

NATURE UNSPOILED



YOURS TO ENJOY
The **SLATE-COLORED FINCH** is perhaps our commonest winter bird. Small and grayish-black, about the size of a sparrow, he's known by his flashing white outer tail feathers. You'll find him by the sides of snowy fields. He's a cheery visitor and should be protected.

YOURS TO PROTECT

CARLING'S
THE CARLING BREWERY LIMITED
WATERLOO, ONTARIO

CANADIAN PLOWMEN ABROAD
By ALEX McKENNEY, Jr., Director
ONTARIO PLOWMEN'S ASSOCIATION



James Eccles Ronald Marquis

EDITOR'S NOTE:

This is the first of a series of weekly stories with Alex McKenney Jr., of Brampton, Ont., as director of the Ontario Plowmen's Association, who as their coach-manager, will write about the visit of Canada's champion plowmen to the British Isles, West Germany, Denmark and the Netherlands.

ON BOARD THE QUEEN MARY SOMEWHERE IN THE ATLANTIC

This is the first day out of New York and it is Friday, January 13th. All superstitious notions to the contrary the weather is clear, the sea calm and seasickness hasn't yet taken hold of any of us. By us I mean Jim Eccles of Brampton and Rony Marquis of Sunderland, the 1949 Canadian champion plowmen, and myself. We are on our way overseas to take part in plowing matches in Great Britain and to see how things are done on the other side of the Atlantic.

This is the fourth year that the gold medal winners in Trans-Atlantic horse and tractor classes at the International Plowing Match have been awarded all-expense paid trips to the United Kingdom. But in many ways this year's trip is different from the others.

For one thing Imperial Oil is the only company sponsoring the trip. In the past Imperial divided the honours and the costs with another firm. Then this year because of exchange difficulties and restricted budgets only the winners in the two classes are going overseas whereas in the past the runners-up were included; and instead of spending all of the time in the United Kingdom the champion plowmen this year will shorten their stay in the U.K. so that they can visit West Germany, Holland and Denmark. This change in itinerary was made at our request and we are paying the extra costs involved in visiting the continent. Another change is that we will fly back to Canada instead of returning by boat.

As in the past the coach-manager will be a sort of historian-reporter and this letter and those that follow will be my account of the trip. I will try to describe what we see, where we go, and sometimes what we hear. If Mark

Twain hadn't already used the title I'd suggest that these newsletters be called: "The Innocents Abroad" for this is the first time that any of us have crossed the ocean although we are all of British descent. The boys' great-grandfather and my great-grandfather crossed over from the British Isles and settled in Canada. Our five-day voyage on the Queen Mary is about equal to the number of weeks that our ancestors took to sail to Canada a century ago.

But to start at the beginning, as every news reporter is taught to do, I'll introduce the two champion plowmen and myself.

Ronald Marquis, the gold medal horse plowman, is the youngest member of the group. He is 28 years of age, single, and lives with his father, Lloyd Marquis, on a 150-acre farm near Sunderland, about eight miles north of Uxbridge, Ont. Ron has been a contestant at plowing matches for the past 15 years and he has won half a dozen gold watches plus a large quantity of silver cups and trays at international and county matches.

Jim Eccles, winner in the tractor class, hails from Brampton and is my next door neighbour. He is 30 years of age, married, and works a 425-acre mixed farm. Like Ron Marquis, Jim has been taking part in plowing matches for the past 15 years. For the last four years he has been trying for top place in the Essex Champions at the International. In 1946 he placed fourth, the next year he was seventh, the following year he placed sixth and last year he succeeded in winning.

And now in describing my activities I would first like to mention that all of us have much in common. Besides being members of pioneer Canadian families all of us raise purebred cattle and we look forward to visiting some of the famous herds in the old countries such as the Aberdeen-Angus, Guernsey, Herefords and others whose progeny are so popular in Canada.

Perhaps you wonder why I am with the team when I did not plow at the International last year. Well, that is easy to explain. In addition to paying the costs of sending over the champions, Imperial also provides for a coach manager to be appointed by the Ontario Plow-

men's Association. That association operates the International Plowing Matches. As a director it was my luck to be selected. Last year it was Elliott Moses and before that it was George Waidie and Clark Young acted as reporter. In 1946 it was Fred Timbers. You probably read their newsletters and it is my sincere hope that I will be able to follow in their footsteps and provide letters that will be as interesting.

But to get back to my life story. In addition to raising purebred cattle, I grow registered seed on my farm, called Pioneer Lodge because it is the family homestead. I have always been interested in municipal and government affairs and during my overseas trip I hope to study some of the governments over there. In London I had hoped to see parliament in action, but as there is an election on I will be only the buildings. However, in these days when so much is being said and written about representative government it will be an experience just to see the "Mother of Parliaments."

