

The Stouffville Tribune

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OUR EDITORIAL COMMENT

Cross In The Proper Place

Enforcement of a law which makes it an offense to cross an intersection against an existing traffic signal is designed to help promote safety. It is not an action aimed at imposing hardship on anyone.

Here in Stouffville we have no traffic signals, but we do have designated places to cross the busy Main St. and these are at intersections. As summer moves in and traffic becomes heavier we expect that our local police will continue their good job of aiding pedestrians to cross the street on open shopping nights.

However, during the day, pedestrians are on their own, but they take the same care and precaution. While we are aware that motorists driving

through a busy shopping district, congested with cars, should move with caution, we should not court disaster by darting out here, there and everywhere along the street.

Several near misses have occurred in recent weeks which have drawn this precaution to our attention. Cross at the intersection and look both ways before doing so.

We are an impatient people today, a wait for a car seems interminable, something that "shouldn't ought to be." We walk out on this busy traffic artery preoccupied in mind with a thousand and one things. Such a move some day could be our last. Modern vehicles too, are impatient and they cover great distances in a remarkable short time.

Let's Go A Step Further

Residents have become more conscious in Stouffville over the past few years of the very fine recreational park we have in this community. Thanks largely to a benefactor, one Arthur Latham, our park has many facilities of which towns much larger than ours, are very envious.

More and more people use the park each year, Sunday motorists use its cool shade and sports facilities almost every Sunday during the summer. This is fine advertisement for our town.

But there is one part of our park

which we think has been neglected. That is the stream which runs through and it always a rippling stream no matter how dry the summer may be.

The stream should be cleaned up. Its banks put into uniform shape and possibly lined with stone. A partial job of this kind was done some years ago, but since that time it has fallen into disrepair.

It's a fine asset to have this stream running through the park grounds. We should make use of it to the fullest extent by beautifying its banks and cleaning its bed.

Eager Watchdog

According to the Exeter Times-Advocate, the Toronto Star is performing a valuable public service with its persistent digging into stock holdings of provincial and municipal officials in Northern Ontario Natural Gas Co.

The Star's latest revelations indicate that members of Port Arthur and Fort William councils, as well as federal and provincial representatives, have held shares in the Twin City Gas Co., now controlled by Northern. Previous disclosures showed provincial cabinet ministers and

municipal officials in northern Ontario held Northern stock.

While there can be little fault to find in public officials who make legitimate investments in Canadian enterprise, it is hardly appropriate for such people to have stakes in companies whose fortunes depend upon the decisions made by the bodies on which these officials serve.

Premier Frost has promised a probe and the Premier can be taken at his word. However, there's nothing like having the eager watchdog like a newspaper behind the scenes to ensure all the details are told.

Lilac Time

It is lilac time in Ontario.

One of the most beautiful of spring flowers is seen in abundant growth throughout this part of the province.

In many instances the lilacs have a story of the romance of the early days of the district. Here and there in fields and along fence-rows are to be seen clumps of these beautiful trees. How they got there or why, appears puzzling until a closer check usually reveals traces of an early foundation, a few old timbers or other indications that there was once a home. Difficulties of early settlers, their struggles, their hardships in a new, strange land; a woman's struggle for a little of the beauty so lacking

in pioneer life . . . all these thoughts come flooding the mind of the person seeing a lilac bush. The lilacs are the only thing remaining of a very fond and very real dream of a garden.

Where did lilacs come from? They go away back in history. About 1560 de Busbecq brought lilacs from Constantinople to Vienna. Historians think the lilac has been grown in China and Persia long before the time of our Christ for there are words in Sanskrit and Hindustani that mean "lilac". After it was introduced to Europe, it spread rapidly and history records that Henry VIII had "six lilac trees" in his royal gardens.

The Lord appears to bless this popular bush with its lovely plumage. Viva la lilac.

For Parents Only -

Vacation in A Canadian Park

by Nancy Cleaver

When you plan your vacation this summer, why not include a visit to one of our Canadian National or Provincial parks? These areas have been set aside for our enjoyment and benefit and for visitors from other lands. They total almost 71,500 square miles, and offer a wide variety in beautiful scenery.

