

Notes and Comments

No Results Yet

The new five cent postage has now been in vogue for some weeks and we've yet to see any great improvements in the mail service. Hours are curtailed, Stouffville is provided with one mail delivery a day, although four mail trains pass through and service from Toronto is non-existent. Again this week we have received more complaints from residents in and around the city where delivery of papers are three and four days late. Toronto residents receive only one delivery a day although the population is greater, demand for service is greater and postage rates are at their peak. Once a newspaper, and even letters are not immune, land in the Toronto delivery depot, there is little or no surety of when they will arrive at their destination.

Law Says Weeds Must Be Destroyed

Weeds usually hold their own even when growing conditions are not good. This year, with ample moisture, they are particularly difficult to combat.

Under the Ontario Weed Control Act, every occupant of land, or if the land is unoccupied, the owners are required to destroy all noxious weeds as often as is necessary to prevent the ripening of seeds. This applies as well to municipalities.

Property owners are reminded that if noxious weeds are not cut, they will be cut at the owner's expense, plus administrative costs.

But even with the best of intentions, enforcement of the law is sometimes easier said than done. To be sure, some weeds are not difficult to deal with. Those that hug the ground can't be seen except upon close inspection. But others that grow to a considerable height are the most readily observed by the neighbors. They are the ones that cause the most objection. A busy man, even with the law as a goad, cannot always keep them under control. The law is good, but it should be administered with reasonableness.

Taxed Out of Their Jobs

If automobiles were more reasonably priced in Canada, the decline in sales which is causing extensive layoffs in the industry, would not have occurred. The principal reason for the recession is the multiple burden of taxation which automobiles bear. The average tax going to Ottawa on the sale of a Canadian automobile is about \$400. For every dollar paid in wages and salaries by the Ford Motor Company of Canada last year, it paid out \$1.30 in taxes, most of it to Ottawa.

With the current slump in buying, Ford of Canada announces layoffs affecting 6,650 employees. Most of these are temporary, but some of the workers at Windsor will not be recalled when production is resumed. Other units of the industry in this country have similar cutback and layoff programs; and if the market continues to lag, not only will other members of the group be affected, but the temporary layoffs will be of longer duration.

The cumulative sales and excise taxes on automobiles are the principal source of the industry's trouble this year. Earlier surveys of the potential market for automobiles and trucks were not out of line. The 1954 production schedules were based on the rate of industrial and commercial expansion and the normal increase in the use of family cars. But the potential demand is now found to be still only a potential, as the year draws toward the end of its first half.

Elsewhere in the national economy this first half year has seen a gratifying series of adjustments marked by lower prices. But so long as the average tax of \$400 is maintained on automobiles there is no economy capable of bringing the retail price down to a level that would translate potential demand into actual sales. Taxation is thus a prime cause of layoffs, both temporary and permanent. The industry takes the only course open to it: it cuts back production schedules and by that means retains those reserves which would be dissipated if full production were maintained while sales are slowing down to the extent of 15 per cent below last year.

The Federal Treasury will suffer from the resulting cut in income. When fewer cars are made, assembled and sold, it takes in less cash in sales tax on components and finished units. It receives less revenue in general and special excise levies; and it also gets less in both corporation and personal income taxes. The obvious place to start a corrective movement is to modify these taxes. Automobiles no longer are a luxury and should not be taxed as such.

That these percentage levies turn out to be an insupportable tax on jobs is inherent in their nature. If ever this country is to return to a normal economy in which our manufacturers are not to be priced out of their markets, fiscal policy must lead the way. And as our automobile production is so obviously taxed out of its market, an immediate adjustment in that particular item of fiscal policy is essential in the interest of social stability, as well as industrial activity, and even the ultimate security of the national revenues.

How To Have A Vacation And Live

Vacations spent in Ontario's Niagara Peninsula, Algonquin Park, Muskoka, Kawartha Lakes or even a few miles outside your own backyard are supposed to improve health, rest bodies and minds and help you to live longer. Unfortunately, too often, these vacations end in tragedy. Last year more than 3,000 people were killed on Canadian highways, nearly 1,100 of them in the Province of Ontario alone.

Most people today drive cars. When they go off on a holiday, they pack Mum and Dad, children and pets into the family "chariot" and head for the open road. Usually unaccustomed to long drives and frequently tired from overwork in offices and factories, most vacationists are in a hurry to reach their favorite summer spot. And so, every year our highway fatalities, especially on summer holiday weekends.

The safety people say that many summer highway accidents are caused by fatigue. Your reflexes slow down, even if your car doesn't. Accidents can be prevented then if you take precautions to overcome fatigue.

Ontario Safety League officials, alarmed at this increasing death toll, have drawn up simple rules which if followed, may help save your life this summer.

