

THE STOUFFVILLE TRIBUNE

ESTABLISHED 1888
 Member of the Canadian Weekly Newspaper Association and Ontario-Quebec Newspapers Association
 Member of the Audit Bureau of Circulations
 Authorized as second class mail, Post Office Department, Ottawa
 Issued every Thursday, at Stouffville, Ontario
 In Canada \$2.00 In U.S.A. \$2.50
 A. V. Nolan & Son, Publishers

NOTES and COMMENTS

Can We Ease The Tax Burden ?

Now that the Stouffville tax rate has started the upward spiral along with those in all other surrounding municipalities, taxpayers may be giving more thought to figure out ways and means of paying without taking it out of their own pockets — some source which has not been tapped locally.

Pages could be written concerning the chances to ease this tax burden which Stouffville is passing up, by not setting up some committee to make industrial contacts. It's a known fact that Forest Hill Village is the heaviest taxed municipality in the Dominion, and one of the chief reasons is because it is strictly residential, with absolutely no industry to carry a big share of the tax burden. The proportion of taxes carried in Stouffville by industry is very minute, and this fact will become more apparent as the taxes increase, and we continue on our course of residential expansion only.

Here's a unique suggestion which comes out of Lindsay and which would be most apropos in Stouffville, so far as increasing revenue from a non-tapped source. It concerns the heavy transport and other truck traffic which use Stouffville's Main Street. The suggestion as appearing in the Lindsay press is that a toll be established to levy on these heavy vehicles for the right to travel the town's main artery. It is advanced on the grounds that the subsidy which the town now receives on its street upkeep, does not compensate for the wear and tear caused by heavy vehicular traffic, the license fees for which are swallowed up by the provincial treasury.

The fact that heavy truck traffic has increased here so terrifically in recent years, unquestionably accounts for the rapid deterioration in our Main St. pavement. There is little question but that the additional strain placed on the road has taken its toll, and where is the money to come from, to replace this pavement.

Up in Lindsay, they say its either a toll or a larger provincial subsidy. The burden of upkeep on a Main street such as we have in Stouffville is too great, if we are to be called on to share as large a portion of the cost of replacement, as was paid in 1930 when the road was laid.

The Railway Problems

Canadian railways are asking for another increase in freight and passenger rates to cover the cost of the 40-hour week that they have been ordered to put into effect.

Of course the public will object and some of the provincial governments will spend large sums of money to prevent the increase. No doubt some of them will demand government subsidies to the railways as being more popular than higher rates.

The people of Canada are the owners of the largest railway system in the country. Every one of us is a shareholder; and, as such, we ought to accept the responsibilities that go with ownership of essential industries in the modern world.

Railway service is necessary to Canadian prosperity. Such service costs money. The railways can't provide satisfactory service unless they are allowed the revenues necessary for the purpose.

These revenues should come from the charges; and the charges should be sufficient to cover the entire cost.

If we can't agree to this, if we expect the railways to give us service at less than cost, we should not own a railway, for we lack the qualities necessary to responsible ownership.

Government subsidies can be no substitute for sufficient rates, for they would reduce the management to mere suppliers of the government, and encourage the employees in the belief that their wages need not depend on the value of their services, because the Government Treasury could always be called on to meet the payroll.

Such an arrangement would reduce the railways to a low level of efficiency.

To Benefit Consumer and Farmer

The Ontario Milk Control Board is actively considering a proposal to restrict milk deliveries as a means of rolling back the home-delivered price of milk from 20½ to 20 cents a quart.

On the basis of experience in major U.S. cities, this seems like a sound move. There, saving up to two cents a quart have been made possible by reductions in labor and other delivery costs as a result of fewer deliveries.

From the standpoint of consumers, the reduction in the number of deliveries may result in some inconveniences. Nevertheless, it seems to be the only alternative to still higher retail prices.

Milk board officials who visited the United States to get first-hand information on restricted deliveries are also said to be impressed with another phase of milk marketing there. In many areas, for example, American farmers are paid a uniform price for all milk they produce instead of the graduated price scale in effect here.

A farmer producing milk for the Toronto markets is paid \$4.20 per 100 pounds for milk sold by the dairies for fluid consumption. For milk used in the manufacture of ice cream and cottage cheese he receives a secondary price of \$2.85.

Farmers have long argued, and with some justice, that they should receive a uniform price regardless of the use that is made of their milk. Certainly their cost of production does not recognize the different uses that are made of it. It costs just as much to produce 100 pounds of milk for fluid consumption as it does to produce 100 pounds of milk to be used in the manufacture of ice cream.

This problem has been resolved in many milk markets in the United States by establishing a uniform price to farmers. This plan, too, is worthy of consideration by milk control board authorities as a means of encouraging higher production. And higher milk production is fast becoming one of our pressing needs. —Toronto Star.

