting herself all prettied up for a formal affair, the young woman didn't think it was fitting to flaunt a scar that offered no social prestige at all. So thigh vaccinations became the vogue.

As the bathing suit became briefer and briefer however, the thigh scar also came into view. It wasn't particularly favored but was endured because there seemed to be no hope of finding an alternative. But at last gay Paris has come to the rescue.

Actress Virginia Mayo, returning from France, says the Parisians now are getting vaccinated on the sole of the foot. This expedient may be inconvenient or even painful for a matter of weeks — but, asks the Windsor Star, "when have women spared themselves torture in their attempts to be beautiful?"

### Time To Fix Rail Fences

In these modern days, in urban centres, "fixing fences" has a political connotation. But in rural Ontario, before the soil is ready for cultivation, it is a time for farmers to get out their pincers and wire and to put their fences in order.

Many of the old rail fences now have been replaced by the new wire variety — neat appearing when new, but ugly and difficult to repair when broken down. On some farms there are electric fences, consisting of one or two strands of electrified wire with a sufficient charge to make a cow, horse or pig stay away after one experience.

In most parts of Ontario, though not so much in the southern part of York County, there still remain the picturesque and durable rail fences. Most of these were of two types: the straight fence, with the rails strung between wooden posts, and the snake fence, the rails laid kitter-corner, connecting between stakes.

The straight fence entailed more work to erect, but would last with few repairs until the posts rotted off in the ground. The snake fences were handier to construct, but needed fixing spring and fall, or sometimes more frequently, as rails would get knocked off or the stakes pushed out.

On many farms these snake fences have been in the same place for generations, the weather-beaten rails as strong as when new. Some regard them as unsightly, traps for weeds. But they did serve a purpose other than to enclose fields. With long grass, weeds, berry bushes and other plants, they formed a nesting place for birds and other wildlife. And they were a sort of wind-break, helping prevent erosion. The corners were a handy spot to throw stones, picked off the fields.

It is essential for farmers to have good fences, not only to keep their own livestock from getting into the crops. Line fences, those which separate one farm from another, have created probably more "bad neighbors" in rural parts than any other cause.

Nothing is more annoying to a good farmer, who keeps his fences well-repaired, than to have a neighbor who neglects his share of the line fence. It is even more irritating to have a neighbor's cattle get into one's grain than it is to have one's own stock do it.

Old Ontario has had many types of fences, most of them still existing. They were of stone, stump or rail, and those of stone are ever-lasting. But, they had one fault. Many a farmer has gone out of sheep raising because the pesky critters, goat-like, were too agile at climbing stone fences.

Of them all, snake fences were the most familiar, and farmers these days will be renewing acquaintances with them.

## Our Readers' Viewpoint

The Tribune, Stouffville, Ont.

Gentlemen—Thanks very much for the copies of the Tribune which you have sent me.

May I take this opportunity of congratulating you on the very great improvement you have made on the Tribune of today as compared with the old 8 column, 24 in. sheet we used to publish and which was composed entirely by hand.

With the excellent newspaper you are giving to the people of Stouffville and surrounding territory you are deserving of all the patronage the citizens and merchants can supply.

I have written to one of your real estate dealers (Mr. Allison) in regard to the possibility of securing the old home, if still intact, or if this is not available, to inquire regarding some one of the other fine homes which I was quite familiar with when a resident there.

Mrs. Adams and I are from the old home towns of Schomberg and Stouffville, and we decided to make the latter our permanent residence. If he cannot locate what we would like to have, I will send you an adv. which will cover considerable territory and reach those who might sell at a price.

We may call on you in the very near future, if our residence here is sold. Cordially,

Watson L. Adams,  
Grand Rapids, Mich.

April 19, 1950

### PICKERING TOWNSHIP ROADS

A million dollars has been spent—or should we say squandered—on Pickering Township roads in the past twenty-two years. That's an average yearly cost of \$71,000.00 or \$4,600 per mile of road. Think of it. A million dollars on roads. Seems fantastic, but it's true. A million dollars of tax payers' money.