This is what they suggest you do:

1. Start trips when rested, not after a day's work.
2. Take along a thermos of hot coffee. It will be useful if you travel at night or if you are on those long highway stretches where eating places are few and far between.
3. Drive according to conditions. Sometimes it's safer to drive slower than posted speed limits.
4. Don't pass on hills or curves . . . and don't cut in.
5. Don't be a bumper chaser. Stay 100 feet or so behind the car ahead.
6. Don't drive after drinking. 17 out of 100 drivers involved in fatal accidents last year had been drinking . . . not coffee.
7. Always dim your headlights when following or approaching another car.
8. Keep your car windows open and breathe deeply.
9. Drink coffee or some similar "alertness" beverage every two hours.
10. Stop to exercise if you feel drowsy, or rest if you are sleepy.
11. Change drivers every two hours, if possible.
12. Don't engage in heated conversation with other occupants . . . they may take your mind off the road.

Obey these rules, the Ontario Safety League says, and you will have a happy vacation and come back alive.

Parking Meters Fairest Parking Method

Stouffville Municipal Council is likely to deal with the matter of a parking meter contract at its regular meeting this week and whether it accepts or rejects the idea, we are of the opinion that the parking meter provides the fairest and most satisfactory parking method and the surest way of making sure everyone has an equal opportunity to make use of the top priority parking space in the main business area.

Where one person may enjoy a good parking spot in front of a business place all evening or day, under metered parking a dozen or more motorists may use the same parking space since customers move on to less important parking streets once their business is done.

Councillor Daniels pointed out at the last meter discussion that it was a matter for the business men to decide. This is only correct to a degree since after all it's the people who are doing the parking who are most concerned and we believe that with metered parking they would find many more available spaces in which to slip into the front of the store where they wished to shop. With metered parking there is a constant movement of parkers. Under present conditions the hundreds who arrive in town on a Saturday night after eight o'clock are shut out as the all-evening parkers have the entire business section solidly filled.

From a financial angle the town has all to gain and nothing to lose since the meters are installed without payment of any kind and are paid for by fifty percent of the revenue received through the meters. The meter company takes all the chances as to the amount of revenue which may or may not come in. Meters are installed for a period of twelve months on trial and if at the end of that time, the town wishes to discontinue their use, the company will remove them at no cost to the municipality. Aurora and Newmarket collect between five and six thousand dollars a year from their meters and are more than pleased with their operation. Newmarket has placed meters in their town parking lot as well as is done in most towns in the U.S.A.

Meters in most smaller towns are operated only at stipulated times which appear on a plate on the face of the meter.

Both Uxbridge and Port Perry are contemplating meter parking and councils in both towns are giving the matter a thorough study. It is expected that Chamber of Commerce representatives will appear before council here in Stouffville this week in support of the meter idea.

Third Annual Potato Day

The third annual Provincial Potato Day will take an entirely different form this year with the growers and processors on the Bradford or Holland Marsh providing a tour of that famous vegetable growing area and visits to storages and processing plants on Thursday, Aug. 12th.

The potato committee met with the local committee last week at Bradford and themselves made a "test flight" of the three-hour tour which has been planned as a come and go open house sort of informal day. Instead of a programme of speeches, there will be guides accompany each group to explain points of interest and also commentators at each stop on the marsh or in the plants visited.

The committee is preparing an illustrated folder with a map of this seven thousand acre garden, giving some of the highlights of its history, development and economic place in Ontario agriculture. These will be mailed shortly to all potato growers and extra copies to the Agricultural Representatives.

The Marsh, located 35 miles north of Toronto on Yonge St. or No. 11 highway, straddles the Schomberg River which divides York and Simcoe counties. It is not surprising then that the committee for the day consists of W. M. Cockburn, Newmarket, Agric. Representative for York as Chairman; R. E. Goodin, Crops Branch, Toronto, Secretary and J.K.L. MoRuer, Alliston, Agricultural Representative for South Simcoe, Assistant Secretary, with local growers, plant managers and vegetable inspectors as members.

Cedar Grove Observer Visits Parliament Hill on Dominion Day

The air of formality so prevalent in the Nation's Capital will be slightly less this week than last. Parliament has finally ended its record-breaking session and the weary members who stayed until the drawn-out end have left the city. Ottawa's formal beauty and the nation's business is behind them. The Protective Staff, whose presence is quietly felt in every corner of the rambling buildings, will now remove their tunics and cope with the summer heat and the hordes of tourists (75,000 in August) in a little more comfort. A vacation has been well earned by the little Page Boys whose energetic attendance to

the members and alert sense of duty could only be accomplished by the very young.

Not until next November will visitors see the traditional Speaker's Parade which every day opens the session; even the mace carried into the house by the sergeant-at-arms has earned a rest. The House is silent—the heated debates, witty remarks and long hours of discussion are now records of Government.

It has been a long and sometimes dull session but although some proposals had to be postponed until fall, many have been subjected to thorough debate. When we look back at some of the business of Par-

liament—the ten year revision of the Bank Act (a long, dreary affair), the overhauling of the National Housing Act, Pensions, Trade Relations, Defense, Amendments to the Criminal Code, the continuous spending of the country's money—we cannot help but wonder how all was included.

