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OUR EDITORIAL COMMENT

Barefoot Boy Passing From The Scene

Seeing a country lad coming up the lane in his bare feet presumably to get the mail, as we were driving along a back road set us to thinking about another change that has taken place during the last generation — the gradual disappearance of the barefoot boy, says the Kitchener-Waterloo Record.

As late as the 1920's, barefoot boys were more commonplace than robins in the rural districts, and to some extent in the cities and towns. It was the thing to do, once the weather had turned warm and the grass provided soft footing. You could hardly wait to peel off your stockings and start gingerly trying out your natural soles on the grass.

How sharp the gravel felt those first few days! It was as if somebody had scattered thumbtacks all over

the path. And how comfortable, by comparison, the soft yielding lawn grass felt on the pampered skin. And how deliciously squidgy the soft mud of the creek bottom oozing up between the toes.

Soon, almost before he knew it, a boy found himself hiking over gravel and even over cinders and the stubble of a newly-mowed field as naturally as if his feet had always gone wild. Yet it was always a wise precaution to shun dry thistles.

And what erstwhile barefoot boy can ever forget the eerie sensation of putting on stockings and shoes again in the autumn? It was a cross between feeling your feet were bound up like the Chinese and an impression you were walking on air. Many a lad honestly doubted he would ever get used to it again.

Tractor Accidents Still Taking Toll

Another incident occurred this week in our local district pointing again to the upsurge over the last few years in tractor accidents on our farms and the need for the promotion of safety measures. A program was sponsored by the Ontario Retail Equipment Dealers' Association at the Canada Farm Show in Toronto last January and their efforts in this direction are continuing.

No province in Canada was entirely free from tractor accidents in 1956. Quebec lost 26 farm residents while Ontario, Saskatchewan and Alberta recorded 21 killed in each province. Other provinces recorded lesser figures.

Death in nearly all cases was due to falling off tractors, crushing, overturning, running off highways — or

a combination of these.

Of the more than one hundred tractor fatalities last year the majority occurred on farm property — while the next highest percentage was on the public highway.

In a large percentage of cases the victims are among the young. In the United States a National Safety Council study shows an alarming 84 percent of tractor accident victims to be less than 20 years of age, and more than 10 percent under five.

There are many circumstances where youngsters handle tractors extremely well and play important roles on the farm. But there was nothing to suggest death around the corner for the more than one hundred Canadians who died last year, until it was too late.

Should Be Appreciated

Since the inception of Vacation Bible Schools, Stouffville has been in the forefront and this year has one of the largest schools in the entire province, if not the largest. It is by far the greatest attendance ever recorded locally.

More than three hundred kiddies, a great majority of them in the younger bracket are being given the advantage of two weeks of Bible study in addition to occupying some of the long vacation period with something worthwhile.

To Rev. and Mrs. Frank Huson must go the appreciation of the parents of this community for the organizing, planning and effort they have put into this summer bible school year after year. Rev. Huson, we know, also appreciates the co-operation of his helpers and teachers, no mean project for three hundred children.

The classes are continuing each morning this week in the Stouffville Public School with the concluding exercises in the United Church on Friday evening.

FOR PARENTS ONLY

Successful Father

by Nancy Cleaver

Did you ever watch men at a Father and Son Banquet? You will usually see adults who make their living in many different ways. Their clothes may have cost a lot or a little. They may speak correctly or murder the King's English. They will be tall and short, stout and thin, dark and fair. But as they look at their own boys, you will likely be able to detect the very same gleam of pride.

Success at being a father is one of the finest accomplishments in all of life. To be a good father to a two-year-old requires different qualities from those demanded of the dad of a twelve-year-old. But the ever-changing aspect of a growing child is part of his fascination. Being a parent keeps a man on his toes.

Theodore Roosevelt was a great family man and he once pointed out that there were many kinds of success in life worth having. "It is exceedingly interesting and attractive to be a successful business man, a railroad man, a farmer, lawyer or doctor, a writer, or President or ranchman, or the colonel of a fighting regiment, or to kill grizzly bears and lions. But for unflagging interest and enjoyment, a household of children, if things go reasonably well, certainly makes all other forms of achievement lose their importance by comparison."

What are some of the secrets of being a successful father? Most men who are good parents enjoy the company of their children. A man can give his child no finer gift than his companionship. In order that a father may be with his boy or girl, careful planning may be demanded. In Dr. Wilder B. Penfield's household, the only time in this famous specialist's busy day when every member of the family could be together was breakfast. Unlike many Canadian households, the great brain specialist insisted that everyone should arrive on time and that this should be a leisurely, enjoyable meal.

On special holidays, the father of a little son can give Mother a rest from her duties and give his youngster a treat by going on a little expedition. Not long ago at Assiniboine Park, early one vacation day, we watched small boys and girls having a marvellous time looking at the animals at the zoo. There were some grandparents keeping an eye on the small fry, and a few mothers, but the great majority of adults in charge were evidently fathers. Whether father or child was having a happier time it would be hard to say!