Recently the record for the number of visitors to our National Parks reached an all-time "high"—with over two million visitors. Four-fifths of this total were native Canadians, and many of the group were family units.

Mothers and fathers with children mostly look advantage of the equipped camp grounds, trailer parks or modest bungalow cabins. There are luxurious hotels in some of our parks like Jasper Park Lodge. But a few days at one of our National Parks are not just within the reach of the wealthy. The parks provide a wonderful holiday setting for a great many people who must budget carefully.

Eighty percent of the visitors to our parks are Canadians. Canada's system of National Parks began away back sixty-seven years ago when the area around the hot mineral springs at Banff in the Rocky Mountains was set apart for the use of the public. In 1951, Fundy, the 28th

link in the chain of parks across the Dominion was opened on the rugged forest region half-way between Moncton and St. John.

Detailed information about any one park or about all of them can be obtained by writing to the Provincial governments and to National Parks Branch, which is supervised by the Department of National Resources, Ottawa. Anyone who looks over this literature will be impressed. What a wonderful system of National Parks we have stretching right across our thousand miles! Most of the parks can easily be reached by road or rail, and there is plane service to some of them.

There are two outstanding wild animal parks—Elk Island in Alberta and Wood Buffalo in the same province and the N.W.T. Banff is our oldest scenic park but Jasper with its 4,200 square miles is our largest. Our three smallest national parks are Georgian Bay Islands, Ont., Prince Edward Island, P.E.I., and Point Pelee, Ont. This last park we visited last vacation and greatly appreciated our glimpses of the refuge for wild birds, founded by the famous pioneer in conservation, Jack Miner. Other scenic national parks are Fundy, N.B., Cape Breton Highlands, N.S.,

St. Lawrence Islands, Ont., Riding Mountain, Man., Prince Albert, Sask., Waterton Lakes, Alberta, and in B.C., Kootenay, Glacier, Yoho, Mount Revelstoke. There are almost a dozen historic spots set aside as parks by the federal government and many more by provincial governments. (Above information from handbook "Canada 1956").

These parks do preserve the primitive beauty of mountain slopes, the countryside, island areas, river valleys, countryside and seacoast for this and future generations. The national historic park sites are windows through which visitors can catch a glimpse of days gone by. They are of special use to boys and girls studying history—just as wild life and bird sanctuaries are a stimulus to observations of natural scientific phenomena both by students and just ordinary folk. The protection of animals and birds given in these special areas is of great value, too. Likely you will enjoy yourself so much that you will want to travel farther afield another summer to a different park. The more interprovincial vacationing we can do as individuals and as families, the greater will be our appreciation and understanding of other parts of our Dominion. Travel, in the right spirit, within a vast country like ours, the third largest country in land area in the world, can be a wonderfully unifying force. So best luck to you with your Park Adventures!

(Copyright)

When a fellow does just enough work to get by, he can't buy very much these days.

LAFF OF THE WEEK



"Are you sure you'll be able to afford that thing, Dear—on top of the alimony I'm going to ask because you bought it?"



Women and Children First

ON JANUARY 2, 1852, the S. S. Birkenhead left Cork, Ireland, on her way to South Africa. She carried four hundred and ninety-four British soldiers, also twenty-five women and thirty-one children; these, together with one hundred and thirty members of the ship's company, brought the total to six hundred and eighty. Ships were much smaller in those days and consequently there was less accommodation and fewer comforts. The ship steamed along at eight knots an hour; all on board expected a long and tedious voyage.

WHEN ALGOA BAY IN WEST AFRICA was eventually reached some changes were made in the personnel and the total muster then was six hundred and thirty-eight, including thirty women and children. In order to save time the captain was given instructions to hug the coast as closely as possible and orders were sent down to the engine room for full steam ahead. The weather was fine but all were weary of a long journey. The ship did not call for deep water so she was kept within two miles of shore.

SUDDENLY, IN LESS TIME than it takes to tell, the Birkenhead piled up into some uncharted rocks just off Danger Point. A terrific hole was made in the bottom of the ship. Water poured in so swiftly that many men were drowned in their berths.

