'MR. CANADA' MEETS 'MR. CANADIANA' [illegible] of the Canadian way of life were on hand to make short work of another [illegible] at Cape Tribulation, Queensland [illegible] tourist attraction. The day was [illegible] Quebec.

Industrial Report Predicts Growth Trend Of The 60's

A report entitled 'Ontario's Industrial Development', which reviews the growth and development of the manufacturing industry during the decade of the fifties and, in the light of this development, predicts the shape and growth trends of the 1960s has been released by the Hon. W. M. Nickle, Minister of Planning and Development and D. E. Holland, acting director of the Trade and Industry Branch.

In addition to outlining the growth trends in the various industrial sectors the 76 page report summarizes developments in other sectors of the Canadian and Ontario economies upon which the Province's manufacturing industry is so dependent — big resource and power developments, the explosive population growth, with an increased accent on youth, the changing labour force; current and future demands in domestic and foreign markets and capital investment intentions in all sectors of the economy.

The Report lists the new manufacturing industries establishing in Ontario during 1959, and expansions carried out by resident industry both at new locations and at site. Ontario gained 146 major, new manufacturing industries in 1959, a 70 per cent increase over the 86 industries that located in the Province in 1958, and the largest number recorded by the Trade and Industry branch in a single year during the past decade. Another 55 manufacturers expanded to new locations by opening branch plants, while 573 firms undertook major expansions at site — representing increases of 53 per cent and 126 per cent respectively over the number of expansions carried out in 1958. The report points out that these figures relate only to the larger industrial expansions and do not include growth in commercial, retail and service businesses.

Canadian companies accounted for 79 of the total 148 new manufacturers locating in Ontario last year, followed by United States firms, which accounted for 58 of the total. West Germany accounted for 3 new industries and the United Kingdom for 2. Six new industries came here from Western Europe, one each from Belgium, Holland, Italy, Denmark, Switzerland and Portugal.

Since 1950, 1,200 major, new industries have established in Ontario. In tabulating the number of new industries establishing in Ontario each year the report explains that the Branch only records the larger producers, selecting these by using as its yardstick only those firms employing ten or more people and or which use 5,000 square feet or more in their operations.

During the period 1950-1959, countries of origin of the major manufacturers opening new plants in Ontario were Canada, accounting for 44 per cent of the total, the United States, a close second, accounting for 40 per cent, the United Kingdom with 10 per cent of the total, West German, 3 per cent and other countries, almost entirely from Western Europe, also representing 3 per cent.

Brings Churchville Bride To Elmlawn Farm, R.R. 4

Churchville United Church was the scene of the marriage of Heather Ann Hutton, daughter of Mr. and Mrs. Russel Hutton, R.R. 3, Streetsville, when she became the bride of Frederick Roy Thompson, son of Mr. and Mrs. F. LaVerne Thompson, R.R. 4, Georgetown. Rev. J. P. Ashwin conducted the double ring ceremony as noted by Rev. G. L. Royal of Norval. Standards of pink gladioli, white mums and blue delphinium decorated the church. Mrs. Gordon Coyne, sister of the groom, was the organist and Miss Patricia Hutchinson of Toronto was the soloist singing The Lord's Prayer and O Perfect Love.

The bride given in marriage by her father, chose a floor length white peau de soie gown fashioned with a full skirt with lace applique on the two front panels. The back of the skirt formed a bustle, the bodice had a sweetheart neckline and long sleeves. A sequin and pearl crown held the fingertip length veil. Her flowers were pink sweetheart roses, white delphinium and achillia.

Mrs. James Fraser was matron of honour with Miss Marion Dearey, Miss Deanna McKechnie and Miss Mary Hutton, sister of the bride, as bridesmaids. All the attendants were gowned alike in pink nylon over taffeta with full elbow length sleeves, full skirts and heavy white lace cummerbunds faced with pink velvet ribbon. Their hats were small of white lace. Flowers and veiling their accessories were white. Each carried a bouquet of blue delphinium and white carnations.

