Reviews Progress Made In P. E. Island Hog Production

The following interesting review of hog production on a quality basis in Prince Edward Island was given by Mr. W. R. Shaw, retiring Deputy Minister of Agriculture, at the recent annual meeting of the Swine Breeders' Association:

"On the basis of present day hog quality in this Province we are prone to forget what has happened in the past, and associate all—over progress with recent developments.

"A review of past conditions would possibly confirm our belief that for a great many years we have occupied a place of superiority in hog production. For this reason we might go back and look over some of the steps that were associated with the advancements of the industry. In doing this we should perhaps reach into the early days that are within the recollection of at least a few breeders at this meeting. These were the days when there was conglomeration of breeds in this Province — Yorks, Berks, Tamworths, O.I.C.'s, and, as one humorous stated: The Razor-Back Clam Diggers of the North Shore.'

"I distinctly remember my first view, as a lad, on our home farm of a Tamworth — long, lean, gaunt, definitely red, and with a tremendous range of snout. These hogs presented an amazing spectacle to my juvenile eyes. Nevertheless, the hog population was substantial, and in number not so far behind the level of the present day. Almost every farmer kept a sow, and pig killing time was an event of great importance.

"It was the day of home slaughtering, chiefly the latter part of November and December. Hog production was not spread out over the year as at the present time, and hog finishing had to wait for the new farm crop. Very few hogs were finished at five or six months. As a matter of fact, many were nearer a year or more in age, and spent part of their lives on pasture. The farmer who had a surplus of grain utilized this to advantage in the summer months, along with whey and skim milk, but finishing rarely commenced until the potato and grain crops were gathered.. The system of feeding was cheap.

No Potato Problem

Today there is tremendous excitement about potato markets in the United States and elsewhere. No such a problem existed in these early days. The chief market for the potato crop, and we raised lots of them, was through the hogs on every farm. Practically every farmer had a farmer's boiler, and potatoes were regularly processed in this way. We raised very little barley or mixed grains. Oats was the predominant grain, and potatoes and oats were the finishing feed for hogs. Very few farmers would ever think of purchasing extra feed; a far call from the millions of bushels of grains, and tonnage of other feeds, we seem to find it necessary to have to finish today's hogs.

Nevertheless, hogs were well finished in these early days. The cost must have been exceedingly low, for hogs were sold at very little more than $5.00 or $6.00 per hog. This situation prevailed pretty well along until the First World War when there was an excessive demand for hog products and meat for overseas. During this period we imported some carloads of hogs, breeds of all types, from the Province of Ontario, and distributed these to farmers eager for the high prices that prevailed for pork products at this time. We had established, as a result of the overseas demand, a foothold in the British market, and rather patted ourselves on the back that we had at last secured this market, and that in future the permanency of the industry was assured. The rude awakening of Danish competition, however, and the fact that we could not compete on a quality basis, was responsible for the loss of that market, and started our people into a thorough investigation of our own resources.

Co-operative Marketing

At the same time the first development in the co-operative marketing of livestock took place. In 1920 a carload of Island hogs was shipped to Montreal on a co-operative basis, and with very encouraging results. Then in 1921 there was a meeting of packer and producer interests held in Ottawa to discuss hog grading. In the following year, 1922, grading alive came into effect, at which time, I believe, a 10% premium was paid on what was designated as a "Select" hog. Pig Clubs were established in the Province in 1922, and there was a great forward movement in education and improvement in the industry. It is interesting to note that this Province in 1923 shipped breeding stock to Nova Scotia, New Brunswick, Ontario and the Western Provinces.

"In this year, too, we held sales of breeding stock at O'Leary, Kensington, Charlottetown and other points, and this practise was continued in subsequent years. The gradual, if more or less isolated, improvement in hog type carried for some years previously by our main exhibitors and breeders, was expanding out into the hands of a greater number of hog breeders in the Province. The Calbecks, Boswells, Gibsons, and others were prominent in this respect. New breeders of improved types and strains were started. As an evidence of interest eight (8) market sows, bred by the Earl of Roseberry in Scotland, and one boar, were imported in 1923. It would have been just as well if they had not been imported. The strain did not click, and they were eliminated before too much damage was done.

At Royal Fair

"In this same year a carload of breeding stock was sent to the Royal Fair at Toronto. This was distributed from the herds of George Borwell, Pope Cooke, James Jenkins, and the Falconwood Farm. We were possibly more successful in our breeding stock at that time in the prize list than we have been within recent years. A number of prizes were won. There was third on a young boar, fourth on a breeding pen, and many others. At the same time, quite a number of imported boars were placed, and the organization of livestock Shipping Clubs were carried into effect with hogs going to Montreal on a co-operative basis. The result was a change in the price level, and the tide on marketing and the general distribution of improved types had turned.

