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## CHAMPIONS WEAR STETSONS FOR FIRST OCEAN FLIGHT

Russel Beilhartz of Bruce Station, Ont., a past president of the Ontario Plowmen's Association and manager of the Canadian plowing team at the recent fourth annual World Plowing Match at Shillingford, near Oxford, England, has sent home on-the-spot reports of his trip with team members, Robert Timbers of Stouffville, Ontario, and Edwin Demman of Portage La Prairie, Manitoba. Here is the first of the reports.

**by Russell Beilhartz**  
London, England — We never dreamed that crossing the Atlantic could be so enjoyable and so brief as it was by air. In fact, by the time we had tucked away our second meal, Montreal was so far behind us that the plane was circling this city to come in for a landing—10½ hours to span an ocean!

But before I go any further, I feel I should go back to the beginning and explain what this is all about. We are members of the Canadian team that will compete

at the fourth annual World Plowing Match at Shillingford, near Oxford, England, as guests of Imperial Oil. By the way, I mean Robert (Bob) Timbers of Stouffville, Ont., who won the 1955 Canadian plowing championship at the International Plowing Match at Blytheswood, near Leamington, Ont.; Edwin (Mickey) Demman of Portage La Prairie, Man., who placed third but qualified for the trip because under championship rules no two contestants from any province can make up the team. Jerry Ferguson of Croton, Ont., was the runner-up to Bob Timbers.

There you have the two Canadian contenders. Then there is myself, Russell Beilhartz of Bruce Station, Ont. While I'm not a competing plowman, I've been close to the plow nearly all of my working life and at one time was president of the Ontario Plowmen's Association, the organization that sponsors the big International matches. I was appointed manager of the team and one of the conditions of my appointment was that I act as sort of historian. Accompanying us on the trip is my good wife.

**First Trip Overseas**  
For three of us, Mickey, my wife and myself, this is the first overseas trip. For Bob Timbers, it is his third. In 1953, he was runner up to Jim Eccles of Brampton at the first world match held at Cobourg, Ont., and the following year travelled to the Republic of Ireland for the world match there. In 1949, he toured the United Kingdom as a result of winning the Esso Trans-Atlantic class the year previous. Bob, you may agree, has become a trans-Atlantic commuter.

For weeks we had been preparing for this trip. There was much correspondence. There were conferences with Imperial and with our good friend, Floyd Lashley, who is secretary of both the Ontario Plowmen's Association and the Canadian Council of Plowing Associations. Finally, with all the details worked out, we were ready to leave the farm at Bruce Station, which is near Sault Ste. Marie, on Saturday, September 29. We wanted to be in Toronto for Sunday, when Mickey would arrive from the west and Bob would be on hand for the Monday send-off breakfast.

Well, you might have known it. After feverishly rushing around at the farm to be at the station on time, we made it, but only to

learn that the train was running 2 hours late. However, we used those two hours to good purpose, for many friends were on hand to see us off and we were able to greet them all without the usual mad rush.

**Western Courtesy**  
There was also lots of help in getting our luggage aboard the train, including three big white Stetson hats that were donated to members of the team. I was wearing my "ten gallon" headgear when I held the coach door open for a woman passenger. She smiled and remarked "real Western courtesy." Little did she know that she was mistaking an Ontario farmer for a Western rancher but far be it from me to change a lady's mind.

Sunday we spent quietly in Toronto. We attended church and generally rested up for what might lie ahead.

If Sunday was a quiet day, then Monday was just the opposite. Imperial had arranged a send-off breakfast in a private dining room of the hotel. It was attended by Ontario's new minister of agriculture, Hon. W. A. Goodfellow, our old friend, Jack Carroll, former assistant deputy minister of agriculture, Hon. W. A. Goodfellow, our old friend, Jack Carroll, former assistant deputy minister of agriculture and first president of the World Plowing Organization, the United Kingdom, Trade Commissioner in Toronto, representatives of the Ontario Plowmen's Association, the government, and many other organizations. Charlie Robinson, an Imperial Oil marketing executive, was chairman. The various speakers wished us well and brought home to us the great honor that is ours, of representing Canada at the "Plowmen's Olympics," as the world match is sometimes called.

