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CANADIAN PLOWMEN ABROAD
by WILL C. BARRIE, Manager
1955
CANADIAN PLOWING TEAM



W. C. Barrie of Galt, Ont., a past president of the Ontario Plowmen's Association and manager of the Canadian plowing team at the Third Annual World Plowing Match in Sweden, has sent home one-of-a-kind reports of his trip with team members Joe Tran of Claremont, Ont. and Ivan McLaughlin of Stouffville, Ont. Here is the first of his reports.

By WILL BARRIE

LIVERPOOL—We never knew we had so many friends in eastern Canada until shortly before we set out on the first leg of our journey from Toronto to Montreal.

Perhaps I should explain that by "we" I mean our party of five: Joe Tran, who won the 1954 Canadian plowing championship at Balantrae, Ont.; Ivan McLaughlin, who also qualified for the trip by finishing second; Mrs. McLaughlin, Mrs. Barrie, and myself, who was

lucky enough to be appointed team manager.

The first indication was a most enjoyable luncheon given for us by Imperial Oil, which was sponsoring the team's trip to the World Plowing Match. The luncheon was held in Toronto and we met many friends there, new and old.

Next, at Union Station, we met a party of York County Council members and their wives, who were just returning from a Canadian Plowmen's Association convention at Banff, Ont. One of my plowmen, Ivan McLaughlin, who is reeve of Whitechurch and a member of the county council, of course knew them all.

But the most surprising encounters we had came after we were on our way to Montreal. We thought it would be an uneventful trip, but Joe Tran spotted to have at least one relative and usually several—waiting at every stop on the way. We kidded Joe a lot about having so many relatives all over the country, but the boxes of chocolates, cakes and other things they brought as gifts were most acceptable to the rest of us, as well as Joe.

We arrived in Montreal and were halfway to the dock to catch the Empress of Scotland, when J. D. Thomas, who was making the trip as president of the World Plowing Organization, missed his canoe and declared he had left it in the station. We had one of our taxis turn back and after I had searched all over the railway station for the canoe, Mr. Thomas found he had been sitting on it all the time.

Aboard ship, Ivan, Joe and I left the ladies to handle the unpacking in the cabins and we began a tour of the vessel.

Suddenly we saw a number of crew members pointing excitedly to a man who was swimming in the water beside a boat anchored nearby. We were told he had jumped 40 feet above the water. A flier was swimming around for a while he

climbed a rope ladder thrown him by some sailors on the boat. But no sooner was he on the boat than he divided in again. We figured there must have been some easier way for him to sober up.

On returning to our cabin, I was pleased to receive a telegram from one of our popular OPA directors, Robert Campbell, wishing our team every success in Sweden.

The first day on the Empress was quite an event for the whole party because, with the exception of J. D. Thomas, none of us had been on an ocean liner before.

Narrow Squeak

The weather was pleasantly warm and the coloring of the maples on the river banks was marvelous. As the ship steamed under the bridge at Quebec, the crowd on the top deck held its breath because it looked as if the vessel and funnels would be swept off. But we sailed through all right, with what looked to be only a foot or two clearance to spare.

On the second day, we awoke to find the waves splashing high over the decks and the passengers walking around like drunken sailors. The water in the ship's swimming pool splashed over the sides and sometimes even splattered the ceiling. We decided to postpone our early morning dip, although one bathing beauty seemed to be enjoying herself in the rough water.

Many passengers turned up for breakfast but left in a hurry for the rail. That was the morning I discovered I could still run a hundred yards in 11 seconds flat!

The third and fourth days out were even worse and we figured hurricane force must be following us across the ocean.

Special Treat

It was not until the fifth day that we were back to normal and able to take our meals. By this time most of the officers and first class passengers knew the purpose of our trip and at dinner that evening, we were served Baked Alaska, a special ice cream treat not shared by the other passengers.

Later that evening the captain gave a party which, I'm sorry to say, ended with a minor disaster. Just when the party got into full swing, the ship lurched violently to the port side and the 25 couples who were dancing at the time lost their balance and slid to one side of the room. When order was restored, a lady from New Zealand and several other people were badly shaken up and bruised.

The following day, a Sunday, we attended shipboard church services and saw a movie that night.

Sleeping Warrior

The trip up the Clyde the next day was by far the most pleasant part of the ocean journey. Such places as Ailsa Craig or Paddy's Peak that mountain of solid granite which is the source of curling stones used throughout the world—came to view on the south bank of the Clyde. The Sleeping Warrior, a row of hills resembling an armored warrior lying on the ground, made a splendid background for some pictures we took on the dock.

