

**"THE LIBERAL"**

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**A SHORT-SIGHTED HABIT**

To get into the way of searching for the flaws, seeing the imperfections and not seeing the beauty, in the world of men and things about us, is about one of the most foolish and short-sighted habits any man can form.

It is quite unfair to the world of men and things in the first place, and then the man who does that sort of thing continuously becomes a misanthrope, than which there is nothing very much more trying in this sorely-tried and wearying world.

If you wish to keep a sane mind and a wholesome kind of soul, do not get into the habit of looking too much for spots anywhere. You will not anticipate it or wish it, of course, but just as sure as the sun is in the sky, the habit will react upon yourself in many direful ways and will darken life and kill joy and warp and twist character as few other habits you might indulge could possibly do.

To flatter yourself that you are very clever to be able to pick out the flaws that others cannot see, and thus encourage yourself in the exercise, is to play the fool with life in a lamentable way.

**TIME, GENTLEMEN — PLEASE**

In any progressive Community it is only natural that there should be an ever-growing number of organizations and societies.

This is not a matter for criticism but for congratulation, as there is much to be accomplished in these growing communities which cannot be done through an official council or government chamber but only by voluntary effort of those residents who consider that the community's lot as a whole can be improved by combined effort and organization.

But there is a limit to what any person is able to stand after a hard day's work. That's right — this is a plea for shorter association and community meetings in the interests of both the organizations and the members concerned.

Look at it this way; you arrive home somewhat played out any time between 6 or 7 p.m. or sometimes later, to be reminded that ONE of your own societies meets sharp at 8 p.m. Realizing that it won't start on time you roll along about 8.15 and the meeting gets under way at 8.30. There are many things to be aired and discussed, but not enough and of not such importance that the meeting cannot be concluded by 10.30 p.m. at the latest!

So, Mr. Chairman, with the best interests of your organization at heart, please keep control of your meeting and stick to your timetable. The next time Mr. Talkalong gets off the subject, round the gavel, that's what it's there for!

If members could be reasonably sure that the regular meeting of the association would be terminated between 10 and 10.30 p.m., we feel sure that the attendance would increase, the main reason being that the meeting would be more interesting; the same as any news story with all the "filler" taken out.

Which reminds us, editorials should not be too long either. — Lakeshore News

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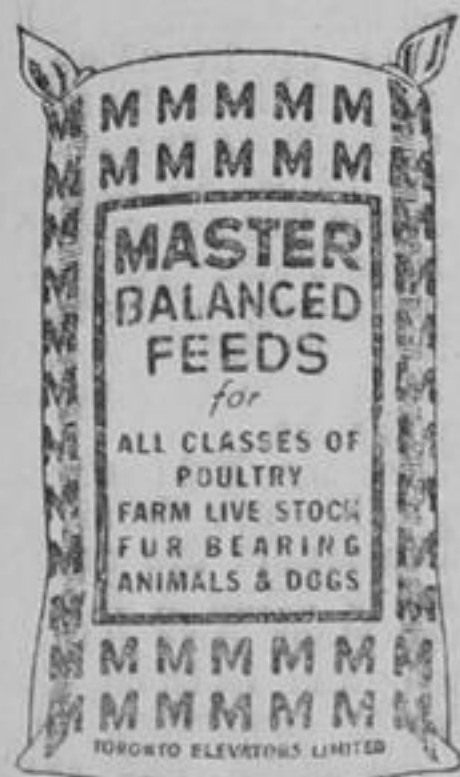
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**CANADIAN PLOWMEN ABROAD**  
 by ELLIOT MOSES ★ Director  
 ONTARIO PLOWMEN'S ASSOCIATION



Editor's Note: This is the second of a series of weekly stories which Elliott Moses, a director of the Ontario Plowmen's Association, is writing about the visit of Canada's Champion plowmen to the British Isles.