What have we got for it? Our guess is nothing. In 1949 only four miles of ditching was done. At that rate it would take fifty-five years to ditch all the roads. Also in 1949 only 24,000 yards of gravel were crushed. This only averages 100 yards of gravel per mile of road, but lots and lots of miles of road got no gravel at all. There are many important matters confronting Council, but none is more important than the roads. The time for action is NOW. We urge Reeve Westney to call immediately, an emergent meeting of Council, with nothing on the Agenda but roads. Let all members of Council stand up and be counted. Let them state where they stand on this all important road situation. Let them forget all new road contemplated for this year, and clean up what roads they now have. We suggest Reeve Westney invite the press to this emergent meeting, so that the ratepayers will know what is going to be done, and when. The ratepayers are properly fed-up. They want action.

Neil E. McEwen.

Mr. Editor,  
In answering the letter addressed to me in The Tribune of April 13, I wish to state first of all that I have no intention of bringing personalities into the issue before us. Nor do I make my remarks with any thought in mind that I hold a position on a school board, but rather because this is a public issue and all ratepayers have a right to express their views and to weigh the pros and cons, and I believe the public are capable of doing so.

Our friends from S.S. No. 2 have charged that there are tumble-down poorly equipped schools near them. I suggest that in all fairness to the teachers, pupils and ratepayers of such sections they should name the schools.

They surely do not think that if we adopted Township School Areas the sections with low assessment and high tax rate are going to benefit financially by paying part of the cost for new schools, or school additions, and teachers, equipment, etc., in sections where the population is growing rapidly, and in which sections the schools are crowded. Naturally these sections have to do something about it, but if there are more ratepayers, then there is greater financial ability to pay for their own schools; why should the sections which are already poor be drained completely?

As regards the question of distribution of pupils the same situation has been placed before and remedied by changing the boundaries of the sections concerned with no great trouble and no great inconvenience to anyone and at practically no cost. When we start transporting children from one section to another it means school buses, and we all know the rest of the story. There is nothing more unequal than to transport a few children while others walk one and two and even more miles. It is only human nature for other taxpayers to demand the same treatment for their children, and then the confusion starts.

To suggest that Township School Areas are not related to Consolidated Schools is as mistaken as to say that the digits are not related to great mathematical problems. The greater depends on the smaller. The smaller is a step to the larger in the "master plan" and it is increasingly more evident that there is a "master plan" at work in our province.

Our rural way of life, the building of character in our young people, the holding of the young people on the farms and the feeding of the world's hungry millions depends on continuation of our present public school system

second only to the work of the Church of Jesus Christ. We would not think of taking away the French language from our fellow-countrymen in Quebec, or even in Northern Ontario; nor will we easily give up such a heritage as our educational system which was won for us by the fathers of our province, and which is definitely "not" out of date. We had better beware lest we sell out this heritage for government grants.

I believe in education both compulsory for children and voluntarily for grown-ups. I believe our schools as they are can stand many improvements and that trustees could be a little more interested in the school they serve, but I wish to go on record as saying that all the centralization, luxuries, conveniences and dissatisfaction which could follow the trend of the times in the realm of education will never contribute one iota in making better men and women for to-morrow.

Merlyn Baker

### Bible Questions Answered by the Voice of Prophecy

Question—Is Christ entitled to worship?

Answer—And again, when He bringeth in the firstbegotten into the world, He saith, And let all the angels of God worship Him." Hebrews 1:6. The angels worship Him, and they are a higher order than we.

Q.—So-and-so performs real miracles of healing. Isn't that proof that he is right?

A.—Jesus said: "Then if any man shall say unto you, Lo, here is Christ, or there; believe it not. For there shall arise false Christs, and false prophets, and shall shew great signs and wonders; insomuch that, if it were possible, they shall deceive the very elect." Matthew 24: 23, 24.

Q.—Do you think that God will forgive a person who is as wicked as I am?

A.—He will forgive you if you truly repent. "If we confess our sins, He is faithful and just to forgive us our sins, and to cleanse us from all unrighteousness." 1 John 1:9. God delights in mercy. Micah 7: 18 says: "Who is a God like unto Thee, that pardoneth iniquity, and passeth by the transgression of the remnant of His heritage? He retaineth not His anger for ever, because He delighteth in mercy." Q.—Did they have any kind of postal system in Bible times?