CAPTAIN SALMOND ASKED that there be no panic and confusion. His own calmness had a good effect on all. The man in charge of the soldiers, Colonel Getton, spoke briefly to his men and not one man disobeyed his orders. The soldiers stood at attention on deck. Those who survived say that not one man even murmured a protest. The men were ordered in relays to man the pumps and thus keep the vessel afloat until as many as the emergency boats could hold had been taken off.

THE DARKNESS WAS INTENSE and increased the difficulty in getting what few boats there were, where they could take passengers; actually there were only three boats in fit condition to be used—three boats for over six hundred passengers. The other boats were damaged by accidents as men tried to release them.

AS SOON AS THE FIRST BOAT was ready came the order: "Women and children first!" The ship was being swiftly crushed to pieces. The sea seemed like an angry monster demanding its prey, but not a man moved except to place the thirty women and children in the cutter. In less than fifteen minutes after the ship had struck, the first passengers were in the lifeboat.

THE MEMBERS OF THE CREW and the soldiers carried on, fulfilling every duty required of them. There were several hundred horses on board and the gibbering of animals were given a chance to swim for shore. Their terrified screams rang out piteously in the darkness. Two more boats were filled and pushed off while the soldiers stood at strict attention. The captain waited until the three boats were a distance away and in no danger of being swamped by frantic swimmers. Then he funnelled the message that all who cared to try it could swim for their lives.

WHEN DAWN CAME there were hundreds of mangled bodies on the shore. All the women and children were saved. Sixty-eight were rescued from topmasts. In all, four hundred and forty-five men were lost and including women and children, one hundred and ninety-three were saved.

OUR QUOTATION TODAY is by Longfellow: "What the leaves are to the forest, that to the world are children."

The Editor's Mail Bag

Wroxeter, Ont. May 31, 1958
Editor, The Tribune,
Dear Sir:

One of your metropolitan contemporaries carries a feature story built upon a Labor research brief, in which the CLC (Canadian Labor Congress) offers a 7-point "accelerator" program for the benefit of the "back to work" movement in the Canadian economy. Among the proposals, which in the main look good to me, I see the following: HIGHER PURCHASING POWER. "Everybody is for this, it says, as everybody is against sin. No easy solution is available, however."

As one of your readers who feels that the dangerously downward curve in the buying-power of Canada's 578,000 farmers is definitely related to today's 500,000 Canadian jobless along the pavements in city, town and village, I feel that ORGANIZED LABOR should, at least, keep both eyes open, in moves which are seriously aimed at "higher farm purchasing power". In the circumstances, those labor research experts should find it revealing to, at least, ponder the following: curiously opposite trends, as recently spotlighted by the organized wheat farmers on the Prairies, in a brief submitted to the Wheat Committee of the federal cabinet only a few days ahead of that CLC brief: (a)—Since 1947 the average weekly earnings of those employed in industry—exclusive of the primary production industries, have increased by 77.3 percent; (b)—It took one boxcarload of grain to buy a small combine in 1946, i.e., just 1,850 bushels. Today it takes 2 1/2 carloads, or 3,900 bushels; and (c)—Since 1947 there has been an increase of more than 50 percent in the cost of the things, and services the farmers must buy—while in that

same period, the price of wheat has dropped almost 21 percent; the average money-value of barley has declined 27 percent, and oats 36 percent.

—Rural-Urban Worker

Stouffville, June 2, 1958
Editor, The Tribune,
Dear Sir,

In his article "The Twelve Gates" last week your contributor Archer Wallace refers to a minister who held the "ancient view" that the heathen are perishing, and apparently wonders how many hold such a view today. Though we have no means of knowing exactly how many, as he states, the number is considerable. Certainly the majority of missionaries today hold this view.

I know that just over a thousand of the 1500 missionaries in Japan do so, and there may be more. In many countries of South America and certainly in China more than half the Protestant missionaries held this view, and I suppose all Catholics do. This means that the great number of people at home who are supporting all these missionaries also hold this view. In the very primitive areas of the world where living is really hard, or even dangerous, it is extremely rare to find a missionary who does not hold this view, except a few Communist idealists.