Since October 14th at Burford (at the close of the 1949 International Plowing Match) when we were informed that we would be going overseas, it has been a busy period. Preparations for the trip have involved us in passports, visas, foreign exchange and numerous other governmental and transportation regulations, but we managed to cope with them. There were also meetings to attend and farewells to be said and of course there was no end to the tasks that had to be done before leaving our farms for so long a time. It wasn't probably six weeks before we got home.

But when we gathered in Toronto on January 10th to attend a farewell luncheon at the Royal York Hotel these things were all behind us. Before the luncheon we were interviewed and photographed by the press, then whisked off to radio stations for interviews and finally to the bank to draw expense money.

At the luncheon we were addressed by Col. Tom Kennedy, Ontario Minister of Agriculture; C. D. Graham, Ontario deputy minister of agriculture; Louis G. N. M. Ravensloot, the Netherlands vice-consul in Toronto; G. W. Mills of Imperial Oil and J. A. Carroll, secretary manager of the Ontario Plowmen's Association and others. They all wished us God speed.

The day certainly went fast and before we knew it it was evening. We said our final goodbyes and boarded the train for New York City. Our overseas trip had begun. Because of the excitement of getting underway we didn't sleep too well on the train but nevertheless we felt fine when we reached New York the next morning. The weather was clear and bright which was very fortunate for us.

We were met at the station by Eyre Branth of Standard Oil (New Jersey) who was our host for the day.

My first impression of New York was that it had changed a lot since I saw it last many years ago. All the street cars have gone and only one elevated railway remains. The New Yorkers get around by taxis, buses and underground railroads, something the people in Toronto will soon be doing.

During a tour of the city we spent more than an hour in the observation tower of the Empire State building, the tallest building in the world, and because of the perfect visibility we could see for more than 15 miles in any direction. We really saw New York spread out beneath us. We had lunch and saw the ice show at the Centre Theatre, followed by a television and studio tour at N.B.C.

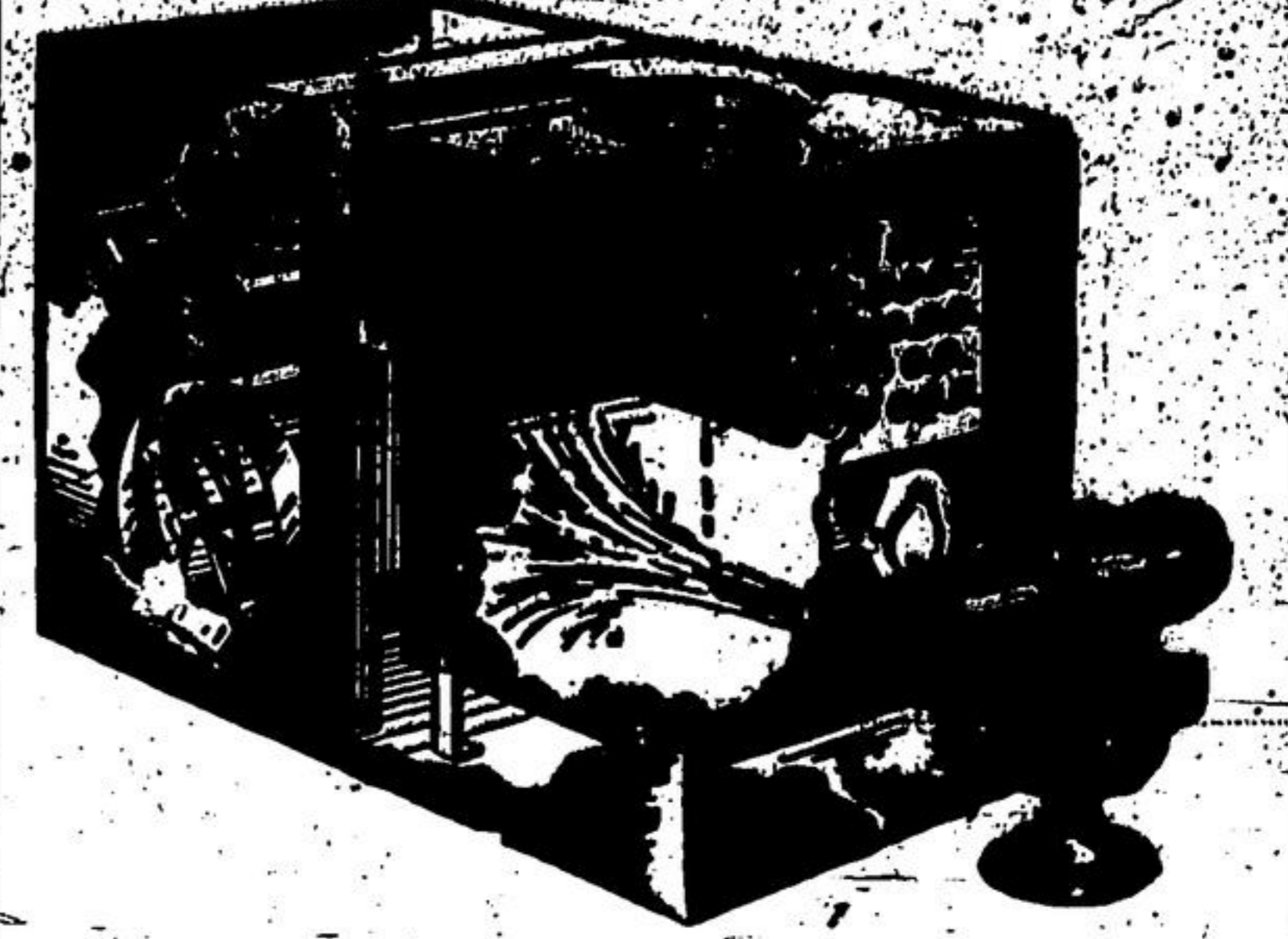
At night while the boys decided to make their own tour of the big city I went out to see my brother, who lives about 35 miles from New York. I returned in the morning during rush hours and that proved to be an experience!

