

Editorial

Going To Need An Overhaul

A recent government release tells us that the Unemployment Insurance Fund is down to less than \$300,000,000 from a peak of \$921,000,000 in 1953. At the rate we are going this amount could be virtually wiped out with another winter of heavy unemployment. It would appear to be high time the government took a new look at what is obviously a serious situation.

We continually hear of abuses in the system and instances of fraud. We are even told that the government itself has dipped into the fund a few years back, in order to bolster other overspent departments of government. True or untrue, the fund is being rapidly depleted, and with an estimated \$20,000,000 a year being drained off by those who should not receive assistance along with the

recognized heavy drain, it will soon be exhausted.

Some consideration has been given to setting up two separate systems — one for seasonal and the other for non-seasonal workers. The non-seasonal would be similar to the present system as it was originally set up, to give workers some degree of protection for short layoff periods. This system would have to be as self-sufficient as possible.

The seasonal workers would have to contribute larger shares, because unemployment is more prevalent and of longer duration. To this latter setup the government would have to give some assistance.

There is talk of farm labourers being covered and a separate system seems all the more necessary if this group is to be covered as well.

Condemnation

Condemnation is steadily mounting on all sides against Department of Highways officials who stubbornly refuse to install traffic lights at the Ringwood corner. Again this past Sunday a most serious accident occurred at this intersection, and while no one was killed, six persons went to hospital with multiple injuries as a result.

Petitions have been made by all the local municipalities involved as well as the County, yet the Department has turned a deaf ear on all the pleas and the toll continues to mount. A number of lives have already been taken and apparently still more fatalities are needed to prove to those who control highway safety that there is a need for lights.

The congestion on this dangerous intersection was as great this

past weekend as at any time this summer. Traffic in long lines coming along Highway 47 from Stouffville finds it most dangerous to try to enter the line proceeding south. Some of the traffic is trying to cross over Highway 48 and this is just as tricky.

It would appear that a certain number of lives must be taken before the Department is ready to make any improvement and this is a deplorable situation.

The visibility at the corner is good in all directions, but with traffic moving in all directions and from business places nearby, accidents are certain to occur, particularly during weekends.

We would hope that the municipalities who have already petitioned for lights would do so again with even stronger urging than before.

This One Is Welcome

An investigation into the administrative operations of government and its cost is one that will be welcomed by all taxpayers. The inquiry will take some time, according to the Prime Minister and two years is expected.

Prime Minister Diefenbaker has made a plea to business men who have complained that "business methods" should be introduced to government, to come forward with their

recommendations as to how efficiencies and economies can be accomplished.

A three-man commission, an accountant, a barrister and a former treasury officer make up the group.

This is certainly one royal commission that should prove a profitable investment for the taxpayer and continue to pay dividends for years to come, providing the economies which are expected to be put forward, are adopted.

Laff Of The Week



Sugar and Spice

It all depends on where you sit. Years ago, I used to be bitterly critical of the newspapers. It didn't require much intelligence to see that editors were craven, afraid to publish the truth. It was obvious that their policies were dictated by their advertisers, that publishers were interested only in profits. I'd have written them some pretty fierce letters on the subject, I can tell you, but they probably wouldn't have printed them anyway.

Then I became a news paper editor. In ten years on the job, I found out that editors were absolutely fearless, dauntless and selfless; that they were idealists, devoted to progress and the betterment of the community; that they cared nothing about money, if a principle were at stake.

During the same period, I discovered that newspaper subscribers were irritable, unpredictable and impossible to please — that they were demanding, did not appreciate the editor, and would not write a letter to him unless they had an axe to grind.

As an editor, I criticized the operations of various organizations, from the fair board to the tourist association. I suggested they were poky, somnolent, antiquated. I claimed that they needed new ideas, a better system. I inferred that the executive was asleep at the switch and badly in need of new blood.

Invariably, at the next annual meeting, I would be elected to the board of directors of the organization. Within a year, I would have found out that a few harassed officers were doing all the work; that you practically had to use a gun to collect annual fees from the members; and that the latter's chief pleasure in life was criticizing the executive on street-corners or in saloons.

I remember when I used to be an ordinary, complaining, irate taxpayer. I felt nothing but the utmost contempt for the stupidity, the narrow-mindedness of the members of the town council. Their callous neglect of such vital problems as resurfacing the street on which I lived was little short of criminal.

Then, one winter night, half-delirious from the flu, I allowed my name to be put forward at the annual nomination meeting. For the next two years, I served on the town council. I was shocked and disgusted, during my term in office, at the pettiness, the ornerness, and the utter disregard of the fundamentals of municipal economy, that existed among the taxpayers.

