

CANADIAN PLOWMEN ABROAD

By ROY SHAVER, Past President
ONTARIO PLOWMEN'S ASSOCIATION



Editor's Note:
Roy Shaver, of Finch, Ont., past president of Ontario Plowmen's Association, accompanied Douglas S. Reid of Brampton, Ont., and Algie Wallace of North Gower, Ont., Canada's champion plowmen, on their trip to the British Isles, Eire and France. This is the fifth and last of a series of weekly articles written by him as team manager about their experiences and impressions.

I'll probably never be able to go to a cattle show again without thinking of fog and London, for it was there on our last full day in England that we visited the Smithfield Show in the gloom of the worst fog of the city's modern history. The swirling, billowing clouds of dense, smut-laden fog turned the day into a weird twilight and the night into spooky blackness.

For the three of us, Doug Reid of Brampton, champion tractor plowman, Algie Wallace, of North Gower, champion horse plowman, and myself, Roy Shaver, of Finch, Ont., team manager, — it was an experience we will never forget. We arrived in London on the Wednesday night, flying in from Paris, where we had spent a brief two days visiting the war graves. Fortunately our first two days were fog free, and so we were able to visit Canada House to meet Canada's High Commissioner, Norman Robertson, and then Ontario House to meet Ontario's Agent-General, Major J. S. P. Armstrong. At Canada House we renewed acquaintanceship with Prime Minister St. Laurent, who was then in England to attend the Commonwealth Prime Minister's Conference. He remembered us all from the Ontario Plowing Association banquet after the International match.

Mr. Robertson placed a car at our disposal — and



Douglas S. Reid

that day, strangely enough, in quite bright sun, we saw St. Paul's Cathedral, the Tower of London, and watched the changing of the guard at Buckingham Palace. Only machines, I am sure could match the clockwork precision of the visit to Buckingham Palace. Our soldiers. Our

We visited our second House of Commons in less than three weeks. While in Northern Ireland we were shown through the House of Commons and Senate by Mr. A. Wilson, deputy to Ulster Minister of Agriculture. We, of course, sat in the Speaker's chair. In London we spent the best part of the Friday morning in the British House of Commons. It was unfortunately, private members' day, and only thirteen government supporters were present, with seven members of the opposition, one of whom was Opposition Leader Clement Attlee. In the visitor's gallery with us was a former Canadian, Russell Ubear, now living in London.

That afternoon, the fog started to come down and it got progressively worse, until at night one could not see more than a few yards ahead. We were staying at the Cumberland Hotel; at Hyde Park Corner, usually one of the busiest spots in London, but that night and the next — Saturday, it was quieter than Toronto's King and Bay Streets are supposed to be at 3 o'clock on a Sunday morning.

An American, who was staying at the Cumberland with us had his own car with him. Saturday night he wanted to drive five blocks to the hotel garage. To do it he had to pay a man to walk in front of the car with a flashlight, while his daughter walked along the curb with one hand on the car's left front fender. It took them more than an hour to make the five blocks. Believe me, it was dark outside.

The usually brilliant west-end street lights looked like tiny candles, even when you were standing beneath them. You could hear people and vehicles passing you on the street, but you couldn't see them. It was like moving in a void. If you opened your window to let in some "fresh air" within thirty minutes what looked like a cloud of smoke would be hanging from the ceiling.

However, the Londoners' native sense of humor came to his rescue and some very amusing tales came out of the fog. I cannot guarantee them, but I think some are worth repeating.

Prince Alexander of Yugoslavia was driving his aunt, the Duchess of Kent, through London, but became lost in the fog. A constable approached his stranded car and asked if he could help.

"I should be glad to know the way to Buckingham Palace. I have to get my aunt there," the prince replied.

"Don't be sarcastic. I'm only trying to help," replied the cop. It apparently took quite a time to persuade him it was not a bad joke. Just around the corner from us at Marble Arch a movie house displayed this sign: "Owing to the fog, the management cannot guarantee the clarity of the picture." The fog got everywhere. All surface transportation came to a halt several times and only the Tube (London subway) was running. But the fog even reached the platforms far below ground. There was no escaping it.

On the Sunday we made our way across the city to the vast Earl's Court arena where the annual Smithfield Livestock Show was to open the next day. Officials at Ontario House had arranged a preview for us.

Norval Pastoral Charge United Church
Rev. C. C. Gilbert
Home Church — 11.00 a.m.
Norval — 2.30 p.m.
Glen Williams — 7.00 p.m.



Algie Wallace

The fog got these first tho. By then several of the prize animals were suffering from severe respiratory ailments caused by the murk. Eventually, I understand, two of the animals died, and one big exhibitor fitted his animals with his own patent gas-masks — or should it be fog masks. He poured bottles of whisky over sackcloth and tied the cloth around the animals' nostrils. It was effective too, for the animals stopped coughing.

Smithfield has been compared to our Royal Winter Fair, but it is not a fair comparison, for Smithfield is a fat stock show only. The Royal is a retailers' exhibition with the exhibitors' eye fixed on the farmer. Smithfield is a wholesaler show.

Machinery, and excellent machinery at that, was on show for foreign buyers rather than domestic farmers. Doug and Algie were particularly impressed with the machinery exhibition. On the machines, every part that could possibly be gilded had been chrome-plated, so the whole area glistened and glistened in the arc lights. One tractor company had a model with an all-plastic body, so the engine and the frame was exposed to view.

