

## A "Weekly Newsmen Tells About Coronation

R. G. SIMPKIN

(continued from last week)  
Spithead Naval Review

Portsmouth, June 15: Although I arrived here late as I had to come down from Central England where I had been looking over rural England in haying time and attending some farm shows I got a better look at the array of battlercraft here than many of the London or other Canadian newsmen.

When I got to HMS Verner which is the name of the landport where Naval Headquarters are at Portsmouth I had to battle my way for hours through traffic all bent on getting to the same place—the Spithead Naval Show—The Queen was to inspect her navy.

I happened into the pressroom just as a London reporter had button-holed the only officer not glued to a telephone and stood by while this chap gave him a typical English interview. He asked every question you could imagine but the one we wanted an answer to. Where could we go to see the show?

However, just as we were about burned up waiting after the exhausting struggle to get through, one of the officers on the phone gave us a hearing. We would not get through the lines now as the Queen had commenced her inspection. However, from a high tower in the yards one could climb 150 steps and watch her yacht as it made its way around the lines.

As an afterthought he told us a mail boat was going up among the fleet after the inspection and accredited press representatives would be allowed a pass.

Losing no time in securing this we made for the tower slowly and carefully reaching the top in time to see the trim white yacht making a turn to come back inside the lines.

Having time for a coffee I went in the hunt for this and had to leave HMS Verner but found not only a coffee shop but also a fish and chip shop. Hunger will never kill if one can find plenty of well-cooked fish and chips.

Warned to be on time as the mail tenders were known to leave early I was on board before the mail and when I saw bags labelled HMCS Magnificent I knew I had chosen the right mail boat as there were five of them leaving.

Once out into the harbour we met a headwind and our craft, which was originally a mine sweeper, took into the waves instead of over them. I was loaned an oil slicker by one of the crew. Soon we were to our first ship in the line; this one we came alongside and passed the mail bags up and received the outgoing mail in return. Even the Registers were signed for.

However, this was the last craft to which we could hand mail, the others were too large or had rows of lights strung around them which prevented our boat from coming alongside. The navy craft sent out motor-driven boats manned by four men, to take off the mail.

At the illustrious we put off with their mail that of the Canadian ships. The small boat which came out rolled and tossed on the waves and when it got to the mother ship it was necessary to climb a long set of stairs hung on the side with ropes which rather discouraged our endeavours to make the trip. I know from later reports I really missed a very sociable evening but those on board there also missed seeing our little mail boat made its calls.

We passed close by the Quebec, also the Ontario, both of which made a Canadian proud of his part in the show, especially when the sailors of the little mine sweeper mail boat went out of their way to compliment these ships. They were outlined in electric lights which were lighted simultaneously with all the others on a green signal at 10:30 p.m.

**Italian Sailing Training Ship**  
One sight which is almost a thing of the past was the Italian sailing craft *Americo Vesputello*, a completely rigged sailing craft.

Just as we circled past her the sun which had been clouded broke through and set her out in a sea of light, dark and tan. In color she was something most of us have seen only in pictures. When the Queen passed her the sailors were in the rigging and on the yard arms to take their duty salute. This alone was worth braving the weather to see.

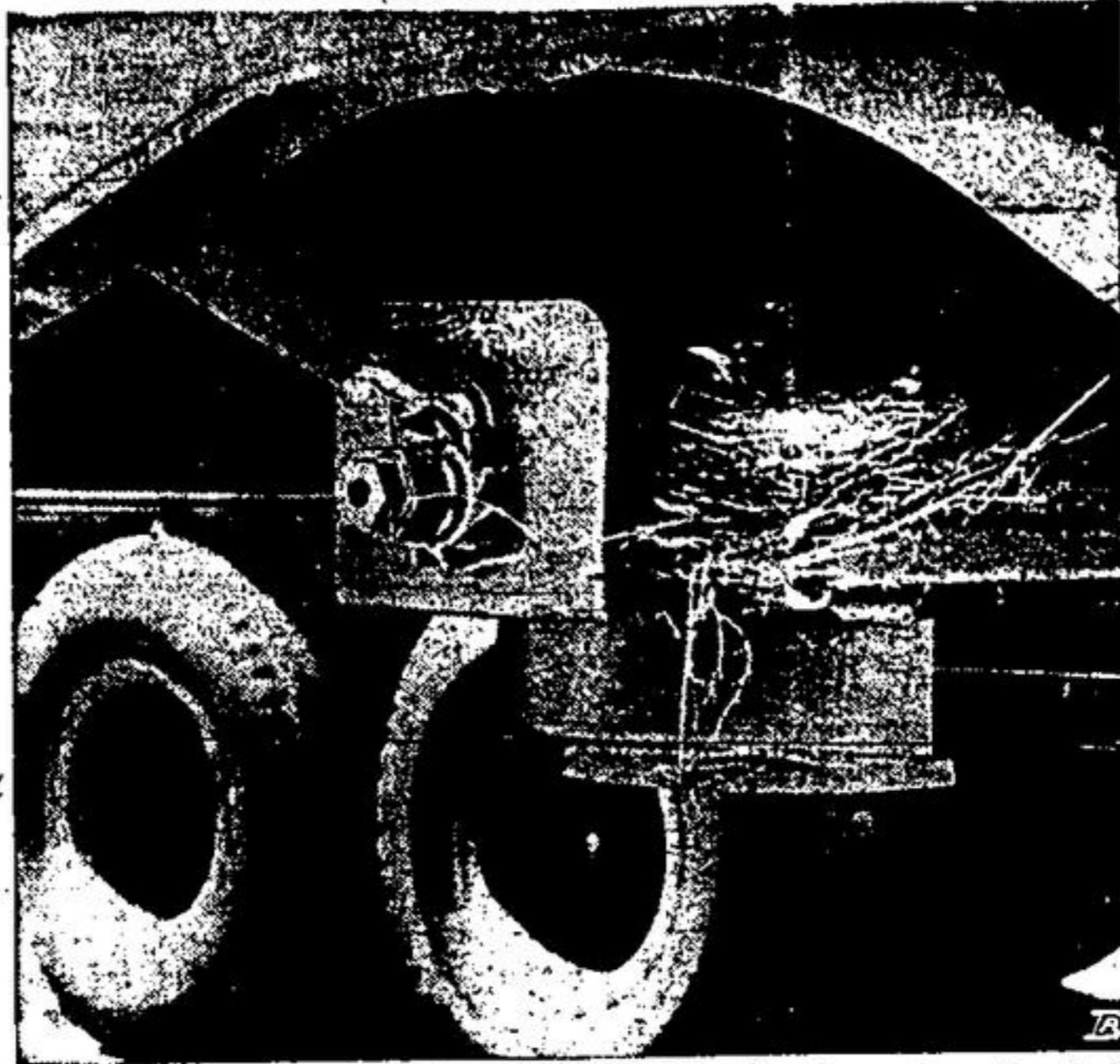
**Russian Cruiser Sverdlov**  
We passed just under the bow of the Russian cruiser. This was one of the most businesslike type of vessels of her class among the whole show.