In 1924 a number of Boys' and Girls' Clubs were organized, and in that year there was not room enough at the Charlottetown Exhibition to care for the hog show.

In 1926 over 6,000 head of swine were handled by Shipping Clubs, and these graded over 45% Selects. In subsequent years we lost some of our record in this respect. In this year breeding stock was shipped to Western Canada, some to Indiana, and a carload from the Maritimes, in which there was a substantial contribution from the Island, was forwarded to the International Show at Chicago, and created quite an impression. I believe that orders were placed in this Province as a result from United States points.

"In 1927 we had over twenty Shipping Clubs, in this year the Maritime Livestock Marketing Board Incorporated was formed in July, and subsequently our Shipping Clubs sold through this organization. I have always felt that it was a mistake to have separated from this organization. Although a provincial organization was subsequently effected this gradually went out of business, with the result that we have at present no organized movement on a co-operative basis of selling from this Province. The Maritime Association has continuously exerted a stabalizing influence on our prices in this Province.

First Show and Sale

"The first hog show and sale was held in November of 1927, and fifty boars and sows were sold. In this year we had thirty-one Clubs operating, and 14,000 hogs, and 16,000 lambs were sold co-operatively. Bacon hog competitions were held during 1926 and 1927, with Georgetown, Uigg, North Wiltshire, and Mt. Herbert staging Fairs. There were continuous additions of breeding stock to provincial herds, and in 1929 about fifteen carloads of grade sows were selected from Shipping Club shipments and sold in the Province of Quebec.

"In 1930 some good boars were imported, and some of you will remember old Morvin Duke, Oak Lodge masterpiece and Dixon Dan, sired by a Grand Champion at the Royal Show. These boars produced in the main a fine level of bacon hog merit. Some animals at this time were entered in Advance Registry. Falconwood Farm had four sows; the Experimental Farm three; and the Hunter River Shipping Club six.

"In 1930 and 1931 there was a terrible collapse in hog prices, and live hogs went down to less than four cents per pound. It was interesting to note, however, that there was very little change in breeding. Very few sows went to market. There was a greater measure of stability, even at this low price, in the industry, than there was in 1952 when a slight change in the Support Price created disaster in the industry. Bacon Fairs were continued during these years at various parts in the Province, and had a very beneficial effect on the general quality of our hogs. In this year too at the annual hog sale eleven boars were selected and sold to Western Canada. Over 21,000 head of stock was handled in the same year on a co-operative basis. I believe that it was in 1934 that difficulties arose with the Maritime Board, and resulted in the organization of a Provincial Board. Four Hog Fairs were held in 1933, at Murray River, Montague, Argyle Shore, and Albany.

"In 1934 a Test Feeding Station was established at the Experimental Farm, with fourteen pens, and all boars sold at the sale had to be out of dams qualifying in Advance Registry. In this year, the Boar Premium Policy was inauguarated. Rail Grading, a great forward step, also came in, I believe, in this year.

Shipping Clubs

"In 1936 the purchase of six Swedish Yorkshire sows was made, and again there was little or no merit attached to this line of breeding. And so the work from that time continued with constant pressure being exercised on quality. Unfortunately, Shipping Clubs gradually disappeared from the picture. These institutions were of tremendous value in the promotion of improved hog quality. Difficulties arose between the Clubs and the Provincial Marketing organization until finally the whole structure collapsed and went out of existence.

"To my mind, there is a need on Prince Edward Island for the complete organization of our swine interests. Possibly there is not the same need of Clubs modelled on the old principles. The institution of the Boar Inspection Policy through the Provincial Government has been of inestimable value in maintaining a high level of quality in our hogs. Practically all our boars now are placed on the basis of inspection, and qualification in Advance Registry. At the same time the other Provinces are moving forward on an organized basis, and there is value in regional organization from both a marketing, production, and quality standpoint. The success that has attended organization of hog men in the past in this Province, and is now giving dividends in other provinces in Canada, might very well be considered in connection with the Island swine industry.

"And so we have reached, by successive stages, the position which we now occupy in the swine industry of Canada. We have the highest percentage of Select hogs commercially, and our records in Advance Registry are exceedingly meritorious.