A small son gets his idea of what a man is like as he watches his dad, and a little girl's ideas of the other sex are colored by the kind of man her father is. When children enter adolescence many fathers are puzzled and hurt that being a successful father suddenly seems so much more difficult.

It is a help at this time if parents can remember that teenagers are attempting to "get out from under the family umbrella". They want to be independent. The opinion of friends of their own age matters greatly. Father, as well as Mother, must accept the fact that Junior is growing up. Parents need a lot of patience, a fund of faith in their own child, a sense of humour, and most of all, the ability to recall just what it was like to be almost, but not quite grown. These characteristics are found in the men and women who make a success of being fathers and mothers.

Schiller once wrote: "It is not flesh and blood, but the heart, which makes us fathers and sons." The father's heart with enough love in it will surmount almost any obstacle in the path of this most vital of relationships, father and son or father and daughter.

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We're getting into the hot season of more yearning and less earning capacity.

The World Outdoors

By Mike Bennett

In the good old summertime our pursuit of pleasure takes us to the world outdoors and whatever our particular form of recreation may be, chances are that we will be near water.

Swimming, boating and fishing, of course, are three sports where water is directly involved. Every Summer thousands of men, women and children who are not competent swimmers indulge in these sports in one degree or another — and many of them needlessly drown.

For safety's sake, when you are around water, keep your head at all times. If you cannot swim, be a "sissy" and stay in the shallow water. If you consider yourself an expert swimmer, don't push your luck by swimming too far from shore or swimming without a companion. If you find yourself in swift water or a dangerous current, don't get excited or panicky. Swim diagonally across the current, slowly. Don't buck it, make it work for you.

If your boat turns over, again, don't get excited. Whether you are an expert swimmer or a beginner you can save yourself by keeping your nerve and clinging to your boat.

Body cramps and current are dangerous hazards but equally dangerous is the act of getting panicky in the water. If you find yourself in a dangerous situation, make an effort to conserve energy and not waste it flailing about in the water. You will drown only if you lose control, give out of breath, swallow water, or tire yourself out too quickly.

If your favorite sport takes you on the waterways, it's wise to be able to handle yourself in the water. If you are a non-swimmer and intend to pursue your hobby—swimming lessons are the most profitable investment in safety you can make. And you are never too old to learn.

The ancient city of Troy was located in what is today Turkey. Its remains are part of a vast mound called Hisarlike close to the Dardanelles and a summer camp is being constructed at the site.

LAFF OF THE WEEK



"I have the feeling young Hensley was railroaded into this marriage."

40 Days Dry Weather—No Rain On Monday

St. Swithin had his day Monday, and legend has it that he has a big say in our weather for the next forty days. It is said: "St. Swithin's day and ye do rain."

For 40 days it will remain; St. Swithin's day and ye be fair. For 40 days 'twill rain nae mair."

Everyone in this area knows now that Monday turned out to be one of the brightest and finest summer days we have had all season and whether we are now faced with forty days of drought remains to be seen.

St. Swithin thus joins Sts. Vitus, Mary and Paul, along with unnumbered badgers, bears, pansies and porpoises in his influence over the weather. For the weather ranks with birth, marriage and death as a topic that spawns multitudes of myths. What do you make of them all?

According to hearsay, once it actually did rain forty days after a July 15 shower. That happened in 971 A.D. and this incident has been carried down nearly a millennium as legend.

Began in 862 The myth of St. Swithin began in 862, when the old Bishop of Winchester asked on his death-bed to be buried in the churchyard "that the sweet rain of heaven might fall upon my grave."

But when the bishop was canonized 109 years later the monks at Winchester thought it only proper that St. Swithin lie inside the cathedral. They set July 15 as moving day.

It began to rain that day and it rained forty days more. The monks finally figured that St. Swithin disliked their plan and they dropped it. The rain promptly stopped.

Most people know the Candlemas day legend. If the groundhog (it's the badger in Germany and the bear in France) comes out of hibernation and sees his shadow on the snow, he holes up for six more weeks. No shadow, and he stays out.

40-Day Myths

Why? According to legend, "if Candlemas day be fair and bright, winter will have another flight, but if Candlemas day brings clouds and rain, winter is gone and won't come again."

Canny groundhogs, badgers and bears figure their shadow means a fair Candlemas day and that, in turn, means a long winter.

Legend abounds with 40-day myths. Rain on St. Medard's day (June 8) means rain for 40 days. So does rain on St. Vitus' day (June 19), St. Bartholomew's (Aug. 24) and others.