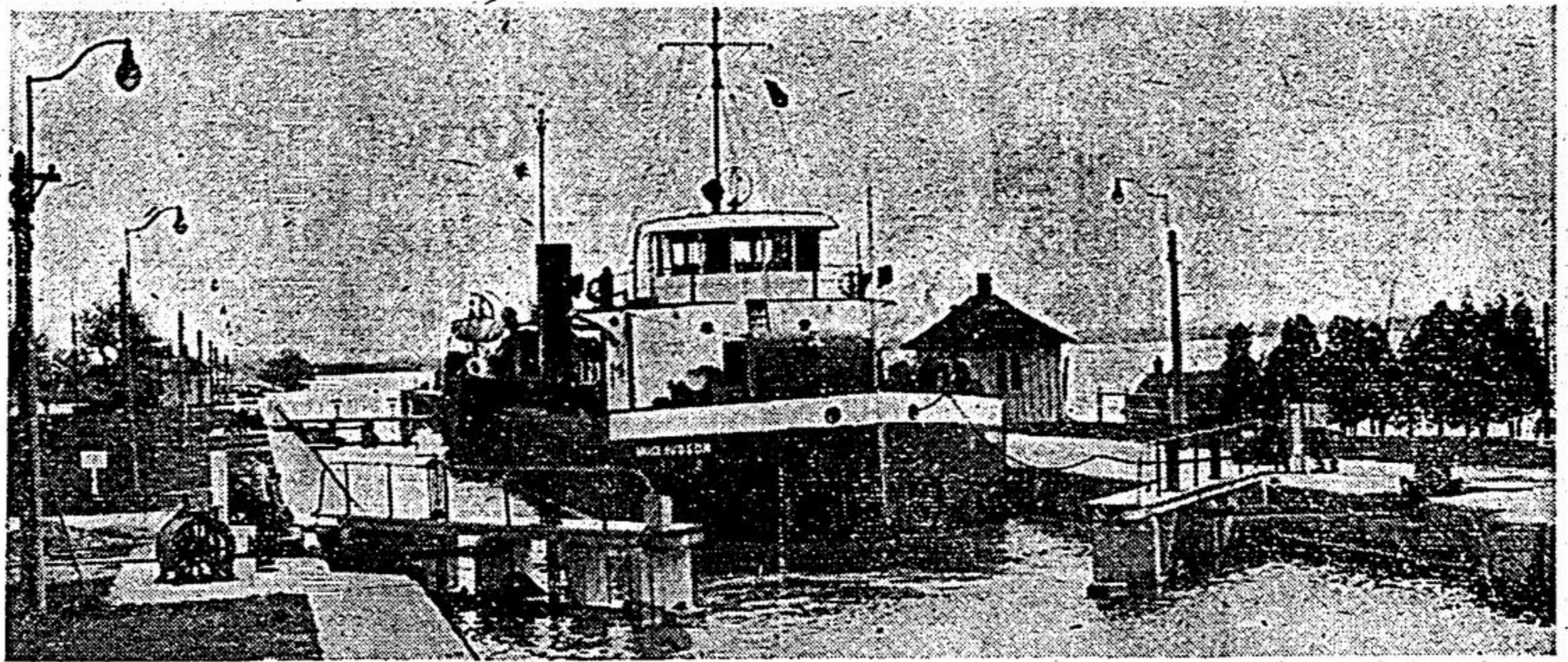
A FARMER SPEAKS

"I've heard people say that farming is such a tie, you're never finished and you can never get away. There's some truth in that. But so is office work a tie, and in nine cases out of ten, it's not your own office. Our farm is our own, it belongs to me and my wife and our

children, and that compensates for all the disadvantages—for the long hours, for seven days work in a week, for everything."—Victor Bonham-Carter, a farmer, on BBC.

You can buy a Tribune each week in Claremont, Goodwood, Markham Brougham and Unionville.

St. Lawrence Town May Be Soon Under Water, But Citizens Carry On As Usual



If the St. Lawrence seaway development goes through, the town of Iroquois will be under 10 ft. of water. But not to be

deterred by this, the citizens of the town are still building homes, making repairs as though there is no possibility of

the project ever becoming a reality. But they are prepared, with blueprints and plans, to build a model community above the flood waters if the

project materializes. The lock, seen above, at present 14 feet deep, would be 27 feet in depth and capable of handling ocean ships.

EDITOR'S MAIL

Claremont, Ontario
 May 14th, 1951

The Stouffville Tribune
 Dear Sirs:

In reply your to your editorial of April 26, 1951, referring to socialistic schemes being dangled before the farmers, I am enclosing a clipping which sort of supplies a suitable reply to your article.

The farmer is a businessman.