Cornwall has been included in the Canadian Plowmen's itinerary for the first time this year and we are particularly glad to be able to visit this part of England. For the first time too, Canadian plowmen participated in the West England Champion Plowing Match. Our lads plowed a good land and I am very proud of them. But before I say any more about Cornwall and the Cornish match, let me tell you what has happened since my last letter.

On Board the R.M.S. Caronia  
 First, I would like to tell you about our ship which was making its first return trip across the Atlantic. The largest liner (34,300 tons) built anywhere since the end of the war, the Caronia is also one of the most beautiful and modern. It has every convenience that you can find in a modern hotel and while I must confess we found the exterior which was painted in four shades of green somewhat startling, we were told that this colour scheme is effective in reducing sun glare.

The bedrooms are equipped with bath, telephone, electric heater, clothes closets and a ventilation system. There are 13 air-conditioned public rooms where the ship's passengers can lounge in complete comfort. Other conveniences are a theatre, chapel, five-piece orchestra, gymnasium, and a complete hospital with a doctor and nurses in attendance.

We were given permission to visit the lower part of the ship and were amazed at the massive amount of steel, consisting of all types of machinery necessary to operate the liner. We expected to see a huge engine and drive shafts but we did not expect to see the whole 700-foot length of the ship filled with machinery.

After six days at sea, we decided that we are still men of the land — everything considered though, we were not such bad sailors. The first day out of New York, Rhys Bacher and Alvin Mark didn't appear for lunch but by the next day they were back on their feet and "feed." Bob Timbers took everything in his stride and acted as though ocean voyages were nothing new for him. But Wilbert McFaddin gained the admiration of the group by not missing a meal and ordering a double helping of everything on the menu.

Journey to London  
 When we landed at Southampton a stranger immediately approached us asking if we were the Canadian plowmen. Shortly afterwards, three other men — a representative of the C.N.R., the Anglo-American Oil Company and a photographer came up to us and asked the same questions. We were naturally surprised to be spotted as Canadians among hundreds of these disembarking from the Caronia. We are still wondering how they knew who we were.

The journey from Southampton to London gave us our first bit of travel rail in England. The trains in England are quite different from ours

For one thing, the engine and the coaches are much smaller. The coaches have a passage along one side with the seating accommodation running crosswise rather than lengthwise. Train travel in England is exceptionally heavy due, we are told, to the rationing of gasoline. The ordinary motorist is allowed only 36 gallons of gasoline per year and so must, of necessity, fall back on rail transportation.

When we reached Waterloo Station we took a taxi to our hotel, driving on the "wrong" side of the street. We noticed that English drivers blow their horns only in case of emergency and to avoid danger. To do otherwise is considered rude and ungentlemanly. This is one English custom we wish were more prevalent in Canada and the United States.

We didn't have time to do much that first day in London but the next day (Sunday) we were very busy indeed. Mr. Stapleford, of Ontario House, was on the job at 9:30 a.m. to take us on a walking tour of the city and to give us particulars about our itinerary. Later, Major Armstrong also of Ontario House, invited us to his house for lunch. It made our party feel very much at home to be welcomed by officials of our own province and we hope to learn more about Ontario House when we return to London after the plowing matches.

One of the most amusing sights in London is to watch the soap box operators in Hyde Park. They gather every day, and particularly on Sunday, to express their views in no uncertain language about all the important questions of the day.

Off To Cornwall  
 After a day of sight-seeing in London we left by train for Newquay Cornwall. The long train ride from London to Newquay (250 miles) was somewhat of a surprise to our party for we were under the impression that England was very small. Now we learn that the British Isles are the third largest islands in the world.

Cornwall, the south-westernmost county of England is a very beautiful part of the country. The weather is mild and pleasant the year round. From my window I can see the well-kept hedged farms. I can also see another unusual sight for me — the tide coming in by degrees from the Atlantic ocean into a tiny inlet. It is fascinating to watch it rolling in to know that in a matter of 12 hours the water will be 15 or 20 feet higher.

