

## CANADIAN PLOWMEN ABROAD

By J. A. CARROLL, Secretary, Ontario Plowmen's Association

### Editor's Note:

This is the third of a series of weekly stories which John A. Carroll, assistant deputy minister of agriculture for Ontario and former secretary-manager of the Ontario Plowmen's Association, will write about the visit of Canada's champion plowmen to the British Isles, Germany, Denmark and Sweden.

London . . . Well, we're here at last, although I must say that for the past two days we have been wondering if we would ever arrive. Nature seemed to be doing her best to delay us as much as possible.

For the moment it is going to be just a "hall and farewell" encounter with the hub of the Commonwealth. Early tomorrow morning we are flying to Hamburg to begin our week's stay in Europe. After two days in Western Germany we will motor to Copenhagen for a three day sojourn in Denmark and then fly to Stockholm for two days in Sweden. Back again then to London.

My two companions, 18-year-old Eugene Timbers of Milliken, Ont., and Norman Tyndall, 24, of Richmond Hill, Ontario, and I checked in less than three hours ago so we haven't had much chance to see

anything of the city — except the brief glimpses from the taxi as we drove from Waterloo station to Marble Arch.

It may be my imagination, but even the traffic sounds different over here. It has a muted quality. The "hoot-toots" of the cabs and cars and the rumble of the buses do not seem to have the ear-piercing pitch peculiar to New York. Street cars — or trams as I used to refer to them — are used only in some of the older sections of the city and in a few of the suburbs.

The giant double-decker buses of the London Transport Board have greatly impressed Norman and Eugene. Their first comment was: "Why don't we have them in Canada?" They were even more impressed when our taxi driver told them the street cars were also double deckers. It does seem a logical method of moving more people at one time than running two single decker buses or trams.

As you know from our last letter we were two days behind schedule when we left New York. The "Queen Mary" had been delayed on her previous runs by Atlantic storms.

When the weather cleared on the third day out we all hoped that she would be able to make up time, but unfortunately it did not turn out that way.



E. Eugene Tyndall

On our third day out I held a telephone conversation with our host-to-be in England, the Esso Petroleum Co., Ltd. And that was quite a thrill sitting aboard this giant of the ocean, 1500 miles from the nearest land and talking by radio-telephone to Frank Ellis in his office at Queen Anne's Gate, London. The reception was so clear that he might just have been on the lower deck. Arrangements were made then to cut short our anticipated two-day stay in London and leave almost immediately for West Germany.

Norman has two great desires: to fly the route of the air lift into Berlin and a quick trip behind the Iron Curtain. It seems that I will have to keep a close eye on him. The Russians in East Germany might not appreciate that his uninvited presence was prompted only by an interest in agriculture.

It is strange the things that impress people. Some of our American fellow-travellers found great humor in the fact that the English and European passengers left their shoes outside their stateroom doors. Even when it was explained that they were left simply for cleaning it caused a lot of merriment.

In our innocence we early fell afoul of the steward. We asked him for the key to our stateroom. The little steward was obviously insulted and in a voice that almost cut us to ribbons replied "There are no keys, sir. Nothing has every been

stolen on THIS boat." Norman, I think, should have been a newspaperman. He circulates in the most amazing fashion and in the six short days we were aboard accumulated a fund of agricultural knowledge that seems to cover most of the 48 states. Eugene spent a lot of his time in the company of a large gentleman from Georgia and it was to be expected that one day it was to be expected that one day he would say "You-all is ready for breakfast?"



Norman E. Tyndall

Friday was a day of great disappointment for many on board. We had moved into the channel and had expected to dock at Cherbourg, in France. We missed high tide and had to wait 12 hours to get in. Some of the servicemen's wives aboard, who had expected to meet their husbands on shore broke into tears.

Norman didn't shed a tear, he said he wouldn't care if a strong wind came along and blew us down to Portugal. Life on the "Queen Mary" was too short for him. Eugene, with less salt water in his blood, laconically remarked: "I'd like a day's plowing for a change."