The same issue of your paper carried the news that the United Missionary Church had raised the personal salary of their missionaries from \$700 to \$750 a year, for doctors, teachers and nurses. What is it that constrains such highly trained people to work under trying and primitive conditions for a mere pittance compared with what they could earn at home? The report states, "They are not laboring for money, but for the

Flooding Is Planned For St. Lawrence Power Project: First Electric Power to Follow Tests

A vital project, which has been a dream of public-spirited men in both the United States and Canada for at least half a century, will reach the most significant stage in its progress to realization on July 1.

That is the date scheduled for flooding the vast headpond area at the St. Lawrence Power Project, to be followed in a matter of three weeks by the production of first power.

Symbolizing international co-operation of the highest order, this historic development was launched jointly by Ontario Hydro and the Power Authority of the State of New York following sod-turning ceremonies in August, 1954.

Upon completion, scheduled for 1960, this tremendous project will have an ultimate capacity of 1,640,000 kilowatts from 32 generators. Half of these units will be in the Ontario Hydro plant, named the Robert H. Saunders-St. Lawrence Generating Station, in honour of a late Hydro Chairman, who was one of the most active advocates of the development.

Blast 600-foot Earth Dam

Plans for the flooding on "Inundation Day" call for the blasting of the 600-foot earth dam, known as Cofferdam A-1, by the detonation of 30 tons of dynamite at 8 o'clock on the morning of that day. This dam, extending between Sheek and Barnhart Islands, about 2 1/2 miles upstream from the two adjoining powerhouses, is the remaining barrier holding back the mighty force of the St. Lawrence River from the area where construction of the powerhouses has been proceeding "in the dry." The 100-foot wide gaps in Cofferdam A-1 will be breached by the dynamite blast and the remainder of this earth dam will be loosened sufficiently for the water to sweep through and wash it away. In its initial, spectacular "break-through," the water is expected to reach a crest of some 20 feet in height. It will then swell forward and steadily finger its way towards the powerhouses. Engineers expect that within three or four days the water will have reached the level required for testing the powerhouse equipment. At the same time, an entirely new lake of approximately 100 square miles will have been created.

As the water rises, the sites of seven former communities and part of an eighth, included in a 6,000-acre area, where some 6,500 people resided, will be submerged. In their place, however, now stand modern, carefully-planned communities at key points along the new shore line. These were established by Ontario Hydro in carrying out its far-reaching Rehabilitation Program.

Indications are that many visitors may come to witness the breaching of Cofferdam A-1 from vantage points at a safe distance from the dynamite blast. As the impounded waters are released, the gates of the Long Sault Dam will be partly closed, forcing part of the river flow into the north channel leading to the powerhouses. During

soils of men."

In the same issue you quote a letter from the Rev. F. Mulr, a missionary of the United Church and great friend of ours, telling how he led a large parade of children through city streets and found himself lost on the way to the church. Why are people willing to make fools and spectacles of themselves in this way? Because they believe that these people need to know the way of salvation.

Mr. Wallace believes there is no need to go to the heathen because they are perishing, but "On the other hand, we believe that the spiritual life of the Christian Church depends to a very large extent upon the missionary spirit." Surely this is a strange example of confusion of cause and effect, or putting the cart before the horse. Are missionaries to endure privations, possible separation from children, and danger from disease and other things, just so the spiritual life of the church at home may be maintained on a healthy level? Very few of us would feel called to go on those grounds. I believe it is only when there is real spiritual life in the church at home that any feel constrained by the love of Christ to obey His command to go and preach the Gospel throughout the world where He is still unknown.

