

Canadian in the U.K.

Plains of Ireland and Highlands of Scotland Have Beauty, Grandeur

By Mac Sprout

Since last winter I have been travelling considerably during July, having visited Ireland for five days and on a four day tour through the highlands of Scotland. During the Royal Show at Windsor I purchased a car, a Hillman 10 h.p. sports tourer model at Reading, England.

The last time in London I went on a day-long motor boat cruise on the Thames river. This cruise was arranged by the Nutfield Foundation of England. We left Kingston-on-Thames and went as far as Runnymede. Places of interest we passed were many but probably the best known was Hampton Court, near Kingston-on-Thames.

We passed through five locks. I was not aware that the Thames river had so many, in fact it would take a person three days to go by boat from Central London to Oxford, by car a mere three hours.

The Royal Show at Windsor this year will go down in the long history of the Royal Agricultural Society of England as among the best and happiest of them all. The weather man was kind, the sun shone all four days, quite different from Dumfries, and the attendance of 142,100 was the best since 1949 at Shrewsbury. People moved into Windsor by the thousands to converge on the 172 acres of tented city.

Attended By Royalty Her Majesty Queen Elizabeth, the Duke of Edinburgh, the Queen Mother, the Duke and Duchess of Gloucester and H.R.H. the Countess of Athlone attended two days. A great honor was bestowed upon the leader of the four Ontario Junior Farmers here on an exchange visit.

Dr. Norman High, Director of the two year diploma course O.A.C., Guelph, shook hands with the Queen Mother at the overseas pavilion. The four Ontario Juniors and myself were outside the pavilion waiting to take pictures and did not see this take place but all of us purchased papers and got the picture of them. Dr. High told us later it was a moment he will long remember.

The last day of the show I spent an afternoon at the magnificent Windsor Castle which stands sternly on a hill overlooking the Thames valley. The castle has been a royal residence since William the Conqueror (1066-1087) and throughout successive reigns has been added to and restored. The castle, open to the public when the court is not in residence, contains a superb collection of pictures, a unique library and other artistic and historical treasures.

St. George's Chapel is one of the most perfect examples extant of perpendicular architecture. In the vaults beneath the Chapel lie the coffins of many English kings down through the years. The life-like figure of King George V (1865-1936) and Queen Mary (1867-1953) impressed me the most. The base designed by Sir Edwin Lutyens shows the arms of King George and Queen Mary together with those of the British Dominions and Colonies, the one for the late King George VI has not been designed yet as there appears to be many varied ideas about it.

Steamer to Belfast From Reading I drove my new car through to Dumfries, taking 14 hours. Most people can do the 325 mile trip in 11 hours, but travel is very slow through the heavy industrial area of the Midlands. Places I passed through from Reading to Dumfries were: Axford, Banbury, took the Coventry by-pass, Lichfield, Warrington, Wigan, Preston, Lancaster, Penrith, Carlisle to Dumfries. The car took nine gallons of petrol, one and a half quarts of oil, and went about 36 miles to the gallon. Petrol is 66c a gallon.

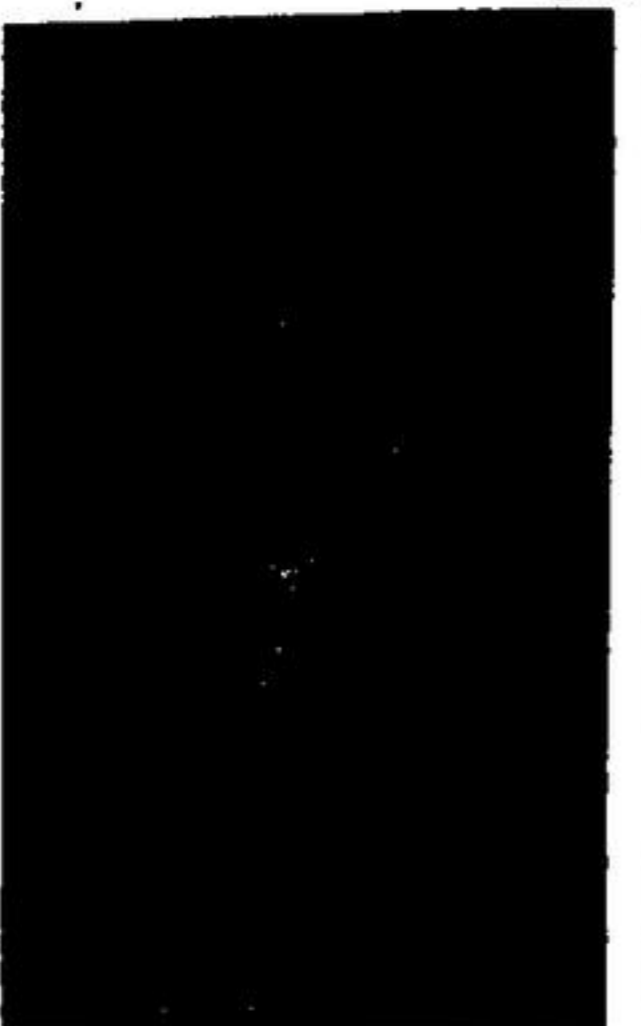
I stayed overnight at Dumfries with people I knew then set out for the next morning for Kilwinning, 72 miles west of Dumfries on the Ayrshire coast for the farm of Thomas Reid where Bill Stamer, Alberta, was staying. The following morning Mr. Reid took Bill and me to Ardrossan where we left by steamer for Belfast a four hour trip which at times, they tell us, is quite rough. However, we had a smooth crossing, both ways.