During one phase, I was certain that raising beef cattle was the ultimate in easy money. You just bought some cattle, put them on the grass, sat back on the porch and watched them swell into big, juicy sirloins at \$1 a pound.

Then I learned that it goes like this. You buy some cattle in the fall, at 23c a pound. You feed them \$500 worth of hay, and pump water to them all winter. In the spring, you put them out to pasture. One falls into a crack in the rocks, and breaks his silly neck. Another expires horribly, after eating a broken beer bottle that somebody threw over the fence. A 3rd comes down with the bloat. But they've gained 100 pounds each, and you can still break even. So you ship them to market in the fall. And that week, the bottom drops out of beef prices, and they go under the hammer at 18c a pound, leaving you a net profit of minus \$700.

Until this year, I regarded teenagers as the twentieth century's answer to the bubonic plague or the Great Fire of London. I knew they were lazy, insolent, selfish, dull and not worth a fiddler's foot. This year, we have a teenager of our own, and I've discovered that they are essentially lively, high-spirited, lovable, warm-hearted and fascinating young people, the hope of the future.

As a frazzled editor, putting in a long work-week, I used to view with envy, and not a little indignation, teachers ambling downtown about 4.30 each day. With other disgruntled ratepayers, I spent hours figuring out how many days they worked, how many holidays they had, how much money they got, and how little they did for it all.

Now I'm a teacher. I've been at it for only a couple of weeks, but I've caught on quickly. Already I realize that nobody is so vital to the welfare of the community as our teachers. No one is so overworked, underpaid and unappreciated, as the teacher. I've learned that teachers are completely uninterested in salary schedules, annual increments and superannuation figures. They just do it for the sheer love of it.

It all depends on where you sit.

Handyman

By Gordon Donaldson

If you're the worrying type, try worrying about rust. It's one of those things that seem to happen no matter what you do to stop it.

At this very moment it's probably chewing chunks out of your car, gnawing at your porch railings, eating away at your drainpipes.

Usually you don't notice rust until considerable damage has been done. A small break occurs in a film of paint, chrome, etc. Rust spreads underneath and by the time the paint has bubbled out and begun to flake off there's a large patch of hidden damage.

This is the common form of rust — a burning-up of metal which has been exposed to moisture plus oxygen.

Another type is electrochemical corrosion. When different kinds of metal come together — say, bolts and washers of different material — and moisture is added an electric current is set up and one of the metals rusts away quickly.

The immediate answer to rust, of course, is to scrape it off. A rotating wire brush on an electric drill will take off heavy deposits on railings, etc.

But how do you prevent further damage? There are various kinds of rust inhibitor. Most of them form layers of iron phosphate over the wound. You then paint over and are safe for a while. But any new scratch will break the iron phosphate layer and start trouble again.

Cold galvanizers use the electro-chemical process described above to heal rust wounds as they occur. The primer goes on like paint but when scratched and moistened the electric process forms a new protective layer of zinc over the scratch.

Railroads Facing Critical Decisions

Canada's two largest railway systems are fighting for survival in a modern era which does not entirely support them in their present form, yet cannot get along without them.

Between them, the Canadian Pacific Railway and the Canadian National Railways control more than 40,000 miles of track.

The only large railways not controlled by these two giants are the Ontario Northland Railway and the Pacific Great Eastern. The ONR, owned by the Ontario government, and the PGE, property of the British Columbia government, both are run with an eye to profits, but both are primarily development lines. Since neither operates outside its own province they are not severely affected by the principal factors now making life economically difficult for the CPR and CNR.

In a large way, 1960 is a year of crisis and decision for both the privately owned CPR and the publicly owned CNR.

In Montreal, a conciliation board has been considering a demand for higher wages by 116,000 of their employees—a demand which the two railways said would cost them an initial \$65,000,000 annually.

And in Ottawa, a royal commission has been holding an inquiry into the whole structure of railway revenues.

Thus on one hand there are rising costs — wages represent about 60 per cent. of all railway expenditures—and on the other hand slower-mounting revenues, which the railways hope the commission may do something to rectify.

Fixed charges are another burden. The CNR bears a heavier proportion of fixed charges than the CPR, largely because of debts assumed as the publicly owned system acquired and amalgamated bankrupt lines.

Passenger Traffic Down
Passenger traffic has always been a less important revenue producer than freight, but it is the part which is in deepest trouble and which perhaps has shortest future.