Donald Cleave, Norval, was the groomsman and Gordon Coyne, brother-in-law of the groom, and Roger Hutton, brother of the bride, were ushers.

The wedding reception was held on the lawn of Mapleburn Farm, home of the bride, where the bride's mother received for her in a deep sky blue sheath of silk organza over taffeta with lace appliques with a matching hat and white accessories and a mauve orchid corsage. She was assisted by the mother of the groom in a powder blue two piece ensemble of lace marquisette with white accessories and a corsage of two pink baby orchids.

For her Eastern Coast honeymoon, the bride chose a white linen two piece gown, white accessories with a mauve scarf to match the mauve orchid. Mr. and Mrs. Thompson will live at Elmlawn Farm, R.R. 4, Georgetown.

WORDS OF THE WISE

Beware prejudices. They are like rats, and men's minds are like traps, prejudices get in easily, but it is doubtful if they ever get out.—Lord Jeffrey

Canada's Armed Forces

TODAY — AND 15 YEARS AGO

J. A. MORRIS
Editor, Prescott Journal
writes from
EUROPE AND THE UNITED KINGDOM

WHISKED BY RCAF COMET JET TO EUROPE

Streaking through the skies in beautiful [illegible] of feet above the clouds and weather in an RCAF Comet IA jet toward Europe, we headed for our rendezvous with the Canadian army after 15 years.

At the efficient RCAF passenger terminal at Uplands, Ottawa, we had our first glimpse of the sleek Comet that was to whisk us to Marville. Eight in eight and a half hours flying time. Arriving early, we checked through and watched the other passengers.

We were a mixed lot, the 30 of us, reminded us of a combined ops scheme. Navy, Army and Air Force, and civilians. Armed forces men were going over on rotation or completing special assignments at National Defence Headquarters in Ottawa. The civvies were going over to teach school at RCAF base in France, while we were to report on Canada's NATO forces for the Ontario Weekly Newspapers Association.

We sat opposite Mr. and Mrs. W. M. Harris from North York, near Toronto, who were thrilled to be heading for Metz. Mr. Harris was to take over the principalship of an RCAF school — he was an education officer with the lads boys in the Far East in World War II. Mr. and Mrs. J. B. Fourbester of Vancouver were on their fourth plane in three days heading for a similar post at Metz.

As we waited, we wondered if we were twins. Three men came up to us and chatted about where we could have met. Among them was Major J. W. Bryan returning to London after two weeks at NDHQ. With Mrs. Bryan and family he lives at South Wimbledon. We compared notes but couldn't decide where our paths had crossed during World War II. He was First Div and we were Third — 'The Water Rats'. But we'll remember the next time we meet, for Major Bryan was a wonderful help, especially on the trip to England.

What an 'experience' this trip really was! Breakfast at 17,000 feet at 3 a.m., (our time) with the sun shining brightly — two hours at Marville, France, where we dropped onto the runway exactly on schedule at 11.10 a.m., French time. A two-hour flight in a Dakota of World War II vintage to the RCAF base at Langar, near Nottingham, England, was followed by a three hour train ride to St. Pancras station in North London. Pre-arranged army transport was not in sight, so Major Bryan commandeered a Royal Navy vehicle which wheeled us through the winding, busy streets of Old London to Morden in the southwest, where we rejoined our family whose BOAC Britannia had left Dorval, Montreal, 24 hours ahead of our Comet.

As our Comet was prepared for the takeoff at 8 p.m., after we had been seen off by Capt. Ingram of the Army PRO staff, F/L Dwayne McBride, of Vancouver, announced in his quiet, reassuring manner, that he was in charge and we would be flying at 24,000 feet to Gander. At 9.40 he reported we were over the southern tip of the Gaspe Peninsula, and would be in Gander in an hour.

In our first jet flight we marvelled at [illegible] Three men [illegible] Mr. Harris [illegible] Major Bryan [illegible] Wing Commander [illegible] Wing Commander [illegible] Group Captain [illegible] Group Captain [illegible] Wing Commander [illegible] Wing Commander [illegible] Wing Commander