A.—In some places, and at some times. In Esther 8:10 we read of letters sent "by posts on horseback, and riders on mules, camels, and young dromedaries." The Roman Empire had an imperial postal system operating over the highways for which Rome was famous.

Q.—Do you believe that Jesus came in the flesh?

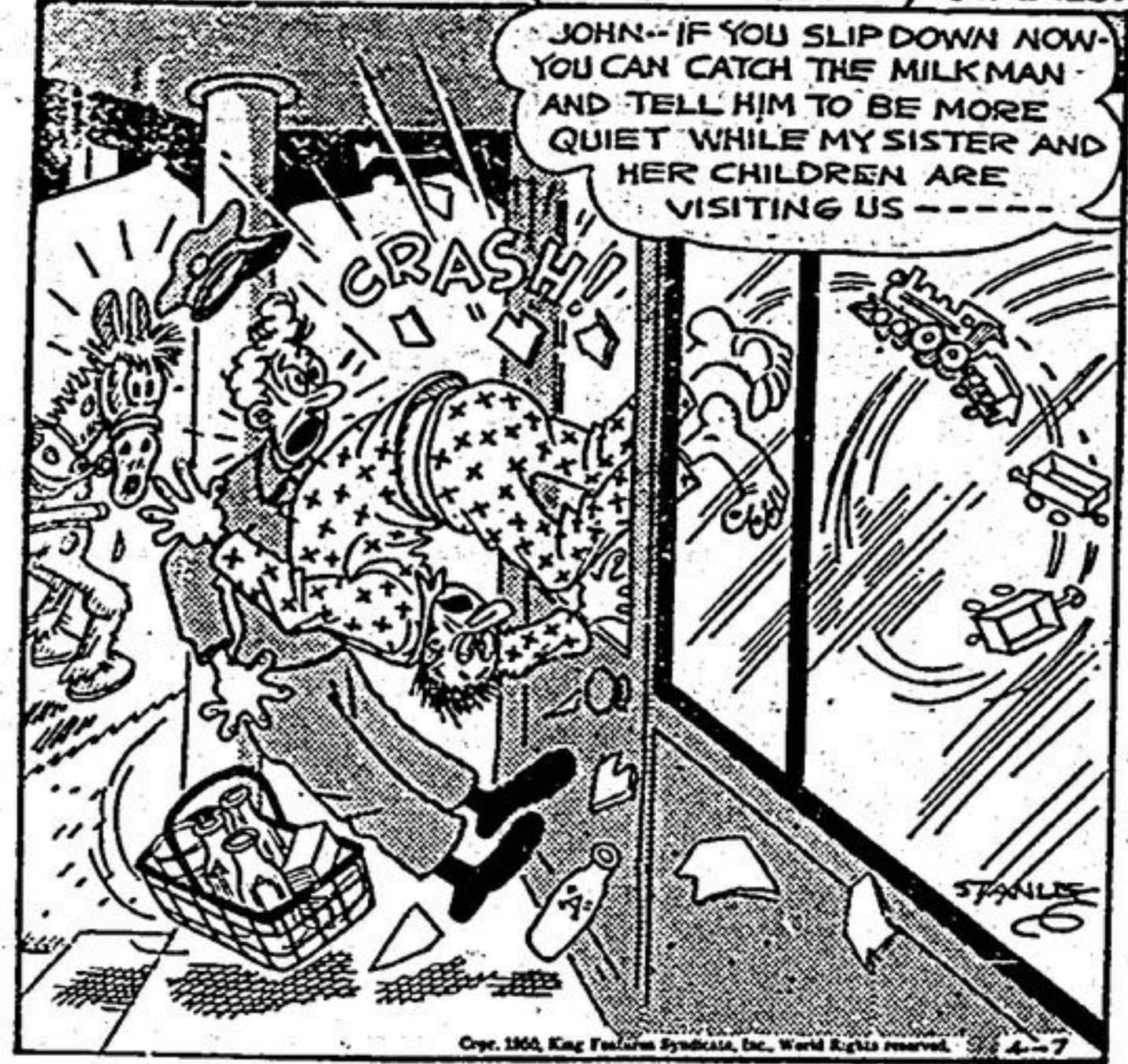
A.—The Bible says, in Hebrews 2: 14: "Forasmuch then as the children are partakers of flesh and blood, He also Himself likewise took part of the same." And again we read 1 John 4:2: "Hereby know ye the Spirit of God. Every spirit that confesseth that Jesus Christ is come in the flesh is of God."