Mass-ownership of the automobile and development of bus and air travel has sharply curtailed passenger business for the railways. This business has been a long time in dying; the railways say passenger traffic has not been a profitable business since the 1930's.

Since 1945, while the population of Canada has been steadily growing, the number of railway passengers has steadily decreased. The railways in 1956, for example, carried 14,500,000 "revenue passengers." By 1959 this had dropped to 11,600,000.

In 1945, the CNR's "revenue passenger miles" amounted to 3,068,700,000. By 1959 this had shrunk to 1,171,000,000.

Appearing before the House of Commons railway committee last March, Donald Gordon, CNR president, produced a chart showing the railways' share of inter-city passenger traffic in Canada to 5.7 per cent. in 1958, compared with 18.3 per cent. in 1948.

The 1958 section showed cars carried a whopping 85.1 per cent of this traffic, buses 4.3 per cent and airlines 4.9 per cent.

Graphic indicators of falling railway passenger traffic are deserted stations in small communities. Both the CPR and CNR are preparing figures on just how many stations have been closed, and how many routes have been dropped, for presentation to the royal commission on transportation later this year.

This situation is another cause of the railways' difficulties. Before they can drop a route or decrease the frequency with which it is served, they must, operating as a public service, apply to the Board of Railway Commissioners for permission. Public Opposed

And such an application usually causes a public outcry — mostly, the railways say, from people who do not use trains.

To many communities the loss of regular railway service still means a loss of prestige. Community groups seeking to attract industry feel potential investors may regard the loss of train service as a sign the community is dying.

The railways' experience with this has been the same whether they are seeking to drop small communities from the schedule of a transcontinental train to increase its speed, or simply to

cut a shorter commuter run which has been losing money. Both the CPR and CNR have tried many methods to attract new customers.

Both have almost completely dieselized their systems at enormous cost; both have bought new glamour cars for their long passenger runs, and self-propelled diesel cars for shorter routes.

Try Many Plans

A variety of changes to make rail fares and rail travel more attractive have been instituted, such as the "travel now, pay later" plan; the group economy plan which allows parties to travel at reduced rates, and the "all-inclusive" fare which includes tickets, meals and gratuities.

The railways' spokesmen feel they still have a future as passenger carriers, but perhaps in a more specialized field.

Mr. Gordon says they are hopelessly beaten by airlines on long runs, because of the speed factor. In line with this, a first step is cutting the present total of four cross-Canada runs daily, two by each company, to one each.

But on a long-term basis, railway experts feel, the future lies in short-run, high-density routes between large centres. These

are probably the only profitable routes at present.

Curriculum Changes Due Says Roberts

Changes are being planned in the Ontario school curriculum, Education Minister Roberts said in a report released recently.

The entire science program is under examination. New courses of study for grades 7, 8, 9 and 10 have been prepared and will be introduced gradually beginning in 1961.

A committee is revising the grade 13 course in biology and this fall another committee will begin revising the grade 11 physics course.

The department is also examining the whole question of secondary school mathematics. As an initial step, some 36 schools will participate in an experimental program this year to determine the value of such a program for grade 9 classes.

The success of previous experiments in the teaching of Russian has led to the inclusion of the language as an optional subject for the Ontario secondary school graduation diploma.

AMATEUR SHOW

ROXY THEATRE - UXBRIDGE

Wed., October 5th

Proceeds for Artificial Ice

Music by the BUNKHOUSE BOYS OF RADIO AND TV. More costants wanted — phone or call at Uxbridge Cleaners, UL 2-3471. Show at 8 p.m. — Doors open 7.30. Admission 75c Prizes

PRENATAL CLASSES

FOR

EXPECTANT MOTHERS

A course of weekly classes in hygiene of pregnancy, how baby grows, food for the family, feeding of the baby, the hospital stay and other subjects of importance to expectant mothers beginning in Richmond Hill, 11 October, 1960; in Newmarket 12 October, 1960; and in Aurora 13 October, 1960, at 7.30 p.m.

Registrations now being accepted at:

YORK COUNTY HEALTH UNIT
Richmond Hill, 15 Yonge St., N. —TU. 4-1133
Newmarket, 64 Bayview Avenue —TW. 5-4511 and PR. 3-5332
Aurora, 96B Yonge St., South —PA. 7-9441
Stouffville, Main Street —Stouffville 146

STOUFFVILLE DISTRICT HIGH SCHOOL

Night Classes

Night classes will be offered to the public in the Stouffville District High School on Tuesday Evenings...

COMMENCING OCTOBER 4.