At Greenock we saw a number of foreign freighters anchored in midstream and Mr. Barrie and I remembered that it was from south of there at Argyshire that our ancestors had come to Canada 125 years before.

Our ancestors, of course, made the trip in a sailing vessel, and I'm told it took them six weeks, during which they suffered all sorts of privations and discomforts. Add there were, after making the same journey but in the opposite direction, in one week, with all the comforts of a modern hotel—even if the "hotel" did have and rock considerably at times.

Soon we were preparing to disembark at Liverpool, to begin the third leg of the journey, to London. Needless to say, both Joe and Ivan were pleased at the prospect of getting their feet on a solid ground again.

Next week: Our flight to Sweden.

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SPOTLIGHT ON THE DISTRICT NEWS

Items of Interest gleaned from the newspapers of the district

One More Infraction Is Passed By Council

Infractions of the building by-law in Georgetown have become so common that it's rarely a council meeting goes by without the subject coming up, it was noted recently.

Last week was no exception as this time a house constructed by Svanack Brothers which extends a couple of inches over a maximum space allowed on a building lot.

Cr. Douglas Sargent and Reeve Stap Allen, consistent opponents of concessions to builders, again put up strong arguments against letting contractors flout by-laws. Mr. Sargent asked for a reworded vote, which found only himself and Mr. Allen siding against the request.

Reeve Allen reiterated his views, expressed several times before in council, that unless a stand is taken, infractions will continue.

Deputy-reeve Allan Norton disagreed.

"We've given concessions to others and I can see no alternative in this case," he remarked, saying that until someone has a concrete suggestion about how the practice can be stopped, he will have to continue voting the way he has.

Buy Road Cones For Two Schools

Purchase of four rubber traffic cones was ordered by Burlington council on motion of Crs. William Hewitt, traffic chairman, and Frank Darton recently. The new cones will be placed to slow down traffic at crossings for East Burlington and Central schools.

The action followed a request from the public school board for better protection for pupils crossing the busy streets. Cr. Hewitt told of a traffic survey conducted the previous week in which 1800 cars had been checked in five hours with the electric timing device. Little more than one per cent were speeding, he said.

"Thirty miles an hour is no good in a school zone," the councillor declared, "but there is nothing we can do about it. We can't force a driver to slow down to 20, but I think legislation started by this council some years ago soon may enable us to put some teeth in our efforts to control speeding."

He said double lines for crosswalks in school areas were to be painted with diagonal lines far back from the crossing to give motorists ample warning.

"Boom" Puzzling Building Inspector

Despite all the talk about a building boom, Trafalgar Building Inspector Angus Gregg is puzzled. The reason: value of building permits issued in October was \$739,989, only about half the September value.

Though developers line up at Planning Board sessions nowadays to have plans approved, the puzzled inspector issued only 56 residential permits last month, valued at \$631,200. An odd item was a portable church to be erected on Rebecca St. just east of Suffolk Park by the United Church. Value placed on the building permit was \$6,800.

Trafalgar Council Learns All Palermo Parksites Land Sold

Trafalgar council, which more than six months ago allocated \$3,500 to purchase a Palermo parksite, learned last week all available sites had been bought in the whirlwind speculators' buying spree raging round the village.

"We spent a lot of time running around trying to get a parksite, but we've reached our limit," said H. W. Brittain, who headed a Palermo delegation. "We'd like council to set up a committee and get the land. We decided on the Wisnicki property. I understand it's been opened up by the George Fox property where the tennis play baseball now has been sold."

Mr. Brittain and George Richards approached Township Fathers last spring and as a result, council bud-

Streetsville Fair Disbanded Through Lack Of Interest

Lack of interest on the part of Streetsville and district citizens brought about the death of the Township Agricultural Society last week when less than 10 local residents turned out to a well advertised meeting concerning the future of this 108-year-old association.

Only one citizen, Mr. Sherlock, other than a half dozen directors of the show, was present along with A. J. McTaggart and James McCullough, representing the Agricultural Department, to decide the society's fate.

Mr. Sherlock urged a continuance of the show and offered to do all he could to revive interest but it was pointed out numerous meetings of the public had been called with this in mind without success.

A committee of three, president Richard House, past president A. S. Mendell and director Norman Nixon, was appointed to hold the association's small assets in trust for one year and then decide on their disposal.

It was pointed out a new fair could be organized if sufficient support could be obtained.

The board's historical minute book is being turned over to the Fair Branch of the Ontario Department of Agriculture for safekeeping.

Two years ago Cooksville fair dissolved due to lack of interest also.

