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**CANADIAN PLOWMEN ABROAD**

By WILL C. BARRIE, Manager  
1955  
CANADIAN PLOWING TEAM



W. C. Barrie

**Editor's Note:**

W. C. Barrie of Galt, Ontario, a past president of the Ontario Plowmen's Association and manager of the Canadian plowing team at the third annual world plowing match in Sweden, has sent home on-the-spot reports of his trip with team members Joe Tran of Claremont, Ontario and Ivan McLaughlin of Stouffville, Ont. and Ivan McLaughlin of Stouffville, Ontario. Here is the account of his reports.

**London:** Our party, consisting of Joe Tran, the 1954 Canadian plowing champion, Ivan McLaughlin, runner-up, Mrs. McLaughlin, Mrs. Barrie and myself as team manager, left the Empress of Scotland at her Liverpool dock at seven a.m. and boarded the train for London. After we'd convinced the customs officers that we were not carrying any contraband, we settled down in a first class coach.

During the 194 miles between Liverpool and London, we must have passed through 12 or 14 channels, some of them quite long, but others only long enough for honeymooners to pucker up before they would be out in the daylight again.

The English fields are much smaller than those in Canada, and every acre seemed to be producing crops of some kind. Water appeared to be plentiful with lively streams and canals traversing the countryside. A great many artificial farm ponds were sighted, indicating that the English farmers, like the Canadian farmers, realize the importance of water conservation.

**Luxuriant Farms**

We saw many fine herds of beef and dairy cattle, and large flocks of sheep on every side. This was not surprising, since there seemed to be no scarcity of luxuriant grass on every farm.

The rolling countryside had the appearance of a well kept golf course. Our train, carrying only the passengers who had disembarked from the Empress of Scotland, was scheduled to make no stops on the way to London, not even to get a supply of water for the engine. The water lay in troughs between the rails and was scooped up by the locomotive as it sped by.

We passed through the large town of Rugby, the place where rugby football originated. Nearer London we saw the school at Harrow which many of England's famous men have attended, among them, Sir Winston Churchill. We passed through Coventry, the city that was so nearly wiped out by Hitler's bombers early in the last war.

**'At Home' in London**

When we got off at London's Euston station, a young man from Esso Petroleum, which is one of the donors of the Esso Golden Plow, emblematic of world plowing supremacy, stepped up to me and said "Are you Will Barrie from Canada?" He took us by car to our hotel the Kenilworth on Great Russell Street, and placed himself at our service. This very friendly greeting made us feel right at home in this great city.

After getting settled in our rooms and resting for a short while, we all stepped out to see a few of the sights of London. The scars left by Hitler's airmen in the Battle of Britain are slowly being covered up, but it will be many years before the city is completely restored.

**The newer stores**

are very modern, and it was difficult to keep from buying things we couldn't carry with us. It was rather amusing to see the members of our party after making a purchase, take out a handful of English coins, and say "help yourself".



Ivan McLaughlin

**Fellow Travellers**

Next day we decided to go on a motor coach tour and, shortly after we started, the guide asked the passengers if they would identify themselves. We learned that over 80 per cent were Canadians. Among them

was a group returning to Vancouver from a Youth Congress in Moscow, and when they learned we were going to Sweden, they suggested that we should visit Moscow. When they left the bus, they went to a news stand and bought copies of the Daily Worker.

We all enjoyed the tour, which took in Buckingham Palace, Westminster Abbey, The Houses of Parliament, London Bridge, The Tower of London, and several other famous places. Seeing the burial place of so many of the most prominent men in English history was a thrill we shall never forget. To view the inscriptions on the burial places of men such as Oliver Cromwell, David Livingstone, General Wolfe and Lord Tennyson, in Westminster Abbey was something to make one stop and think. Later we were most fortunate in arriving at Buckingham Palace in time to see the colourful Changing of the Guard.

**Took in Musical**

That evening, we were guests at a musical show, "Water Gypsies" at the Winter Gardens, and then had dinner at an Italian restaurant, the Generoso. This proved a grand finale to a busy and most interesting day.

On the following morning we drove to a typical English farm at Eastbourne in Sussex overlooking the English Channel. The 60 mile drive over the winding roads and the picturesque towns and villages through which we passed were sights we had hardly dared expect. The farm consisting of 1000 acres, was worked by Col. J. N. Davies, who once farmed for 12 years in the Okanagan Valley, B.C. He had 5 Suffolk Down breeding ewes and 75 Polled Angus cows.

He employs three men — a shepherd, a tractor man, and a handyman with good markets for beef, lamb, and wool close at hand, he has little fear of surpluses or poor prices. His present prices compare favourably with ours in Canada but his taxes are much higher than ours. His animals were grazing in knee-high grass, which assures him of plentiful feed for the winter.

**Place With a Past**

On this farm were several miles of stone fences five feet high, built during the depression years after the Crimean War, and gun emplacements used by Canadian artillery units during the last war.

It was here that Hitler's invasion was expected and every preparation had been made to hold him off. At the entrance to the farm lane were six reinforced concrete pillars four feet high, three feet square and about six feet apart. These were built to keep the German tanks from reaching the level country if they should happen to make a landing.

In the evening the British, Irish and Canadian plowmen and their friends were entertained at the famous Troadero restaurant.

On our last day in London, some of us visited the British Museum. It is a massive building, and it would take days for a person to see everything. That evening at St. Ermine Hotel, a press reception was held for the visiting plowmen. This was to be our last social event in London as we were leaving the city the next afternoon.

Next Week: We fly the North Sea.

**CLUB MIDTOWN**

by George

At the meeting last week a lot of things were accomplished, nothing of world-shaking importance, but many points were cleared up and some new projects were proposed and discussed. A new addition to the faculty is Jack Livingston, the new head of a new refreshment committee.

It was proposed, discussed, seconded and passed that Club Midtown prepare a float to join the Santa Claus parade in Georgetown this year. Ken Gregory was elected to supervise the planning and manufacture of said vehicle. Constable Found volunteered the use of his garage in which to work on it (the float, not the garage). Anyone having any ideas or free time to help with the float is urged to contact Ken immediately.

Another matter brought up at the meeting was one which concerns everyone at the club; namely the price of admission. It was agreed to raise the price from 10c to 25c and from 25c to 50c for non-members. Judging by the crowd at the dance last Friday night, the new price did not deter a single customer. A record crowd turned out for the premier at the Rose Room, making the move a social and financial success.

The new membership cards are now on sale at \$2.00 apiece and can be bought on friendly credit over a four week period. (C.M. requires only one right arm per person as collateral.)

N.T.W. suffered a setback at the meeting when we were informed that it cannot be held until the first week in December (that's Nov. 31 to 33, according to our new calendar). That's it for now. There will be a dance this Friday night at the Rose Room. See you next week.

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PAGE 5

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