Built somewhat after the style of a trim racing or pleasure craft yet long and heavy enough to be a formidable fighting vessel she had the appearance that if speed was needed to make time she had it, and if guns were the answer there were plenty visible.

The crew were doing some kind of a folk dance when we were passing. Later, at 9 p.m. when colours were taken down we heard both them and a French cruiser across the line first play their National Anthem, then God Save the Queen, while the whole ships' companies, including our little crew, stood to attention.

Between the masts of Russia's

## Robin Defies Eviction From Trailer Home



A sassy robin who defied eviction from her home in a Fruehauf trailer really "gummed up the works" at the Toronto sales branch of the trailer company this spring.

The trailer was bought by Huart Transport of Toronto. This company hauls fruit and bought this used red "gravity-lantern" Fruehauf a short while ago. But when Huart went to take delivery, to the consternation of both the Fruehauf and Huart companies they found this robin busily engaged in hatching a new brood under the trailer.

Just to show that truckers live up to their reputation for kindness and perhaps superstition, delivery was delayed until this big 32-foot unit capable of carry 20 tons was freed of its feathered boarder.

Whether to blame the leaders in the Federal political campaign or the Atomic bombs, we do not know but in any event we can get along very nicely without any additional moisture for a couple of weeks.

When we made our last call the Captain inquired if we wished to be put on board the magnificent but we decided to see the rest of the show from a hill top on shore.

**Fireworks and Lighting Display**  
At 10:30 on a signal given by firing a sky rocket, showers of fireworks were sent up from all the ships, also the display of lighting was switched on. From a point on the shore, to which I had driven after returning on the mail boat, I saw a most-thrilling display.

Vessels—big and little—took part and each broadcast was better than the previous one.

Crowds lined every vantage point and it would be safe to say that the number of people who saw this show would be half as many as watched the Coronation Parade.

The value of the floating craft taking part was beyond estimation. Canada alone had two aircraft carriers—the Sydney and the Magnificent, Cruisers Quebec and Ontario, Destroyer HMCS Sioux, and Frigates La Hulloise and Swansea, USA heavy cruiser Baltimore. Beside these 15 other countries were included on the list.

Besides the naval craft of many nations there were hundreds of privately-owned yachts, ocean-going cruisers and ocean liners.

Every type of pleasure boat, ferry and fishing vessel was doing a land office business taking sightseers up the lines of anchored naval vessels. One such ferry, which passed us, similar to the huge Toronto Island ferries, was packed so that not a foot of space could be seen on the decks.

The marvelous part of the show was that there were no accidents on the water. We have read where some mishaps on the roads on the way home caused loss of life.

One of the sailors on the mine-sweeper HMCS on which we were a passenger, has an uncle in the Niagara district by the name of John Carter. Perhaps one of the papers in which this story will appear will reach him. His nephew Ernie sends him greetings.

We desire to compliment the officers of HM Navy on the generous courtesy shown in every way. They went to endless trouble to see that every assistance was given to us so that we could see and learn as much as possible.

(continued next week)

**FARM NEWS**  
**HEAVY STORM HITS COUNTY**

Wednesday, July 1st, will be remembered by many Halton farmers as a day or night of terrific rainfall. Some sections were practically deluged while other parts of the county received a comparatively light shower. On the Queen Elizabeth, near Appleby, the rainfall for the day was 1.65 inches, while at Hornby three-tenths of an inch was the figure. At the Queen Elizabeth station the precipitation for the month of June was 1.99 inches and for the two months of May and June, a total of 7.87 inches. At Hornby 2.53 inches of rain fell in June, and a total of 7.53 inches for May and June.

It is most unfortunate that in a year when we had one of the best hay-crops in many years, there should to date have been so little good haying weather: "There is a lot of badly weathered hay—in fact, some of it so badly that it is going down to the front of the coun-

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## Daily Dusting

YEARS of medical research sponsored by the Ontario Mining Association may have found the answer to silicosis, the disease which attacks the lungs of miners exposed to silica dust. Curiously enough, the treatment consists of breathing very fine aluminum dust directly into the lungs; the aluminum renders the silica particles harmless. The treatment has been adopted in gold and other mining areas in Canada and throughout the world.

Aluminum, long used in hospital kitchens, today serves the medical profession in many ways—from aluminum foil for covering serious burns, to aluminum acetate for medical dressings, to aluminum blenders for the preparation of sterile biological products. Aluminum Company of Canada, Ltd. (Alcan)

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