The West England Plowing Match  
 Our reason for our visit to Cornwall was, of course, to take part in the West England Plowing Match and to visit the Cornish farms. There were 63 entries in all classes and the plowing was the most uniform I have ever seen. The farmers here evidently leave their field to grass for many years and the ground becomes matted with a fine kind of grass covering.

It was most interesting to see the many types of plows used in the Match. Our plows looked like for signers amongst them just as we do among the people. At first I didn't see how our boys could hope to come very high up on the winning list due to the different plows but despite my doubts, we had two winners. Alvin Mark won second prize in Class No.

3 horse-drawn plows and Rhys Bacher was awarded third prize in Class No. 8 tractor plows. Wilbert McFaddin and Robert Timbers did almost equally as well but they seemed to be up against stiffer opposition.

The Match this year was advertised far and wide and as a result there were competitors from 200 miles away who came for the first time because the Canadian plowmen were here. The Association charged spectators one-half crown each and collected an amount equal to \$2,100 in Canadian money. We were told these were the largest receipts in the association's history. This will give you some idea of just how popular our Canadian plowmen are over here.

The Association's annual dinner-dance was held in the evening of the Match. Approximately 400 people sat down to a dinner which, despite strict rationing, was very delicious. The guest speaker was our own Colonel Robertson, the Agricultural Commissioner from Canada House. Bob Timbers was invited to propose a toast to the judge and we were all very proud of his fine performance.

As manager of the Canadian team I was asked to respond to the toast to the plowmen and this gave me an opportunity to say something about our Canadian plowing matches. It is interesting to us to see how anxious they are here to learn all about our farming methods, and indeed, how eager they are for any information about Canada.

In my next letter I'll tell you about our trip around the farming district of Newquay, and the results of another plowing match at Worlington County Cumberland, England.

**SALE REGISTERS**

SAT., FEB. 19, 1949 — Auction Sale of Household Furniture, Electric Washers, Appliances, Dishes, Utensils; also Ford-Ferguson Tractor, with some equipment. Properties of Late Mrs. Jarvis, also Brown, Hogg, Burkeholder, and others as listings. At Prentice's Auction Rooms, Franklin House, Main St., Markham, Ont. Sale at 1:30 p.m. Terms: Cash. Extra Listings for this not accepted after January 26th. Ken & Clarke Prentice, Auctioneers, Markham phone 206.

WED., FEB. 23 — Auction Sale of household furniture, garden tools and other articles on Church St. in the village of Maple, property of Richard Jarrett. Terms cash, no reserve. Sale at 1 p.m. sharp. Ken & Clarke Prentice, Auctioneers.

SAT., FEB. 26, 1949 — Auction sale of Farm Stock, Implements, Hay, Grain, Roots, etc., on Lot 24, Con. 5, Whitechurch Twp., ½ mile north of AURORA Sideroad, property of Mrs. M. Green. Sale at 1 p.m. Terms cash. Farm sold. Ken & Clarke Prentice, Auctioneers.

TUES., MARCH 1, 1949 — Auction Sale of 29 Head of Dairy Cattle near new modern farm implements, tractors, threshing machine, Forage Harvester, farm stock, hay, grain, etc., on lot 13, con. 3, Markham Tp., ½ mile north of No. 7 Highway at Dollar. Property of H. J. Caines. Terms cash, no reserve, farm sold. Sale at 12:30 noon sharp. Ken & Clarke Prentice, auctioneers.

THURS., MARCH 3 — Auction Sale of farm stock and implements, Holstein cattle, Fordson tractor, pigs, hay and furniture, on lot 3, con. 3, Whitechurch, just north of Gormley property of Albert McMillan. No reserve. Terms cash. Sale at 1 o'clock. Lloyd Turner, clerk; A. S. Farmer, Auctioneer. c2w34

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