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PLAY-OFFS START IN NORVAL BOYS' HOCKEY

The Norval Boys' League will be engaged in play-offs this week, weather permitting. The regular schedule ended last week with Canadians heading the league with four wins and a tie for a total of 9 points. The Red Wings, who played only 4 games, won one and tied two for a 4-point total. Leafs were trailing with one tie for one point in 5 games played.

Last week's scores were:
Wings, 1—Canadians, 1
Wings, 3—Leafs, 2
Canadians, 5—Leafs, 2
Canadians, 5—Leafs, 4

George Grady was the league's leading scorer with 14 points for Canadians. Dale Sedore, also of Canadians, was second with 10. Other scorers were registered by Jamie Cunningham (Leafs), 9; Ken Richardson (Wings), 4; Sho Toramoto (Wings), 2; Bill Donaldson (Leafs), 1.

The Wings and Leafs meet in a two-game, goals-to-count series, the winners meeting Canadians for the championship.

NOTICE TO CREDITORS IN THE ESTATE OF ROBERT BUCK, Gentleman, deceased.

All persons having claims against the estate of Robert Buck, late of the Township of Esqueving, Gentleman, who died on or about the 18th day of November, A.D. 1948, are hereby notified to send particulars of same to the undersigned on or before the 28th day of February, A.D. 1949, after which date the estate will be distributed with regard only to the claims of which notice, and the undersigned will not be liable to any person of whose claim they shall not then have notice.

Dated at Georgetown, this 24th day of January, A.D. 1949.
Sholto Buck and Elizabeth M. Buck, executors of the estate of Robert Buck, by their solicitor, Georgetown, Ontario. 2-9

Notice of the Closing of a Road in the Township of Esqueving

Notice of proposed By-law to close part of the original Allowance for Road between Lots 27 and 28, in the 9th Concession of the Township of Esqueving, more particularly described as follows:

ALL AND SINGULAR that certain parcel or tract of land situate, lying and being in the Township of Esqueving, in the County of Halton and Province of Ontario, and being composed of the original Allowance for Road between Lots 27 and 28 in the Ninth Concession of the said Township.

SAVING AND ACCEPTING thereout and therefrom that part of the said Allowance for Road which has been opened and improved, and is being used as a Highway, and which said part is described as follows:

COMMENCING at a point being the intersection of the northwest limit of the said Allowance for Road with the northeast limit of a trespass or Given Road established across the east halves of the said Lots 27 and 28 in lieu of the original Allowance for Road adjacent to the northeast limit of the said lots, the said point of commencement being a distance 1360 feet, more or less, measured southwesterly along the northwest limit of the said Allowance for Road between Lots 27 and 28 from the most easterly angle of the said lot 28;

THENCE Southwesterly along the northwest limit of the said Allowance for Road between Lots 27 and 28, a distance of 620 feet, more or less, to the south limit of a trespass or Given Road established in lieu of part of the Allowance for Road herein granted;

THENCE Southeasterly at right angles to the last said course, a distance of 60 feet, more or less, to the southeast limit of said Allowance for Road between lots 27 and 28;

THENCE Northeasterly along the said limit a distance of 613 feet, more or less, to the northeast limit of the first said trespass road;

THENCE Northwesterly along the last said limit a distance of 66.37 feet more or less, to the point of commencement, the whole of the original Allowance for Road between the said Lots 27 and 28 having an area of 4.667 acres, more or less, the part herein described for exemption having an area of 0.902 acres more or less, and the part herein granted having an area of 5.765 acres, more or less.

TAKE NOTICE that the Municipal Council of the Township of Esqueving will take into consideration the passing and if approved will pass at its meeting to be held on Monday, March 7th, 1949, at the hour of one-thirty o'clock, in the afternoon, at the Municipal Chambers of the said Township, in the Village of Stewarttown, a By-law stopping up and selling the above-described property in the said Township, and the Council will at that time and place hear any person, or by his Counsel, Solicitor or Agent, who claims that his lands will be prejudicially affected by the said By-law and who applies so to be heard.

DATED at Stewarttown, this 10th day of January, A.D. 1949.
M. HENNETT,
Clerk of the Township of Esqueving. 3-1



CANADIAN PLOWMEN ABROAD

by ELLIOT MOSES * Director
ONTARIO
PLOWMEN'S ASSOCIATION

Editor's Note:

This is the second of a series of weekly stories which Elliott Moses, a director of the Ontario Plowmen's Association, is writing about the visit of Canada's champion plowmen to the British Isles.

Cornwall has been included in the Canadian Plowmen's itinerary for the first time this year and we are particularly glad to be able to visit this part of England. For the first time the Canadian plowmen participated in the West England Championship Plowing Match. Our lads plowed a good land and I am very proud of them. But, before I say any more about Cornwall and the Cornish match, let me tell you what has happened since my last letter.

On Board the R.M.S. Caronia:

First, I would like to tell you something about our ship which was making its first return trip across the Atlantic. The largest liner (34,183 tons) built anywhere since the end of the war, the Caronia is also one of the most beautiful and modern. It has every convenience that you can find in a modern hotel and while I must confess we found the exterior which was painted in four shades of green somewhat startling, we were told that this colour scheme is effective in reducing sun glare.

The bedrooms are equipped with bath, telephone, electric heater, clothes closets and a ventilation system. There are 13 air-conditioned public rooms where the ship's passengers can lounge in complete comfort. Other conveniences are a theatre, chapel, five-piece orchestra, gymnasium, and a complete hospital with a doctor and nurses in attendance.