He is in fact the owner-manager of a factory that produces food-stuffs. In the role of production manager he usually does a superb job. But as procurement manager, responsible for buying the raw materials he needs for his production, he is not quite so successful, and as sales manager of his business, doing the job of getting his product to market at a fair price, he not infrequently comes close to being a failure.

The farmer engages in some rather quaint business practices. He is, for instance, perhaps, the only manufacturer who purchases his raw materials at retail and then sells the finished product to the consumer at wholesale!

He is also about the only businessman-producer left in this country whose market operations are controlled by something they call "the law of supply and demand" — something which in reality turns out to be nothing more or less than "the law of speculation," which is a nicer way of describing "gambling."

Price levels of other products, ranging all the way from soap flakes and cigarettes to automobiles, are no longer established by competitive practice or by the relationship of supply to demand. They are fixed by the manufacturer on the basis of the cost of production plus the profit demanded by the stockholders.

The price of labor—the industrial worker's rate of wages — is no longer a matter of competition or of supply and demand. The laborer, through his union fixes his price and usually gets it.

Until the farmer decides that he, too, is going to make use of modern business practice he is going to continue to be squeezed between the rising cost of the goods and services he needs and the uncertain, fluctuating prices of what he gets for his goods.

The time is coming when farm products, too, must be priced on a cost-of-production basis!

Yours truly
 M. Ward

U.K. DEMANDS CANADA 'FAITH-ALTAR' POSTER

Walk down University Rd. in Aberdeen, Scotland, and you will be confronted by a large Canadian poster. Depicting a tiny country, church it bids: "Come to church—every life needs an altar and faith for testing times."

The posters were presented to Britain when a British billposting company could not get permission to buy them in Canada. From many parts of Britain requests for copies are reaching church officials in Aberdeen. Authorities believe the posters will help boost the recent "back-to-church" movement.

AND AFTER ALL, WHY NOT?

From the London Standard
 Prisoners at Eastchurch, Kent, Open prison asked for "Bless This House" as the closing song in a program presented by a local choir.

OR CLEANING A CHIMNEY ?

From the Hanover Post
 The only job you can successfully start at the top is digging a hole.

HE SHOULD ACCEPT

Gen. MacArthur has been offered \$5,000,000 for his memoirs, according to his aide. He should accept at once, for no one knows how long the world is going to be interested. —Ottawa Citizen

Casualties and casual trolls too often are too closely related.

DAYS OF YORE

From the Files of
 The Stouffville Tribune

27 Years Ago

On June 11th a party of Canadian Weekly Newspaper men, including the editor of The Tribune, will sail from Montreal on a tour through Belgium, France, the Netherlands and the British Empire.

Our oldest citizens tell us that they cannot recall a spring quite so backward as the present.

The Hydro Electric Power Commission is stocking Bond Lake on Yonge Street with 500,000 Pickerel fry, which are arriving on a C.N.R. train from London.

Miss Frances Ratcliff and Miss Elva Holden were in Ottawa a few days ago attending the B.Y.P.U. Convention.

This week Mr. Fred Johnston of Altona sent 14 hogs weighing 2,350 lbs. with D. Holden by truck to the Wm. Davies Co., Toronto, which graded 14 selects. This is the first truck load of 14 hogs to go into the plant to grade 100% select, since the grading system was started.

Glasgow—Misses Eva and Ida Latham and Messrs. Arthur and Edgar Latham of Toronto spent the weekend at John S. Latham's

10 Years Ago

Rev. Gibson Brown has been advised from overseas that his parental home in Belfast suffered considerable damage during the recent raids on the north of Ireland.

On Saturday afternoon at 4 o'clock the marriage of Miss Jean Collard and Mr. Alex MacLeod was quietly solemnized at the home of the bride's parents, Mr. and Mrs. George Collard.

Despite the fact that it was necessary to start the big furnace at Stouffville school two weeks earlier this last fall than the average season, it is now estimated that less than 50 tons of coal was burned at the big "knowledge works," up to the present time when the furnace is being let out.

Mongolia — Mr. and Mrs. R. Pilkey and boys of Claremont had tea with Mr. and Mrs. Delbert Booth last Wednesday.

Peaches — Mrs. Henry Miller entertained relatives from Lindsay on Sunday.

Among those from Stouffville finding employment (Lakeview House) are Misses Helen Rowbotham, Mary Paisley, Rose Clarkson, Kay Turner, Dorothy Gooding.

5 Years Ago

Mr. Bolton Slack, B.A., journeyed to Queen's University, Kingston, during the weekend, to be present at the Spring Convocation, and to be presented with his Master of Arts degree for his research work in Canadian History "The Foreign Policy of W. L. Mackenzie King."

(High School) A Departmental official is credited with making the statement only Monday that Stouffville wouldn't have a chance to take in Claremont or any part of Pickering to form a Stouffville school area, and that they hoped to snuff out the opposition in Stouffville to closing out this school. The idea is to hem Stouffville in so small an area that it will ultimately be "snuffed" out.