The next day, our last in Europe, the fog lifted long enough for us to catch the boat train to Southampton and then the Queen Elizabeth. I could write a book about that ship, but I will spare you. I would like to say one thing — if you are thinking of going to Europe by boat, it is a wonderful experience. We all appreciated the plane trip over, but it could never compare with the return journey on that beautiful craft.

"OPERATION ALUMINUM"



KITIMAT
... half way

The first stage of the big aluminum development at Kitimat — 400 miles north of Vancouver — is moving ahead on schedule. KENNEDY DAM is finished and water is rising in the 350-square-mile lake it is creating. The ten-mile TUNNEL, with a drop sixteen times that of Niagara Falls, is now driven about one-half the way through the mountain toward the half-completed KEMANO POWERHOUSE. Rock miners, working under a mile-high mountain, are carving out a cavern three city blocks long, preparing the way for the installation of three 150,000 h.p. generators. TRANSMISSION LINE work is well advanced; the fifty miles of right-of-way between Kemano and Kitimat has been cleared and many of the 250 towers erected. The SMELTER is steadily rising in the cleared forest site. Target date for the first pour of aluminum is spring, 1954. Operation Aluminum in British Columbia is on schedule!

PERIBONKA
... nearing completion

The new CHUTE DU DIABLE powerhouse on the Peribonka River, in the Saguenay district, is in full operation. Its five 55,000 h.p. generators are now feeding power to Alcan's smelters in the Saguenay valley. CHUTE-A-LA-SAVANNE, downstream from Chute du Diable, is also rapidly approaching the day when all five of its generators will add 270,000 h.p. to the Saguenay power network. ISLE MALIGNÉ smelter addition is now in production and its full capacity is available for civilian and defense needs. In 1953, Alcan's four smelters in the Province of Quebec will produce over 1 billion pounds of aluminum ingot for the markets of the free world.

In the fifty-two years since the first Canadian aluminum plant opened at Shawinigan Falls, Canada's aluminum industry has grown to be the second largest in the world; and Canada now exports more aluminum than any other country. Still the need grows, both at home and abroad, for this light, strong, modern metal of many uses. And Aluminum Company of Canada is putting man-power, and money, and engineering brains, and imagination into the job of keeping up with that demand. Aluminum is "packaged power". The electricity needed

to produce one ton of aluminum would light the average home for nearly a generation. By making use of Canada's abundant, low-cost power, this Canadian enterprise has created employment and income for tens of thousands: for the men who build and operate the dams and powerhouses, the docks and smelters and power lines it needs; and for the more than one thousand independent Canadian companies who turn aluminum into countless forms important to industry and our own daily living.

Aluminum Company of Canada, Ltd.

Producers and processors of aluminum for Canadian and world markets
Plants at Shawinigan Falls • Arvida • Isle Maligne • Shipshaw • Peribonka • Port Alfred • Beauharnois • Wakefield • Kingston • Etobicoke

CHURCH NEWS

St. John's United Church
Rev. John M. Smith, Minister
Norman Laird, Director of Music
Sunday School 10 a.m. — "Come to S.S. and Stay for Church"
Morning Worship 11 a.m. — "The Everlasting God."
Nursery 11 a.m. — Child care while parents worship.
Junior Worship 11 a.m. — Bible stories and pictures.
Evening Meditation 7 p.m. — The coloured sound movie "The King's Man" will be shown in Memorial Hall.

St. George's Church
Archdeacon W. G. O. Thompson, Rector.
Second Sunday in Lent:
Sunday School 10 a.m.; Holy Communion (W.A. Corporate Communion) 11.00 a.m. Evensong 7 p.m. Lenten service on Thursday evening at 8.30

St. Alban's Church Glen Williams
Second Sunday in Lent:
Sunday School — 10.30 a.m.
Evensong and Litany — 8.00 p.m.
Lenten Service on Wednesday evening at 8.00.

Georgetown Baptist Church
Rev. A. J. Barker, B.A., B.D.
Sunday, March 1st, 1953
10.00 a.m. — Church School.
11.00 a.m. — "What Christ Does for Men Today."
(1) Forgives Sin.
7.00 p.m. — "Interviews with Jesus."
(2) By a Well.
(Communion Service)

Norval and Union, Presbyterian Churches
Rev. G. Lockhart Royal
Union
10 a.p. — Sabbath School
11 a.m. — Praise Service
Norval
2 p.m. — Sabbath School
3 p.m. — Praise Service

Knox and Limehouse Presbyterian Churches
Rev. Alex. Calder, Minister
Knox
10 a.m. Sunday School.
11 a.m. Public worship
Limehouse
1.30 p.m. Sunday School.
2.30 p.m. Public worship.

Norval, Hornby, Stewarttown Charges, Church of England
Rev. J. E. Maxwell, B.A., L.Th.

St. Paul's Church, Norval
7.30 p.m. — Evensong
(Except 1st Sunday of the month
11.00 a.m. — Holy Communion)

St. Stephen's Church, Hornby
11.00 a.m. — Morning Service
(Except 1st Sunday of the month
3.00 p.m. — Evensong)

St. John's Church, Stewarttown
3.00 p.m. — Evensong
(Except 1st Sunday of the month
7.30 p.m. — Evensong)