

The Tribune
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 CHARLES H. NOLAN, Publisher
 BARRÉ BEACOCK, Advertising Manager

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Editorials

Private fund-raising needed

There is obviously a great disparity between the amount of money Library Board requested to build a new library and what council has offered them.

The difference is \$135,000 as the board's request of \$385,000 was reduced to \$250,000 by council.

Rather than go to a facility that would only be a minimal improvement over the present quarters we hope that a portion, not all, the difference could be obtained from the private sector.

The library is, after all, the town's centennial project and it would be a rather meaningless one if it is built without the participation and contributions of the community.

It would be sadly ironic if a building constructed to commemorate the pioneering spirit that settled this community had to be funded entirely from the public coffers because the citizenry were too disinterested to get involved.

We feel the service clubs could make a valuable contribution to the community by organizing some fund-raising activities.

An advantage of this approach is that funding through a Wintario grant might be available. The way this works is that if a grant is approved, Wintario will match private contributions dollar for dollar, in effect doubling the community's contribution.

It is our opinion that before going too much further Library Board and council should meet with the service clubs and ask for their support.

The service clubs are experienced fund-raisers and could probably give some kind of a rough idea as to how much money they think they could raise.

This step would give the planners a more accurate idea of how much money might eventually be available.

'Me first' rule warps decisions

"Me first" still appears to be the rule in many decisions by Durham Regional Council. Most recently, a uniform water rate across the region was approved by council, but a regional sewer rate was blocked by Oshawa councillors who fear a rise in taxes through the plan.

At present, a charge-back method is used, taxing each municipality for its own share in the overall bill.

While it is true that Oshawa's taxes would rise with a regional sewer rate, it is also true that earlier, municipalities such as Uxbridge absorbed a rise in taxes as a result of regionalization while Oshawa gained financially.

A regional sewer-rate would help even up the score.

We hope council bypasses the Oshawa blockade and approves the plan.

Regional concept fails again

One of the main weaknesses of regional government in our opinion has been the unwillingness of council to take regional perspectives on issues. This was never more apparent than at the council meeting last week.

At that meeting, regional council approved debentures worth \$1,125,000 for the Town of Markham. With the exception of tennis courts worth around \$150,000, the debenture request was not substantially different one made earlier in December. At that time, council rejected Markham's request.

Under the Region of York Act (Bill 102), the responsibility for debenturing rests with the region. That means regional council must approve debentures and is the body which actually issues such debentures.

To make it clear, the region is the one that signs for the loan. Thus, while the region cannot regulate what projects are approved at the local level, the region can refuse to issue debentures to finance such projects.

This is what happened in the Markham case.

30 years ago this week

Excerpts from The Tribune from January 9, 1946.

Won't use cars
 Consideration was given at the inaugural meeting of the town council on Tuesday night to purchasing a new truck for the fire department and taking the present small truck used for carrying the chemical apparatus, for use by the town. The town seems no longer able to get workmen to use their cars and a trailer for hauling dirt and doing other chores for which a truck is needed, and are faced with having their own outfit. Markham, Richmond Hill, and other towns find it necessary to own a truck, and the town maintenance man George Middleton told council he wouldn't do the work unless he was provided with a truck.

Streets cleared
 Snowplowing thus far this year has cost \$112.50, at a rate of \$2.50 per hour. This is the first year the municipality ever attempted to keep the streets open around town, and the approval of the citizens in general is very encouraging, members of council stated.

Horsefeathers
 The reeve received three complaints made one morning last weekend to the effect that the town plow was pushing snow out of a farmer's lane so that a truck could get in to take away a dead horse, when the streets were not plowed out in town. Investigation proved that there was just a tittle of truth in the complaints. The plow was making a way through the cemetery for a funeral. Strange, isn't it, how stories can be built up?

Ice harvest
 The heavy over-burden of snow lying on Musselman's Lake is preventing the ice from thickening. At present there is about six inches of ice, which is so well protected that the thickness is not increasing. No doubt Carl Rose who does most of the cutting will find it necessary to remove snow from an acre in order to let Jack Frost do his work, so that good ice blocks will be available for harvesting.

miss approach, the action failed. To arbitrarily jump on Markham was unfair to say the least. The region should set down some guidelines for debenture spending.