Coming into Belfast you pass the shipyards where 20,000 men are employed. These yards like Clydebank were heavily bombed during the war. One had lasted eight hours and a lot of the big cranes were smashed to pieces.

Ireland is an island of 32,000 square miles. Its greatest length is 302 miles, its greatest width, 189 miles and no part of the country is more than 70 miles from the sea. In its conformation, Ireland is rather like a saucer. A belt of coastal highlands almost completely encloses an undulating plain of limestone which is covered by a rich glacial deposit of boulder clay.

Dublin Lovely City The population of Ireland over the past hundred years is decreasing. In 1846 and 1847 Ireland was visited by one of the greatest calamities that has ever befallen a nation. The potato blight destroyed the staple crop of the country. Over 21,000 people starved to death and the total mortality between 1846 and 1851 reached a million dead. In 1841, statistics show the population of the island reached eight million. Then the potato blight in 1848, a rebellion that started in Tipperary from 1846 to 1857 a million and a half Irish emigrated and according to statistics, the population of the entire country in 1951 was 4,531,302, of whom 522,183 resided in the national capital, Dublin, the loveliest city I have ever been in.

It is estimated that the Irish communities abroad number at least 16 millions, one half of whom are in the United States and one eighth in Great Britain. From 1916 to 1921 civil war continued in the country, a truce was arranged as a result of negotiations



initiated by the Prime Minister Lloyd George and Di Valera, president of the Dail. The Anglo-Irish treaty was signed, southern Ireland became the Irish Free State with a status similar to that of the Dominion of Canada, while the six Ulster counties retained their representation at Westminster.

Civil war broke out again in 1923 and the remaining constitutional links were severed by one. In 1948 the Republic of Ireland was proclaimed as a sovereign independent democratic state while Northern Ireland returns 12 members to the House of Commons at Westminster thereby remaining in the U.K.

Journey to Cork After changing our money over at Belfast and going through customs, Bill and I boarded a train for Dublin, where stayed overnight, hired a car for \$4.20 plus 3 pence a mile. We set out for Cork driving through the counties of Kildare, Tipperary, Waterford and Cork to the city of Cork. This was a main road we took and in general roads are wider and straighter in Ireland than in Scotland while the Scottish roads are straighter and wider than English roads. One must get an international drivers license to drive in the Irish Republic.

The country is very flat from Dublin to Cork, particularly through central Tipperary. We passed about eight different road gangs on the 170 mile trip to Cork, also the state prison at Cashel, county of Tipperary. We stayed overnight at Cork, did some shopping and started out for Kilmarnock, visiting Blarney Castle six and a half miles west of Cork. Blarney Castle is one of the oldest castles in Ireland and certainly the most famous—one of the most famous in the world, for it is to this castle that thousands of tourists come to kiss the famous Blarney stone in which the visitor must empty her or his pockets of change and valuables to prevent losing them.

The two young Scottish farmers with us refused to kiss the Blarney stone for some unknown reason. Bill and I decided after coming that far we would make an attempt. You must lie flat on your back, grasp two upright bars, a guide will hold your ankles while you are lowered above which rests the Blarney stone, a stone four feet, one inch long by one foot wide and nine inches deep. It has to be kissed upside down while your feet are held by a guide. The thrill is supposed to be as great as looping the loop in an aeroplane.

Drive to Kilmarnock From here we drove on to Kilmarnock, County of Kerry. There in the south-west you find many donkeys hauling peat driven by Irish children, also many donkeys on a cart with cream heading for a creamery. We saw donkeys on jaunting carts in most sections but saw the greatest number in this area. From Kilmarnock we drove five miles south to see Mount Carsantua-kill, 3,414 feet high, Ireland's highest. However, it was covered with mist and as a result we didn't see its splendour.