New York has a population of about 8,000,000 and another 2,000,000 people from within a radius of 50 miles find daily employment there. As a result I saw commuter trains pouring 4,000 people into Grand Central Station every minute. I stood for about 10 minutes and watched the crowds fan out from the station and I've never seen such orderly confusion.

And so after more hurrying around, checking out of our hotel rooms and attending to the inevitable last minute details we made for New York harbour to go aboard the Queen Mary.

The Queen Mary is said to be the largest ship afloat and I can well believe it. Imagine a ship 78 rods long or about 1,350 feet — as long as the Empire State Building is

TURB-O-TUBE
FORCED-AIR FURNACE or HANGING UNIT HEATER
COMPLETE WITH TORIDHEET OIL BURNER AND CONTROLS



A NEWLY DEVELOPED PRINCIPLE FOR FAST, ECONOMICAL HEATING OF HOMES

SEE THEM AT

B. F. Murfin

SHEET METAL WORKS

PLUMBING—EAVESTROUGHING—FURNACES

John Street

Telephone 138W



"Your Assurance of Satisfaction"

PROTECT WHAT YOU HAVE

FIRE TEACHES US A TRAGIC LESSON

Walter T. Evans & Company

INSURANCE AGENTS

The Log Cabin

Phone 183

WE STAND BETWEEN YOU AND LOSS



A splendid variety of materials — frills, bevels, mohair, velour, tapestry, silk brocatelle, silk and cotton rep.

UPHOLSTERING AT ITS LOWEST PRICE AND HIGHEST QUALITY

Dick the Upholsterer

OPERATED BY JACK SUDERMANN

Easy payments arranged — 7 day service.

We will be pleased to visit your home with style sample books. NO OBLIGATION.

BE QUICK — PHONE DICK

PHONE 310 - BARBER'S

high — and you get some idea of its size. It has accommodation for 2,000 passengers, carries a crew of 1100 and is equipped to supply everything that makes for comfort and pleasure. It is truly a city afloat.

And so here we are, passengers on the Queen Mary far out in the Atlantic and heading for England and it is time to bring my first news letter to a close. You will be hearing more about the champion Canadian plowmen and about how they make out in the plowing matches, but I would like to em-

phasize that the boys feel that they will be competing not as individuals but as representatives of the 1,178 boys who plowed at Burford. Win, lose or draw, you'll be proud of them as good sports and good Canadians.

Hundreds of infants have been saved recently by the modern generation of patent rubber airways where there is a device which permits the flow of air between the lungs and the rest of the body.



NOTICE TO ONTARIO MOTORISTS

Re Unsatisfied Judgment Fund Fee

Under an amendment to the Highway Traffic Act enacted in 1947, provision was made for the creation of an Unsatisfied Judgment Fund out of which will be paid, in the manner prescribed, judgments for personal injuries and property damage sustained by reason of the operation of motor vehicles, which cannot be collected in the ordinary manner from the judgment debtors.

The method prescribed for creating the Fund is the collection of a special fee, when required, from each person to whom is issued either an operator's or a chauffeur's licence.

While this legislation has been in effect since the 1st of July, 1947, the Unsatisfied Judgment Fund Fee has been collected only since January 1st, 1949.

Total fees collected for the Fund and repayments to the Fund from January 1st to December 31st, 1949, amounted to \$638,430.37

Judgments paid out of the Fund from July 1st, 1947, to December 31st, 1949, amounted to \$630,644.03

As there is not now sufficient in the Fund to pay judgments for a period of a year, an Unsatisfied Judgment Fund Fee of 50c will be collected from each person to whom is issued a 1950 operator's or chauffeur's licence.

ONTARIO
DEPARTMENT OF HIGHWAYS
GEO. H. DOUCETT, Minister