Classes will continue during the fall and spring for a total of 24 nights. Classes offered and instructors for each are as follows:

JUNIOR ART — Mrs. Caroline Ogilvy
SENIOR ART — Mr. Arnold Hodgkins
BASIC ENGLISH for NEW CANADIANS — Mrs. A. Gresham
LEATHERCRAFT — Mrs. Mary Baker
PHYSICAL RECREATION for MEN — Mr. J. H. Rehili
KEEP FIT for WOMEN — Mrs. Molly Mumford
JUNIOR SEWING — Mrs. Patricia Christie
SENIOR SEWING — Mrs. Hazel Peacock
TYPING — Mrs. Viola Wildenauer
WOODWORKING — Mr. J. R. Hammond

Classes will be held from 8 to 10 p.m. with the exception of Physical Fitness for Women which will be from 7 to 8 p.m.

Those interested in the above classes need not apply previously but will register at the school on October 4 commencing at 7 p.m. Classes will be held the first night.

CLASSES IN OTHER SUBJECTS

will be considered if there is sufficient demand and providing a suitable instructor can be obtained. Those interested in other classes should telephone the high school at 386 as soon as possible.

A minimum of 15 applicants should be secured for each class. The board reserves the right to decide which classes will be given. The following fees are payable in full on registration and are not refundable—

SENIOR ART — \$8. BASIC ENGLISH — \$2
PHYSICAL FITNESS FOR WOMEN — \$3.
ALL OTHER CLASSES — \$6.

SUNDAY SCHOOL LESSON

(Lesson for October 2)

THE GREATNESS OF GOD
Psalms 8; 104

GOLDEN TEXT — O Lord our Lord, how excellent is thy name in all the earth! — Psalm 8:9.

THE LESSON AS A WHOLE

The Book of Psalms has always held a very warm place in the hearts of God's people. There are probably two reasons for this popularity: (1) they reflect every mood of human experience, and (2) they exalt the Lord Jesus Christ in His various perfections and offices.

The Psalms are divided into five books and each is clearly marked by a terminating doxology. The Psalter begins with God blessing man (Psalm 1), and ends with man blessing God (Psalm 150). This is the proper sequence of things, and it cannot be reversed.

Among the great themes of this portion of the Old Testament is the greatness and glory of God. This is primary and fundamental. If we do not have right thoughts here, then everything else will be badly out of focus. We need constantly to remind ourselves that the popular god of modern thought is not the God of the Bible. This 20th century creation is a wretched counterfeit of the true. It is soft, indulgent, and even fickle, exercising a good-natured tolerance toward evil and a semi-indifference toward human affairs.

The true and living God, on the other hand, is infinitely righteous, transcendent, omnipotent, omniscient, and yet gracious. To know Him is the acme of all knowledge.

Stouffville, Ont. Sept. 19, 1960

THE HEART OF THE LESSON
The meditative reading of these two psalms leaves us with a fresh sense of awe. We feel as though we have been in outer space looking down on this mid-globe planet and watching the movements of its various forms of life. How insignificant it all is! And yet, on the other hand, how significant also!

This is all the mighty and skilled workmanship of a master workman. God in His wisdom produced it all, from the tiny mollusk of the sea depths to the flaming orbs of the skies. He knows all of these and provides for each one. All are dependent on His providence. Moreover, these all reflect His glory and manifest His wisdom.

As the crown of His work, so far as earth is concerned, man was originally given complete authority over the lower creation. Beasts, birds, and even aquatic creatures all took their orders from Adam before sin entered. He ruled as the viceroy of the Creator Himself. Everything, without qualification, was placed in subjection to him. But through disobedience Adam lost all of these, and his sin set off a chain reaction of terrible consequence that threw the whole fair scene into dislocation. Ever since that black day "the whole creation groaneth" (Romans 8:22), and the curse lies unreversed.

But God has another man in view—Christ Jesus. He is the unfallen man, the last Adam, who, upon His return, will reign over the restored creation, and will exercise all the beneficent authority and grace that the first Adam forfeited.

In the meantime, God overrules in grace and blessing. His majesty and might, His trans-

Editor's Mail

Dear Sir,
A short note of appreciation for the very fine coverage given the recent Mongolia Golf Tournament. We were very pleased with your Editorial comment and excellent pictures.

Hal and I appreciate the support given to us by our suppliers, your paper, and the good friends who help so willingly. With a break in the weather, perhaps next year's Tournament will be bigger, and better.

Yours truly,
T. E. Topping,
(Ted's Men's Wear)

cented sovereignty, His glory and grace are all demonstrated in His unfailing dealings with His creatures everywhere. "How great Thou art!"



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