We drove from Kilmarnock to Tralee on to Limerick, staying overnight. From there we drove up Ireland's west coast to Galway and drove out to see Galway bay. From here we drove right across central Ireland to Dublin, going down into the Wicklow mountains which are very lovely. The County of Wicklow is considered the garden of Ireland as Kent is considered the garden of England.

Dublin, the capital of the Irish Republic, is the loveliest city I have ever been in, a very fine shopping

centre and like most cities it has a main street, O'Connell Street, as Edinburgh has Princess Street. On O'Connell Street is the pillar of Lord Nelson, a replica of the one of Lord Nelson at Trafalgar Square in London. At Dublin we returned the 1952 Prefect car we had hired. We had travelled 620 miles in the Irish Republic and between the return rail trip to Belfast had travelled nearly 800 miles on the island.

Difficult Scots Accent At Belfast I visited Thomas Kennedy's (formerly of Acton) brother who is a druggist in Belfast. I had three hours with him before the boat sailed back to Scotland. The two young Scottish farmers, Bill and I enjoyed our five days immensely. The Irish people have the easiest accent to understand. With some of the Scotsmen you can only catch one word of 10, they speak so quickly.

After arriving back in Scotland we went on another four day tour, this time up through the highlands of Scotland with two young Scottish farmers Hugh Mair and Tom Gilleland of Mauchline, Ayrshire. They drove a 1953 Austin and we split expenses. From Mauchline we drove through to Paisley, took a ferry over to Dumbarton, drove up along Loch Lomond straight up Scotland's very mountainous rugged wild west coast to Fort William. The highlands are very sparsely populated, in fact, there are not even buildings. It makes one wonder where the people stay who own the sheep and highland country.

The highlands remind me very much of the Blue Ridge mountains which divide West Virginia from Virginia, only they are covered with trees and the highlands are very bald. At Fort William Ben Nevis 4,406 feet, the highest mountain in the British Isles, was covered with mist. From Fort William we drove

along Loch Ness, one of the largest and deepest lochs in Scotland. It is 24 miles long, a mile wide in most places and 900 feet deep. It has never been known to freeze. Here along Loch Ness is a memorial erected by the people of Glen Urquhart as a tribute to John Cobb who lost his life September 29, 1952 in the waters of Loch Ness, having travelled at 206 miles per hour in an attempt to gain the world's water speed record. Cobb lost his life when the boat blew up.

To Continent Next We went from Inverness up the east coast part way to John O'Grunt returning, staying overnight at Inverness, the capital of the highlands, a very beautiful city of 30,000. From Inverness we drove out as far as Banff (Scotland), from there we drove south through the Grampian mountains past Balmoral castle, the Scottish home of the Queen and the Duke. It is a very lovely castle nestled among evergreen trees. Later we passed through Devil's Elbow, a section of road with hairpin turns where one must engage the car in low gear.

After passing out of this section the land levels out considerably. Around Perth one will find some of the best arable land in Scotland. We bade goodbye to Bill at Edinburgh, returned to Mauchline. On the way back the boys pointed out to me Harry Lauder's home at Strathaven in Lanark.

From Mauchline I drove my car back to Dumfries and have returned to London to make arrangements for the continent trip. The past week-end has been spent with Dr. High, Marie Echner, Barbara Ridner, Bob Allen, Charlie Corey, the four Ontario Juniors here on the exchange visit. Sunday I attended a church service with them at the Church of St. Martin's in the Fields. Last night I accompanied them out to the London airport where I bade them goodbye as they flew back to Canada. Having been here two months, and two days, they were looking forward to getting back home. I hope the pictures of their plane turn out as I took pictures of it speeding along the runway before going into the air.

I plan meeting the Royal Winter Fair delegation here in London in



Next Thursday night, August 12 eight boys who will be "Going-up" to Scouts this fall will meet for some special instruction on their First and Second Star tests. The eight boys will be Donald Cook, Bob Doby, Laurence Doby, Paul Elliott, Donald Lindsay, David Peel, Wayne Ridley and David Smith.

All other Cubs will be starting their activities in September on the first Thursday evening after school opens. Information will be forwarded to all Cubs as well as any boys who will be welcomed into the pack as "New Chums".

The Pack will expand its membership to 36, with 16 boys being taken in this fall. Because of the lack of leadership in Cubbing, the Pack will not go beyond the 36 boys.

It is anticipated that more boys will be wanting to join Cubs this fall but because of the large number on the present waiting list, these boys will have to wait their turn. The parents of these boys are asked to contact the cubmaster some time during the month so that a personal call by him may be made on the parent.