### THE SHIRT EPISODE

The incident of the Japanese shirts raises a delicate question. The one deal which got all the publicity was a purchase by a single importing house of a consignment of about \$150,000 worth of cotton textiles, which included 35,000 dozen shirts priced at between 20 and 35 cents. The government decided this was below fair value and the importer is liable to pay an undisclosed but very substantial amount. The shirts are also said to have proved disappointing, having been made for Japanese, rather than Canadians. They are not much use to the

## THE OLD HOME TOWN

By STANLEY



husky Canadian male.

The important thing about the incident is that it caused as much anxiety among western farmers as among eastern industrialists and for precisely opposite reasons. The West, hoping to sell wheat to Japan, knows that Japan can only pay for it with goods. The East, or at least a good many eastern manufacturers, fears a revival of Japanese imports at prices far below Canadian costs of production.

The people most embarrassed by the incident are probably the U.S. occupation authorities in Japan. They have given repeated assurances that prewar dumping practices will not be revived. This particular consignment of shirts was made with cotton sheeting taken into Japan by the supreme commander to get Japanese industry restarted after the war. The authorities obviously slipped in allowing them to be marketed as they were.

Canadian imports from Japan last year totalled \$5,500,000, which is not much compared with imports from all sources running at \$9,000,000 a day. The two biggest items were toys, of which Japan is now our third-largest supplier and only a little behind the United

States and Britain, and mandarin oranges, which are entirely acceptable here though not in the United States. Our exports to Japan amounted to less than \$6,000,000 of which sulphite pulp and whisky were the two largest items.

There is certainly a large field within which we can buy Japanese goods with profit to all. Premature protectionist clamor must not be allowed to restrict it, if we want the Japanese market.

## MAYFAIR Restaurant

Monday thru Friday  
8 a.m. — 11 p.m.  
Saturday  
8 a.m. — 12 p.m.



## UNEMPLOYMENT INSURANCE BOOKS MUST BE RENEWED

EMPLOYERS!—Please send all unemployment insurance books for 1949-50 and previous years immediately to the National Employment Office with which you deal, unless renewal arrangements have already been made. They must be exchanged for new books.

Before sending in your 1949-50 insurance books, take note of the date to which stamps are affixed, so as to avoid duplication in the new books.

Renewal of books is important to you, to your employees and to the Commission. Please Act Promptly.

TO THE INSURED WORKER!—Have you an insurance book in your possession? If so, please take or send it to the nearest National Employment Office for renewal immediately. If you send your book, enclose your present address so that your new book may be sent to you promptly.

## UNEMPLOYMENT INSURANCE COMMISSION

C. A. L. MURCHISON J. G. BISSON R. J. TALLON  
Commissioner Chief Commissioner Commissioner

U.I.C.

## INFORMATION

On How To Prepare

## YOUR 1949 INCOME TAX RETURN

Official representatives of the Taxation Division will visit Uxbridge on April 17 to 29 inc. for the purpose of assisting taxpayers in this area in preparing their 1949 Income Tax returns and answering inquiries on other Income Tax matters. These representatives will be available for consultation at the  
POST OFFICE

Taxpayers in this area are invited to take advantage of this free service to the public.

LET YOUR INCOME TAX OFFICE HELP YOU

The town of Lindsay has now a dial system of telephones, which was inaugurated for the first last week, when Mayor Lamb put through the first call on the Lindsay exchange. Premier Leslie Frost, also a Lindsay resident, was honored by being asked to make the first long distant call, when he rang up a friend in B.C.