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block it.) And you would give it a good flap--hard (a slap with a shovel)--kind of a little bit. (So it's not just, shoveled in a pile.) No, no, no--everything was an art. Every thing had to be perfect; it was just no fooling around. I mean, when you dig that hole, you didn't leave a little hole of soil in that second foot; you clean it nice up. Because (you didn't want) disease problems from the top to fall. So in the spring of the year, you would level that out. Although we had other chores then, too, because the tulips and the hyacinths--everything started to come up, you had to weed them. Other places, other fields. This (the field dug 3 feet) was just 1/5 of the acreage--you would do that every year. The other acres you would only dig one foot. (You mean you would also dig. . . .) Everything. All the land would be dug by hand. A spadeful at a time. (So you'd either be turning the topsoil over once, a top foot over once; or you would be doing the special field that you went down to the third foot.) This is the long planning, this field. In the spring, you would level it off. (How? With horses? John laughs.) No. There was no horse in the whole community. See, we had a horse to haul, perhaps, stuff to market place. But we didn't want a horse around in the garden with his big foot. First of all, it would take space. We planted close-- there was no place to walk, hardly. I'm perhaps unique in that explanation--if you talk to other Dutch people--because I come from a very intensive area where land was very, very valuable, very high-priced, and everybody did it, so it was all right. You leveled it off. We used to have special equipment, because the soil--you couldn't use it here (in Cape Breton). Because here, the minute you dig, you need a pick or some stupid shovel. We used to have--they came from Sweden, and they were big forks with flat teeth. Anyway they would be leveled off. (These big forks with flat teeth, were they "machinery"?) In the hands (just hand tools), hands-- there was not such a thing as any machine in the bulb industry. For almost a century there was no change. The biggest change I saw up to that time was a wheelbarrow changed from a wooden wheel to an air tire. And the solid wheel on the wagon changed to an air tire from an old truck. First of all, there were not trucks, hardly, before the war. But then after the war somebody got the idea, "Gee, why don't I put the old axle from the Model T under my 'horse wagon." Because before, they were all solid wood with an "S iron. ... And we had "