During the breakfast, I received two silk Canadian flags, to fly at the match, and a block of polished Laurentian marble with the name Canada engraved on it. It was to be placed in a cairn at the site of the match. The cairn is surmounted by a three foot replica of the "Golden Plow," the trophy for world supremacy in plowing.

Each of the 14 competing countries has contributed a block of native stone for the monument, which is called a "peace cairn," because on the tablet is the inscription: "Let peace cultivate the fields." Two cairns have already been erected, one at Cobourg and the other at Upsala, Sweden, where last year's world match took place. We had been told that the Duke of Gloucester, uncle of Queen Elizabeth, would unveil this year's cairn.

**Good-Byes at Malton**  
After the breakfast, the news reporters and photographers had a go at us and before we knew it, we were out of the hotel and into cars that whisked us out to Malton airport where other good friends were waiting to see us off. These included Bob's wife and two children, Mr. and Mrs. James Eccles, Jim, who comes from Brampton, was the first world champion plowman, Ivan McLaughlin of Stouffville (Bob's neighbor and one of last year's world contestants) and Mrs. McLaughlin.

But it wasn't long before we had to climb aboard a TWA Viscount for Dorval, P.Q. At Dorval we changed to a BOAC Stralderunner Speedhawk. Here again the Stetson hat attracted attention and we were fortunate in having in Mickey Demman, at least one real Westerner in the group.

The sky was slightly overcast when we took off from Dorval and headed eastward to the Atlantic. We flew for a time at 19,000 feet and then rose to 21,000 feet at a speed of 300 miles an hour. It was a wonderful experience for all of us and especially Mickey, for the journey from Portage La Prairie to Toronto was his first train trip. Mickey said he enjoyed flying even more so.

**Eat in Clouds**  
About 5:30 p.m., we were served supper and what a meal. All agreed none could be better, even if we were eating high above the clouds. Shortly after they 'bedded us down' for the night by reclining the seats. It was probably a good idea as we were not able to move around anyway.

By one a.m., the sun was coming up. The "early" sunrise was due to the time difference, for London was still on daylight saving time, making a six hour difference between Montreal and London times. Shortly after one a.m., Canadian time, we were having breakfast, and it compared equally with the supper. Then we were told we were approaching London, our destination. It had been a lovely crossing, not a quiver or a bump.

We put down at London airport at 8 a.m. London Time and 2 a.m. Eastern Canadian Standard Time. The two United States plowmen were there, having arrived earlier. We were told that the plows for the boys had arrived by boat from Canada and were on their way to Shillingford.

While we waited around the airport, planes landed every little while and then another group of plowmen would be added to the party. By 3 p.m., the party had grown quite large. We were then told that the countries not then present would come in late that night or early the next day so here was no need to wait.

While having lunch at the airport along with the two United States contestants, the head waiter

## Your Dental Health

Third in a series of articles prepared by Halton Health Unit  
3: A Child's First Visit to the Dentist

That first visit to the dentist for Johnny shouldn't be delayed past age 3, whether he appears to need attention or not.

The visit can be a social call in which the dentist and Johnny can become good friends. The dentist can show the child around his office, explain his equipment and also initiate him into the ritual of toothbrushing.

It's likely parents will have to do most of the brushing for some time. One suggestion is to let the child brush his own teeth and then have an adult to go over them. The child is forming the habit of regular toothbrushing, but the parent is actually keeping the mouth clean.

Dentists find that children who have been started on a brushing routine early in life usually keep up the practice, as they grow older. Dentists also find that the child who presents a problem is the one who has had no home training and whose first dental visit is postponed until he is 6 to 12 years old.

The notion that treatment of primary teeth is not important is false. They should be cared for as carefully as permanent teeth dentists emphasize.

Premature loss of a first tooth may result in drifting of other teeth. If a space is blocked, the permanent tooth may not have room to erupt in its proper place. This forces the teeth out of alignment.

When certain primary teeth are lost, dentists sometimes recommend the use of a space maintainer in order to prevent other teeth from moving into the vacant space.

Many mothers believe that it is not important to repair first teeth inasmuch as they fall out anyway. This view not only leads to great pain and sleepless nights for the child, but may result in many abscessed teeth and necessitate wholesale extraction. This in turn interferes with proper chewing and the proper growth of the child's jaw.

How often should a child visit the dentist? Children like adults, vary in mouth cleanliness and susceptibility to decay. In general, dental visits should be made at least every six months.

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