We were given permission to visit the lower part of the ship and were amazed at the massive amount of steel, consisting of all types of machinery necessary to operate the liner. We expected to see a huge engine and drive shafts but we did not expect to see the whole 700-foot length of the ship filled with machinery.

After six days at sea, we decided that we are still men of the land—everything considered though, we were not such bad sailors. The first day out of New York, Rhys Bacher and Alvin Mark didn't appear for lunch but, by the next day they were back on their feet and "fed". Bob Timbers took everything in his stride and acted as though ocean voyages were nothing new for him. But Wilbert McFaddin gained the admiration of the group by not missing a meal and ordering a double helping of everything on the menu.

Journey to London:

When we landed at Southampton a stranger immediately approached us asking if we were the Canadian plowmen. Shortly afterwards three other men—a representative of the C.N.R. Anglo-American Oil Company and a photographer came up to us and asked the same question. We were naturally surprised to be spotted as Canadians among hundreds of other disembarking from the Caronia. We are still wondering how they knew who we were.

The journey from Southampton to London gave us our first bit of travel by rail in England. The trains in England are quite different from ours. For one thing, the engine and the coaches are much smaller. The coaches have a passage along one side with the seating accommodation running cross-wise rather than lengthwise. Train travel in England is exceptionally heavy due, we are told, to the rationing in gasoline. The ordinary motorist is allowed only 36 gallons of gasoline per year and so most, of necessity, fall back on rail transportation.

When we reached Waterloo Station we took a taxi to our hotel, driving on the "wrong" side of the street. We noticed that English drivers blow their horns only in cases of emergency and to avoid danger. To do otherwise is considered rude and ungentlemanly. This is one English custom we wish were more prevalent in Canada and the United States.

We didn't have time to do much that first day in London but the next day (Sunday) we were very busy indeed. Mr. Stapleford, of Ontario House, was on the job at 9:30 a.m. to take us on a walking tour of the city and to give us particulars about our itinerary. Later, Major Armstrong, also of Ontario House, invited us to his house for lunch. It made our party feel very much at home to be welcomed by officials of our own province and we hope to learn more about Ontario House when we return to London after the plowing matches. One of the most amusing sights in London is to watch the soap box racers in Hyde Park. They gather

every day, and particularly on Sunday, to express their views in no uncertain language about all the important questions of the day.

Off to Cornwall:

After a day of sight-seeing in London we left by train for Newquay, Cornwall. The long train ride from London to Newquay (250 miles) was somewhat of a surprise to our party for we were under the impression that England was very small. Now we learn that the British Isles are the third largest islands in the world.

Cornwall, the south-westernmost county of England, is a very beautiful part of the country. The weather is mild and pleasant the year round. From my window I can see the well-kept hedged farms. I can also see another unusual sight for me—the tide coming in by degrees from the Atlantic ocean into a tiny inlet. It is fascinating to watch it rolling and to know that in a matter of 12 hours the water will be 15 or 20 feet higher.

The West England Plowing Match:

Our reason for our visit to Cornwall was, of course, to take part in the West England Plowing Match and to visit the Cornish farms. There were 62 entries in all classes and the plowing was the most uniform I have ever seen. The farmers here evidently leave their field to grass for many years and the ground becomes matted with a fine kind of grass covering.

It was most interesting to see the many types of plows used in the Match. Our plows looked like foreigners amongst them just as we do amongst the people. At first I didn't see how our boys could hope to come very high up on the winning list due to the different plows but despite my doubts, we had two winners. Alvin Mark won second prize in Class No. 3 horse-drawn plows and Rhys Bacher was awarded third prize in Class No. 4 tractor plows. Wilbert McFaddin and Robert Timbers, did almost equally as well but they seemed to be up against stiffer opposition.

The Match this year was advertised far and wide and as a result there were competitors from 200 miles away who came for the first time because the Canadian plowmen were here. The Association charged spectators one-half crown each and collected an amount equal to \$2,100 in Canadian money. We were told these were the largest receipts in the association's history. This will give you some idea of just how popular our Canadian plowmen are over here.

The Association's annual dinner-dance was held in the evening of the Match. Approximately 400 people sat down to a dinner which, despite strict rationing, was very delicious. The guest speaker was our own Colonel Robertson, the Agricultural Commissioner from Canada House. Bob Timbers was asked to propose a toast to the judge and we were all very proud of his fine performance.

A manager of the Canadian team, I was asked to respond to the toast to the plowmen and this gave me an opportunity to say something about our Canadian plowing matches. It is interesting to us to see how anxious they are here to learn all about our farming methods, and indeed, how eager they are for any information about Canada.

In my next letter, I'll tell you about our trip around the farming district of Newquay, and the results of another plowing match at Wokington, County Cumberland, England.

(to be continued)

SKATING PARTY FOR FIFTY-FIFTY CLUB

The regular monthly meeting of the 50-50 Club of Georgetown United Church on Wednesday, February 2nd, took the form of a skating party. The members met at the memorial arena and enjoyed two hours skating (for some the first skate of the year—for others the first in two years—and as yet we have not a complete report on the physical condition of all concerned). Hungrily, the group later made its way to the home of Mr. and Mrs. Graham Farnell where the refreshment committee, Mr. and Mrs. Spence McKinnon and Mr. and Mrs. Wheldon Emmerson, served hot dogs, chocolate cake, and coffee.

During the business session, Vern McCumber reported that his committee had completed the painting of the classrooms and washrooms at the Sunday School. Rev. John M. Smith reported that due to lack of facilities for presenting a concert at the present time, his committee had decided to postpone this project until a later date. The meeting closed with a devotional period conducted by Mr. and Mrs. James F. Evans.

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