To cut Markham off, as was being attempted, was unfair.

Yet regional council should be taking a look at adding over \$1 million to the regional debt. The region has a certain allotment for any given year. If that is taken up with recreational facilities (known in the jargon as "soft services"), then much needed borrowing power for sewer and water facilities (known as "hard services") could be used up.

It was this concern that prompted regional council to turn Markham down in the first place. If the council had stuck to its guns, it would have been a major first.

It would have shown York Regional council making a decision based on regional considerations. As it was, pressure from Markham succeeded in having the debentures passed.

A proper set of guidelines on debenturing, fairly regulated, could have prevented the confrontation that eventually developed.



Provincial cuts doom three local school projects



SUGAR AND SPICE

Comments on 'cock-eyed' world

By BILL SMILEY

It's a pretty cock-eyed world we live in these days. Everything my generation was brought up to respect and admire has become a subject of derision. Everything we were taught to despise has become an object of veneration. Or so it seems to these rather glassy eyes.

There's no denying it's an interesting time to be an inhabitant of the world. Just as it must have been an interesting time in about 600 A.D. to be a Roman citizen. Raging inflation, vandals at the gates, but free bread and a new smash hit at the Colosseum, bill changed every Thursday.

Perhaps the only thing for the sage or the cynic to do, in order to retain his sanity, is to stand on the sidelines and chuckle. The alternative is to stand on the sidelines and sob. I prefer to chuckle, with only the occasional, quickly choked sob.

I'm chuckling with about the same amount of hilarity as Cassandra, the Trojan princess. She was given by the gods the gift of prophecy, with the proviso (the gods always had a catch in it) that nobody would ever believe her glimpses into the future.

Right now, I'm chuckling merrily about the Olympics. About two years ago, and again last year, I spelled it out loud and clear, right in this very space. We were going to be taken as we have never been taken before.

Just recently, we entered Phase 2 of my predictions. That outstanding Canadian, that huge frog in the big puddle, Mayor Dropout of Montreal, was right on schedule.

He dropped out, and turned over a debt of about half a billion (not million, billion)

dollars to an even bigger frog in an even bigger puddle, M. Bareassa. The name itself is prophetic; that's the way we're all going to wind up.

Phase 3 consists of M. Bareassa handing over the muddle to Pierre Fuddle-Duddle, the biggest frog in the biggest puddle of all.

And I don't think I have to tell you what Phase 4 consists of. If you can't see the handwriting on the wall, either you have a reading disability or you are not a taxpayer.

Let me assure my readers, my assistant department head, Miss Sauve, and my shuffleboard partner, Mr. Chenier, that the foregoing remarks are not racist. I am not even a Zionist.

I don't care whether I'm conned by a Jew or an Arab, a Chinaman or a Texan, a Presbyterian, Ukrainian or a black Catholic. All I care about is the fact that I'm being conned.

In fact, my liberal and unprejudiced views are known far and wide, with the ex-

ception of one Walter Somebody, a Jap in Alberta. One of my best friends in the air force was an American. One of my favorite students is an Australian. I mean, how broad-minded can you get!

Well, that dispensed with, let's turn to other examples of our crazy, mixed-up world. Everything is either backwards, or upside down.

Even closer to home, it's a crazy world. For the first time in her life, my wife has a weight problem. She's gaining, instead of losing. At the same time, she has acquired a long-slumbering passion for gourmet cooking.

With typical courage, she has tackled both problems simultaneously.

She sits serenely, reading her books on exercise and dieting. Then she tosses them aside and picks up one of her four new cookbooks.

She gets all her exercise hustling around the stove, concocting something that would turn an eel into a porpoise.

Are children safe?

By MADELINE NEVINS

Having three children, aged 5, 3 and 1, I have become extremely interested in children's car seats and car safety.

I began by reading frightening statistics such as the fact that in 1974 there were 1,748 collision deaths in Ontario. Of the 778 drivers killed, 46 were wearing seat belts but 536 were not. The rest are unknown.