Mr. Cecil Andrus, garage proprietor, has sold his interest in "Stouffville Motors" to Mr. J. W. Perkins of Unionville.

Dickson Hill—W. A. Jones and sons are delivering tomato plants to the farmers who have taken contracts for growing tomatoes for the Campbell Soup Company.

Victoria Square — Sympathy of the community is extended to our Reeve Mr. Charles Hooper in the death of his father, Mr. Henry Hooper.

HYDROPONIC FARMS GIVE TROOPS ONIONS

Allied fighting troops now are going to have something they've long wanted in Korea—fresh vegetables. About 6,500 pounds of radishes and onions, grown under American supervision on hydroponic (growing plants in water) farms near Tokyo, were flown in last week.

THE OLD HOME TOWN

By STANLEY



SENTENCES TOO LIGHT

A magistrate in North York imposed a sentence of 15 days in jail on a motorist found guilty of driving while drunk. A similar charge brought a sentence of 10 days in jail, and the impounding of the car, and the suspension of his licence for three months, by another magistrate. Many will think that

the sentences imposed for driving while drunk are entirely too lenient. They are not sufficiently severe to serve as a warning to like drivers.

Galmpton, Devon, Eng.—Villagers will bake a gooseberry pie weighing more than 100 pounds on mid-summer day to celebrate the Festival of Britain.

FOR PARENTS ONLY

(By Nancy Cleaver)

"DISCIPLINE" or "PUNISHMENT" ?

By Nancy Cleaver

"I'll punish him" or "She'll get punished for what she has done!" How much more often parents use the word "punish" instead of "discipline"! Surely it is important that fathers and mothers look at their children's actions in the light of discipline rather than merely that of punishment.

Punishment, if effective, prevents an undesirable action from being repeated. Discipline should do more than this. It also encourages initiative. The two terms are not interchangeable. Punishment is the Red "Stop!" sign. Discipline may flash either red or the Green "Go!" signal, as different occasions arise.

Discipline is on three levels. The parent disciplines the little child by one method or another. When the child begins to mix with playmates away from home, in addition to the parental discipline, his companions shape his actions by gang approval or disapproval. Older brothers and sisters influence the child too. The child's teacher at school also moulds the child's standards of behaviour.

But the goal of the adult is self-discipline. Parents must always keep this in mind. The child's future rests on this. So does the success of any democratic state. Good fathers and mothers want their children to grow to be responsible citizens.

What is discipline? Is it not the methods used to get a child to do or not to do certain things? Discipline begins very early. Baby specialists are pointing out to new parents that although an infant needs a routine, this may vary a little. Good management consists of a wise mixture of firmness and flexibility. A sensible day's routine, which is usually followed, does away with much unnecessary conflict over a child obeying commands. There is "a happy way" of doing most things. Children like to know what to expect—and what is expected of them, in dressing, eating, sleeping, etc.

Every child is different. So is every parent! A method of discipline which has been extremely successful with the oldest in the family may not be so satisfactory with a second or third child. A firm "No! No!" may prevent

timid little Ann from going near mother's hot iron. But Tommy is more difficult to handle. The forbidden iron fascinates him. When mother is out of the kitchen for a minute to answer the phone, although he knows he is doing wrong, he quickly touches the hot iron. His enraged cries tell his mother that the "Law of Consequences" has worked on Tommy to teach him that disobedience can be painful.

When a child is old enough to assert his will, what he wants and what mother wants at times is bound to conflict. Children can behave like "little angels" and the very same youngsters can also amaze their fond parents by their contrariness and "naughtiness"! Training a child calls for endless stores of patience, understanding and consistent, fair treatment.

A weary mother with two or three small children is often tempted to rely on father to discipline a defiant child. "Just wait till your dad gets home from work!" she threatens.

This is a poor plan to follow. A deferred punishment is not nearly so effective as an immediate one on a child. Then too, a busy father's brief interval with his child at the end of the day should not be clouded by rehashing of wrongdoings. Both father and child need a peaceful, happy evening hour.

Our grandparents (and to some extent our parents) were not greatly troubled by the problems of discipline. Children were "to be seen and not heard." If they dared disobey, corporal punishment speedily descended on them. There was one simple rule—a naughty child was well spanked and even an older boy or girl received a "switching," for any signs of resistance against an adult's wish.

Modern parents find life with their offspring much more complex. Unquestioning obedience is not a complete end in itself. Unfortunately, the whole subject of discipline is apt to descend to a "To Spank" or "Not to Spank" battle.

There is no one rule which fits every case. But a fine understanding relationship between parent and child is of utmost importance, whatever the means used to train a boy or girl. Different methods of discipline will be discussed next week.

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