In spite of the lengthy session and the humid heat in Ottawa during the final week, it was gratifying to see how many members fulfilled their duty to the bitter end. The closing weeks were hard ones. Business begins at 11 a.m. and goes through until 11 p.m. or after, every day. The buildings, which on entering feel cool, soon reveal themselves as tombs of heat sealing out even the faintest breezes and somehow, after hours, speeches, notes and arguments must be prepared. However, since running our large and productive country is now not only a full-time job but a full paying job, we have every right to expect their full attendance.

Visitors to the House during the last two sessions have left much more aware of business in Parliament than heretofore. There is now a fine public address system installed from the floor to the gallery with outlets on every seat and the words of the most mumbling members reach the gallery clearly.

While the House was in session Canadians from all parts of the Dominion filed through Confederation Hall, investigated the Tower and sat in the gallery of the House of Commons. They have watched and listened, agreed and criticized and taken advantage of every privilege open to them as members of a democratic country. Although our Parliament is based on the customs of the English House as far as applicable, this is only a guide and our sessions may be and indeed are, stormy, entertaining, bor-



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"MOTHER'S VACATION"

By Nancy Cleaver



"Oh dear, I could do with a splendid holiday in a complete vacuum."

From Christopher Fry's "The Lady's Not for Burning"

Vacation plans are in the minds of everyone! Half the fun of a holiday lies in anticipating its joys. Son is talking about camp or working on a farm. Daughter is looking forward to a trip or to her best chum visiting with her at the family cottage. Dad is overhauling his fishing tackle—but what about mother?

The hours of the average home-maker are much longer than those of women in any other occupation. There is nothing new about this—but there is an increased tempo in modern living and greater demands on mother's reserve energy.

To far too many homemakers, the summer months are the most taxing ones of the whole year. Shopping for additions to the summer outfits for all the family—re-modelling last year's clothes, figuring out costs of vacation plans, plus extra outlay for entertainment of guests, trying out new menus to tempt flagging appetites in the torrid weather, who would choose to fill a mother's role during July and August?

In the many vacation areas, part time or full time domestic assistance suddenly disappears in the directing of the summer resorts. During their brief, prosperous season, the motels and tourist centres just must have abundant help in the kitchen, dining room and bedroom work. The operators of these vacation resorts are in a financial position to offer fantastically high wages. No ordinary household can compete with their scale of pay.

What can be done about this situation? Just accepting an unsatisfactory summer for mother insofar as any real change from her regular household duties is decidedly unfair. Mother needs a vacation as much as anyone. Feeling sorry for herself is exhausting for her emotional health. All summer the constant heavy demands on her physical reserves frequently leave her with very little optimism or energy for the Autumn work. Surely mother and father together can discover some partial solution to mother's vacation problem! Where there's a will, there's a way.

Every household has its own peculiar setup and so contrasting solutions appeal to different homemakers—But the very fact that her partner in marriage is tackling this knotty point with her will put new heart into mother.

In one home Monday Wash Day during the summer months without the usual outside help paid by the hour invariably ended up with mother laid low with a sick headache brought on by fatigue. A decision was reached to send out the washing to a commercial laundry and this proved to be an excellent investment in mother's health. One husband bought a much needed new combination washing and drying machine as a summer surprise for his wife. Still another family, with school age children at home, were organized by Dad to give Mother more help with the housework, especially on Wash Day.

A family trip still leaves mother with the major responsibility for supervising the children and keeping them from distracting dad's attention when he is driving. A carefree vacation for mother and dad, without their children, is strongly advocated by many marriage counsellors. This is an excellent cement for a happy partnership. Mother and father have a chance to talk without interruption from the "small fry." They can recall their honeymoon days and discover in a new way what good company the other person is!

This plan is difficult to carry out when the children are pre-school age, unless there is a willing granny, aunt or house-keeper whom the youngsters know and love, who will "double" for mother. Little folk are usually best looked after by a mother-substitute in their own

Important New Legislation respecting ELEVATORS and LIFTS

I wish to bring to attention that The Elevators and Lifts Act, 1953, came into force on June 17, 1954. Under this legislation, in Ontario the owner of an elevator, dumb-waiter, escalator, manlift or incline lift must obtain an annual licence to operate the elevator or lift.

The legislation further provides that only a person who holds a certificate of competency issued under the Act may make inspections of these installations in Ontario. In addition, contractors who construct, install, repair, or maintain elevators or lifts, etc., may now only carry on business in Ontario if they are registered under the Act.

In order to comply with the legislation—Any person employed by an insurer to make inspections must make application immediately for a certificate of competency.

OWNERS of elevators, dumb-waiters, escalators, manlifts or incline lifts must make application immediately for licence to operate their installations.

CONTRACTORS must make application immediately for annual registration.

Charles Daley Minister

Licences and certificates of competency for the period ending December 31, 1954, are now available, and enquiries and requests for application forms should be directed to the Chief Inspector, Elevator Inspection Branch, Department of Labour, Parliament Buildings, Toronto, Ontario.

ONTARIO DEPARTMENT OF LABOUR Charles Daley, Minister

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