As of Jan. 1, legislation was instituted making the use of seat belts mandatory. Seat belts are not recommended for children under two years, therefore car seats are essential. Children over two are safer in a seat belt than with nothing at all, but they can receive abdominal injuries in an adult seat belt. For this group, also, car seats are essential.

I began my research by telephoning the Federal Government's Consumer and Corporate Affairs Department, who said they do not set any regulations on infant carriers. I then telephoned the Consumers' Association of Canada. Five years ago a citizens' group was formed by them to work in co-operation with the federal government to study children's car seats. Their mandate was to gather information to urge parents to use car seats and to help the government set standards for children's car seats. After the government took this out of their hands and set their own regulations, the group continued to study new car seats and safety tests done in the U.S., and continued to advise the federal government.

The Consumers' Association of Canada recommends two seats for infants - the General Motors Infant Carrier, and the Peterson Safety Shell. The advantage of the Peterson is that it converts to accommodate an older child. Both are extremely safe, even for newborns. The child faces inward towards the passenger seat of the car in a "bucket shaped" car seat anchored by the car seat belt.

The toddler stage poses a problem. The Consumer and Corporate Affairs Department have set rigid standards and are constantly updating their lists of recommended seats. As of their Nov. 1975, safety standards, they are recommending the Doral Travel Guard No. 085, the Kantwet Care Seat No. 985, the Peterson Safety Shell 74 and 75, and the Swingomatic.

The Consumers' Association of Canada who, as mentioned above, have been studying car seats and their testing for five years, warns that there was grave danger if the parcel shelf strap of the Travel Guard and the Swingomatic were not used. This strap may be bolted into the parcel shelf at the rear of the car or hooked into the rear seat belt if the car seat is used in a front seat. Most people can not be bothered using the parcel shelf strap, but the seats are not safe unless they are installed according to manufacturer's in-

structions. Tests have shown that it is less dangerous to omit the use of this strap with the Kantwet. The Peterson seat does not come with or need a parcel shelf strap.

The C.A.C. was quite concerned with the fact that the Travel Guard safety tests were not as extensive as the Peterson's. That is, Travel Guard would improve their seat each time there was a complaint.

The Travel Guard crotch strap could prove to be dangerous for male babies. The strap should be done up tightly. If left loose, the genitals could be injured.

Unfortunately, the safest toddler seat is no longer available in Canada. The Ford Tot Guard (which can be purchased in Buffalo if prior arrangements are made with a Ford Dealer) does not pass a Canadian test which says that the head must not swing more than 18 inches. Regrettably this test was carried out in very small cars where the child might bump its head, but C.A.C. felt that this one disadvantage was insignificant in comparison to the superior safety factors of the Ford Tot Guard. This seat passes all U.S. safety standards. The child is protected by a sturdy cushioned frontal piece anchored by the car seat belt.

The Tot Guard also lasts longer than most seats in that it could hold a small 7-year-old. The Peterson is small, and will probably only hold up to a 3-year-old.

Older children, who have outgrown the car seats, should always be seated with an adult seat belt. If they are trained from a very young age it will be automatic for them to sit in the car properly buckled in. Not only is this the only safe way, it is the only sane way, as it reduces discipline problems in the car.

I am simply appalled at the lack of concern on the part of parents who let their children jump around in the back seats of cars thinking that they are safe because they are in the back.

The politicians' lack of concern in this area is equally appalling. Surely if we relayed our anxieties to our Members of Parliament and they in turn applied pressure on the ministries concerned, better standards would be set and car seats would not be constantly put on the market and then pulled off. We should ask the government to re-evaluate the Ford Tot Guard and make it available to Canadians.

Further information can be obtained from the Consumers' Association of Canada, Children's Automobile Service, 2 College Street, Toronto, Ontario. Telephone: 922-3153.

Editor's note: Mrs. Nevins of Church St., Stouffville, submitted the above article to the Tribune. The recent seat belt legislation makes it a timely warning.



Winter paints the landscape a special shade of grey-white, and this gives an eerie, ghostly look to the trees which have a snowy covering. It is a wonderland for a photographer, and is a special challenge to

capture the magic of it all. Unfortunately, the snow covering quickly dissipates on the tree branches returning them to the realm of the ordinary.

—John Montgomery