However, the delay was disappointing and we didn't get into Southampton until Sunday. There was less than an hour's wait for our train — electric, incidentally, which sped us rapidly up to Waterloo station on the banks of the Thames. From the station we could see the dome of St. Paul's Cathedral across the river to our east, shining in the sunny sun. The difference and bustle of the station was confusing but we found it a pleasant novelty to step from the train onto a platform instead of down to track level. All stations in England are constructed in that manner.

The boys found the high mounted English taxis, with the driver blocked off from his passenger, very amusing. Both suggested that it must be a little funny for the cabbie but he replied: "Nah, Yer gets used to it."

You go to bed . . . Tomorrow we have to be up early. We leave Norfolk airport at 7:30 a.m. Our next letter will be from Somewhere in Europe. All the best from all the plowmen to all of you.

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Princess Elizabeth in her farewell speech to Canadians, St. John's, Nfld., Nov. 11, 1951.

## What will his eyes see?

His eyes, so far, have seen little more than his mother's face. Soon they will see further . . . his home, his school, his town, his province, his country—the Canada that one day will be his.

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Head Office, Montreal

## THE ROYAL BANK OF CANADA

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TOTAL ASSETS EXCEED \$2,500,000,000

**Oil**—Production of crude oil in Canada in 1951 was 42,947,000 barrels—up 27%, in ten years and 65% higher than 1938.

**ALUMINIUM**—Canada is the world's second largest producer of aluminium. The half-billion dollar expansion programme now under way will double our aluminium capacity, making it approximately a million tons a year.

**STEEL**—Canada produced 2,342,000 tons of steel in 1951, an increase of 15% over 1950. Production will be increased about 50% by the early part of 1953.

**HYDRO-ELECTRIC DEVELOPMENT**—Canada now has over 12% of her developed hydro electric horsepower. In 1951 less than 1% of known resources. Satisfaction now being built or planned will provide a further 116 million horsepower.

**POPULATION**—Canada's population has increased 29.7% in ten years. It was 13,913,000 according to the 1951 census.

**MANUFACTURING**—Over a thousand new manufacturing plants were opened in Canada between 1944 and 1950. Industrially Canada is one of the world's fastest growing countries.

**IRON ORE**—Iron ore deposits discovered in Labrador have estimated reserves of 350 million tons of high grade ore. Development work has begun.

## 1951 Fire Loss Was Very Low

Fire loss to Georgetown last year was very low.

A report, presented to council by returning fire chief Harry Skivings last Wednesday, listed total fire damage at \$600. Five hundred dollars of this was in a fire which damaged the clubrooms at St. George's Church in May, and the balance was in small losses in a number of other fires.

The fire brigade had a light year, with only fifteen calls received altogether. In January the brigade was called to Henry Davis Wood Products when a defective electric motor threatened to cause a fire.

In February, a call was received from the home of Dave Stamp where frozen water pipes were being thawed out, and one from Norman Brown's home, which was cancelled before the fire truck was taken out.

Grass fires were extinguished near Jack Armstrong's home in March and on Market Street on a lot owned by William McNally in April. There were three calls in May, an oil stove fire at Corduro Candy, the St. George's fire, and a chimney fire at Frank VanWyck's.

In June the brigade was called to extinguish fires in a motorcycle and a car. In July, to the Rose Bar Restaurant and in September to the Isaac Bennett home where the hydro wires were blown down in a storm. Another car fire in October, a brush fire near Barrage's Cleaners plant, and a call to the home of Jack Cunningham for a chesterfield fire in November completed the year's activity for the brigade.

## TELLS JUNIOR FARMERS OF TRIP TO CHICAGO

At a meeting of Norval Junior Farmers and Junior Institute on January 16, Ruth Brown told members of her trip to Chicago which she had won as an achievement day award.

Stanley Jay, of Milton Juniors, spoke to the boys and led in recreation in the joint meeting. Hosts for the meeting were John and Eccles McClure, at the McClure home on the 9th Line.

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