Mr. Wallace thinks that men like the minister who believed that people who are without Christ are perishing are mistaken. "When one remembers all that Jesus and the New Testament writers said about the love and mercy of God, it does seem as if many leaders have inadequately understood the spirit of Jesus." What are some of these references? The most well known which comes to mind is Jesus' statement in Matthew: "God so loved the world that He gave His only begotten Son that whosoever believeth in Him should not perish but have eternal life. . . . He who believeth in Him is not condemned; he who does not believe is condemned already." Paul says, "By grace are ye saved through faith," and his preceding words show unmistakably that "his faith must be in Christ." "God who is rich in mercy, for His great love wherewith He loved us, even when we were dead in sins, hath quickened us together with Christ." Paul was writing to those who had become Christians at Ephesus, and was com-

struction the flow had been diverted into a south channel. Additional water will be let into the headpond area through the operation of the Iroquois Dam, about 35 miles upstream from the powerhouses. In all, some 38,000 acres on both sides of the river will be affected.

Area Clear of All Shipping

By arrangement with the Department of Transport, the area will be clear of shipping prior to, and during, the time when the water is rising. Following inundation, all navigation will follow the new seaway route in the International Rapids Section making use of three new locks, which have been constructed to circumvent the power project area.

The focal point of the project, which has effected far-reaching and dramatic changes throughout the 45-mile International Rapids Section of the St. Lawrence River, is located some two miles west of Cornwall. There, the Canadian and United States powerhouses merge at the international boundary, forming a continuous structure with an overall length of 3,300 feet and a maximum height of 162 feet above foundation. The powerhouses, which will act as a gravity type dam, are known as the modified outdoor type. In other words, the generator units are located in concrete enclosures fitted with removal hatch covers for easy access.

The early stages of construction were highlighted by the building of the tremendous cofferdams designed to seal off the main structures from the swift-flowing waters of the St. Lawrence. One of these temporary dams is the Cofferdam A-1, extending between Sheek Island and Barnhart Island.

A second and much longer cofferdam, known as Cofferdam C-1 was constructed between the Canadian mainland and the tip of Barnhart Island, approximately 500 feet downstream from the powerhouses. Extending for a distance of some 4,500 feet, it comprised 60 steel cells, each 65 feet in diameter. These cells were anchored by fill material, totalling some 450,000 cubic yards. From the 2 1/2-mile area between Cofferdams A-1 and C-1, approximately 650 million gallons of water were pumped out to permit the building of the powerhouses "in the dry." (On March 31 of this year, construction reached the stage where Cofferdam C-1 could be breached and its removal is now proceeding.)

Last Big "Pour"

By February 17, 1956, work on the Ontario Hydro powerhouse

had progressed to the point where concreting was started. Since that time it has continued even through the coldest months of the winter and, by early 1958, the last big concrete "pour" had been completed. Approximately 96 percent of an estimated total requirement of almost one million cubic yards of concrete has now been placed in the powerhouse structure.

Construction of the first bank of transformer pockets has now been completed and the installation of mechanical and electrical equipment has advanced to the point where four of the 16 units will be ready for testing when the water reaches the required elevation.

The Cornwall Dyke, an important adjunct of the main dam and powerhouse, was completed late last year. This mammoth structure, extending for 3 1/2 miles along the Canadian shore, involved the placing and compacting of over five million cubic yards of glacial fill. The dyke, together with similar extensions to the dam on the American side, will keep the waters of the new "lake" from spilling over its banks.

Control Structures

While the entire output from the St. Lawrence Power Project will be derived from the generating units in the adjoining powerhouses, their operation will be greatly influenced by the use of control structures. The Long Sault Dam, curving gracefully for 2,240 ft. between the New York mainland and a point near the head of Barnhart Island, will help expedite the drop in water level along the 125-mile stretch between the east end of Lake Ontario and the powerhouse site and by-pass water not required for power production.

The completion of one of the cofferdams associated with the construction of the Long Sault Dam, early last year, choked off the flow of the Long Sault rapids with dramatic suddenness exposing the rocky river bed for the first time. When this section was re-flooded upon completion of the permanent structure, the long-familiar spectacle of the historic rapids had disappeared. Tamed to submission by the Long Sault Dam, the entire section will become part of the vast headpond area when flooding commences at the main dam and powerhouses.

A second, impressive series of piers and sluiceways spans the main river channel some 25 miles upstream from the Long Sault Dam, between Iroquois Point on the Canadian side and

(Continued on page 5)

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