Option Acres Of Trafalgar In Few Weeks

Julius Kuhl, largest of the operators who have optioned several thousand acres of Trafalgar township land in the past several weeks, says he has orders from his undisclosed principals to "Make sure you won't leave any had taste in the seller's mouths, no matter what ultimately happens." He is believed to have given offers to purchase on some 3,000 acres between the Ninth and Tenth Lines, north of the Dundas Highway and south of No. 3 Side Road.

Majority of the transactions consummated by Mr. Kuhl and Roger Hill and Co. Ltd. call for a "binder" of \$100,000, one per cent to two per cent of the agreed selling price, a further payment of five per cent in six months, with the balance over a period of years. If the principals decide not to go through with their plans, the seller retains the binder payment.

One Trafalgar farmer is reported to have insisted upon an agreement calling for payment of 50 per cent in cash on or before January 15, 1955 and to have gotten it.

Waterfowl Up See Good Year

With the advent of the waterfowl season October 1, international experts and officials of the Ontario Department of Lands and Forests, Fish and Wildlife Division agreed that, in general prospects for good hunting seemed to be above average, especially in Eastern Canada.

In the Mississippi Flyway, which includes Ontario, production surveys during July indicated that the combination of an early season and favorable conditions on the breeding grounds paid off abundantly in Saskatchewan and South Alberta. It was also indicated that there will be increases in the fall flight from North Dakota and Michigan.

"In Canada geese and coots, it is estimated that there will be a moderate increase in the fall flight but there will be little if any change in the number of blue geese passing through this area this year."

Reports on waterfowl status and hunting prospects indicate that, out west, in the area covered by the Pacific Flyway, increases in breeding populations of waterfowl in Saskatchewan, Alberta and Northern Manitoba should more than balance losses. There ought to be a slight increase in the fall flight of ducks in that flyway. Canada geese will likely be less abundant than last year, while other geese will remain about the same. Waterfowl reported to have suffered heavy winter mortality and may show a decrease this fall.

Farther eastward, in the Central Flyway, conditions were quite variable during the past breeding season. In general, however, it is anticipated that there will be a considerable increase in the fall flight of ducks in this flyway. Conditions for Canada geese appear to have been good but increases may tend to be offset by decreases which occurred last winter. Overall, the fall flight should be about the same as last year.

For the easternmost section of North America, which comes within the Atlantic Flyway, increases in breeding populations were recorded in the Maritime Provinces, Saskatchewan, Manitoba and North Dakota. Decreases were recorded in Quebec, Labrador, Ontario, Northwest Territories and a few other areas to the west of Ontario.

There were increases in production in some areas, decreases in some others and little or no change in Quebec, Labrador, Ontario, Alaska and the North-east States. In general it is considered that within the Atlantic Flyway the increases will offset the decreases to the extent that the fall flight of ducks should show a moderate increase over last year's flight.

Canada geese seem to have had a successful breeding season and it is anticipated that there will be a moderate increase in the fall flight in hunting coasts. It is believed that there will be a slight increase in the numbers of this species this fall.

300th Birthday For Giant Tortoise

Ontario's most long-lived fish is considered to be the carp at 150 years. The Pike comes next at close to 100, but trout, bass and perch rarely survive to 15 years of age.

Biologists also find that beaver may survive 50 years, deer 25, bear 30 and foxes 10 years. The wolf, bare of the northland, may exist 30 years by sagaciously avoiding the snares of trappers and the guns of hunters, which he seems able to do with amazing persistence.

The life span of most Ontario birds ranges from three to 30 years. Exceptions are vultures, owls and eagles, some of which reach the century mark. The wild goose may exist 70 years, the pelican 40 to 50, and the heron 60.

Of the smaller animals, the snowshoe rabbit may survive seven to eight, the cotton tail eight to nine, squirrels seven to 10 and mice three to 10 years. Some cold-blooded creatures live lengthy lives. Newts and lizards, for instance, sometimes celebrate 25th birthdays, the larger snakes their 25th and toads their 30th.

Certain exotic creatures are noted for their longevity. Ostriches 60 years old and eagles upward of 100, have been known. Centarian elephants are of record and rhinoceri have been known to survive 50 years. Crocodiles, too, may attain the age of 50, sometimes 60.

But the great granddaddy of them all, 500 to 800 years of age, is the giant tortoise, which is considered by scientists to have to live some 300 years to attain his full growth.

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DIED AT 111

POWELL RIVER, B.C. (CP)—Chief Tom, 111-year-old former chief of the Stiammon tribe, died here. He was with the tribal party which brought the first missionary from New Westminster in 1860.

CROWDED FUTURE

SURREY, B.C. (CP)—This municipality has doubled its population in 10 years and Reeve Charles Schultz warned that schools will be on swing shifts for 10 years unless senior governments aid building.