BETWEEN OURSELVES



What Makes Us Happy

A few months ago a Canadian magazine asked its readers what they thought made people happy. There was a wide variety of answers but most seemed to agree that a controlling purpose, something to aim at, was most essential. The writer, Miss Byrne Hope Saunders said: "I find that when I have an ideal to aim at, it gives me satisfaction and makes life worthwhile." Life means more than going on from day to day, without plans, but toiling on in a humdrum way, it is more than going through the motions but striving for some aim. The child takes no long views of life, that is its immaturity, but the man organizes his life. A savage is a being without a future, fighting and feasting without long views. An artist works on because he sees the finished picture with the mind's eye — otherwise there would be no picture. Not only the artist, painter and unusual people need an ideal but we ordinary people find rest and enjoyment in having before us an aim and purpose in living.

One of the most distinguished American painters was William Merritt Chase. He lived the greater part of his life in New York City, and his pictures steadily improved in quality. One day a visitor to his studio asked him which, of all the pictures he had painted, he considered his masterpiece. The artist pointed to a white canvas with nothing on it and said: "My masterpiece has not yet been painted. I have it in my mind's eye, but I have never succeeded in getting it onto canvas. However, I keep striving, and some day I expect to do it."

It was a good answer, and it accounted for the fact that his work steadily improved. He had an ideal; and while, like the horizon in the distance, it seemed to recede as he approached, the effort to achieve kept him from becoming careless.

A similar story is told of the Danish sculptor Thorwaldsen. One day when he had shown an exceptionally fine piece of carving to a friend, the man said, "You have reached perfection at last. You cannot improve on that." "I can achieve something better still," Thorwaldsen replied, and he kept on working harder than ever. After ten years he finished a statue of great beauty, and his friend said, "You can never produce anything finer than that."

"I fear I cannot improve on that," the sculptor answered. "I have reached my ideal, and now my genius will cease to grow."

We all need to have ideals, to beckon us on. If we do not have them, life will become poor and mean. There is an old saying that he who aims at the sun shoots higher than he who merely aims at a tree. Abraham Lincoln was a poor boy when he said, "I mean to be somebody," and he became one of the most worthwhile men who ever lived. He had ideals, and these gave him purpose and determination and helped him become what someone called "A Matterhorn among men."

Our quotation today is by Oliver Wendell Holmes: "It is enthusiasm for something which makes life worth living."

EXPERIMENTS OF 1800'S PAVED WAY FOR TODAY'S AUTOS

Chugging, smoke-erupting machines of strange invention, ancestors of both the automobile and the locomotive, founded the horseless-carriage age more than a century and a half ago.

Long before that, men had dreamed of some form of land conveyance not pulled by animals. Sails were tried, and even a wind-mill powered wagon in 1475; Leonardo da Vinci proposed a spring-wind carriage, and Isaac Newton designed one pushed by a steam jet.

But it was a French military engineer named Nicholas Cugnot who built a wagon that ran, the National Geographic Society says. In 1770, he produced a steam-powered artillery carrier — the first successful mechanically propelled vehicle in history.

Sank into Road Cugnot's cart, with 3 wooden wheels and a huge copper boiler suspended out in front, whizzed along at a theoretical 2 1/4 miles an hour. After 15 minutes, however, it would run out of steam. One day it upset in a Paris street and caused a panic. Never used to carry guns, it still exists in a Paris Museum.

In 1803, a steam carriage ran in the streets of London. With wheels more than 10 feet high, it was patented by Richard Trevithick and Andrew Vivian. An earlier model, the partners noted for history, sank into the road. Another burned up.

Two years later, in Philadelphia, the inventor Oliver Evans put a steam-powered dredge on wheels to take it to the Schuylkill River for launching. To get enough money to pay off his workmen, he exhibited it "moving around Centre Square" for several days while he collected 25-cent contributions from spectators.

Evans, pioneer in the use of high-pressure steam, thus became the first American to build a self-powered vehicle that moved on a road. He was far from the last. For a century, the steam car led the field.

England had steam passenger coaches running on regular schedules until outrageous tolls — and a law that required a man on horseback to ride ahead waving a red flag — forced them out of business.

Held Speed Record In New York, Richard Dudgeon built a ten-passenger road locomotive in 1868. Ten years later steam carriages set out from Green Bay toward Madison, Wis., in the first automobile race. The winner took a week to cover the 210-mile course; it averaged six mph.

In 1886, Ransom E. Olds produced a coal-fired steam tricycle in Lansing, Mich. Even in 1902 more than half the motor vehicles registered in New York State were steam-driven, and it was a Stanley steamer that held the world's land-speed record from 1906 to 1921 — 121.57 mph, at Daytona Beach.

By the zenith of the steam car, the gasoline buggy had long since been born. Etienne Lenoir successfully ran a gas wagon in France in 1863, when Abraham Lincoln was in the White House. Siegfried Marcus built a car in Vienna a few years later, and in 1885 both Karl Benz and Gottfried Daimler built their first successful cars. The gasoline-engine age had arrived.



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