—Murray Seoynne, Akela.

the next few days. Harold Baker, assistant Agricultural Representative of Huron County, formerly of Wentworth, and summer assistant in Hutton in 1949, is a member. Following this I leave for Scotland returning to London two days before going over to the continent. The weather has been very wet and cold here, supposed to be the worst summer yet but many tell you this story goes on from year to year in fact has for generations. It certainly is different from Canada.



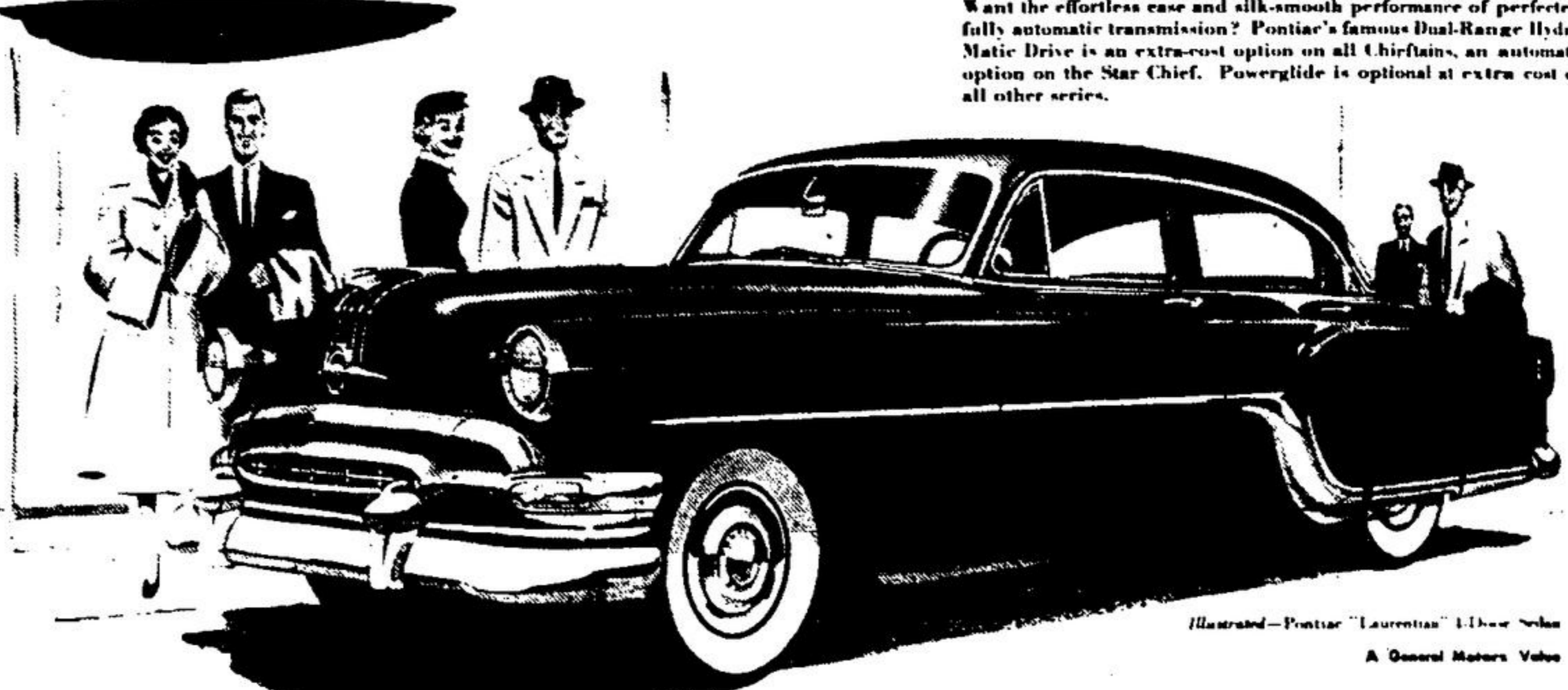
AERIAL PHOTOGRAPHS will play an important part in the survey of woodlots of Southern Agricultural Ontario being carried out this summer by the Ontario Department of Lands and Forests. Here A. N. Boissonneau, using small magnifying stereoscope, marks forest type boundaries on aerial photographs at Toronto head office. Photographs are placed in sketchmaster and type boundaries transferred to base maps to complete final forest type map.

BUSY BUILDERS WINNIPEG (CP)—Value of new construction in Winnipeg this year reached \$11,218,000 before the end of June, compared with \$9,686,000 at the same time last year.

MAIL BOX CLUSTERS London, Ont. (CP)—The post office is installing group mail boxes to replace long strings of individual boxes for residents on suburban traffic arteries. The group boxes, placed away from heavily-travelled roads, cut traffic hazards and provide better protection for mail.

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