Advanced Registry Tests

"Figures for the year 1953 — Sows competing in Advance Registry Tests across Canada — show the following:

	Over 90	85-89	80-84	75-79	70-74	65-69	60-64
Prince Edward Island	9	22	23	13	12	2	1
All Other Provinces	6	24	50	80	84	61	38

"This indicates conclusively the fine position occupied in Advance Registry Tests by the Island Province. On a percentage basis, the Island had 81.7% sows qualified, the next nearest record being Ontario with 56.2%. Of the total, the Island had 67 sows qualified, as against 160 for all other Provinces. The percentage for the Island, as already indicated, was 81.7%, with the average for all other Provinces, 47%. In the commercial hog field we are away out front, with almost 53% of our hogs grading in the select class.

"When we are patting ourselves on the back on the present status of our industry we should not ignore the fact that the industry for a great number of years in comparison generally with other portions of Canada, has been good, and that contributions have been made to the present status over a period of almost fifty years. It has been a gradual process. We should remember, too, that all this was not done on our own strains. The basis was imported, but we did stick to one breed, one type, one ideal, and in this respect our Exhibitions, our Boar Bonus Policy, our Shipping Clubs, our Swine Shows, our Bacon Shows, and our breeders who co-operated so splendidly, all deserve commendation. I believe that our swine breeders here were easier to work with than the swine breeders generally in any other part of Canada. And so these splendid records have been made

Maintaining The Pace

"I would like to point out, however, that the forward steps in any project are not difficult. The holding of that clip, however, is hard. Do not let us run away with the idea that our results have all been favourable, or that they are not difficult. The holding of that clip, however, is hard. Do not let us run away with the idea that our results have all been favourable, or that they are not doing a good job in other parts of Canada. Other top breeders are also making progress. We can never fully reach our ideals. We will always have some defects, some things that we could weed out.

"Personally I have been somewhat anxious about our breeding program, and its maintenance on a strong, aggressive level. I wonder whether our policy should not be extended into the field of further experimentation and research. I would like to see a controlled experimental policy initiated involving the crossing and use of other strains. The best Old Country, Landrace, and top Canadian strains might be embraced, but not released until definite and favorable results have been secured. I note that in Western Canada high prices have been secured for their breeding stock, and from the cuts that I have seen of this stock it looks to be of reasonably good type and quality. It is well worth our while to get down and see what is going on, and if any advantage can be secured to grasp that advantage, but as I have said, under a proper system of control.

"Let us not forget that we are facing a considerable criticism and new trends in swine production in Canada. We are out of the British market, and the tremendous influence of the British market and its discriminating demands on Canadian hog quality. Canadian consumers and American consumers are not as discriminating in their tastes as the British, and there has been a tendency to let down our top quality to meet the market under these new conditions.

Three Breeder Types

"We have possibly three Canadian-wise types of breeders at the present time. We have the top, skillful breeder that has a particular type of his own. It is not always the type that we would like, and that agrees with our slaughter test standards. We only have to enter litter mates of similar type and quality in our dressed carcass and breeding competitions at foremost shows to find that out. We go to the top in one, and the bottom in the other. We have the Advance Registry type where we are very definitely catering toward high records and special quality.

"This is where our Island hog men shine. And we have the third group who are gaining ground. They are not so fussy about the high level, type, for they say why bother with a Select type hog, with a small differential between a "B" and a top. We will go out and we will cross our strains with possibly a large English York, or with a Tamworth or Berkshire, or something else that is supposed to possess some mysterious merit, in the hope that an early maturing hog may be secured at lower cost of feed, and thus disregard the premium .We are having a few of these hogs come into this Province at the present time. I do not think this is desirable or good business. The practice ignores that fine type of hogs, and high quality we have evolved during the years, and this record should not be sacrificed by such inconsidered breeding practices.

Reasonable Premium

"The new differential on hogs now provides a reasonable premium for the man who is raising our present high class Yorkshire type. With almost 55,000 hogs grading in Select class last year, the present premium and bonus amounting to $3.50 for a 150-pound hog would mean a revenue in this connection of over $200,000. It is quite possible that Island hog producers, through careful feeding, management, and marketing accuracy, can produce 80,000 hogs, out of 100,000 marketable production, in the Select class. This would be in premiums alone an additional revenue of $280,000. The influence of the premium should not be lost sight of and should provide a great stimulus toward improving our hog industry.

"We should, at all costs, defend our position, and go forward with greater vigor, research, investigation, and effort, in promoting our improved Yorkshire strains. In this connection the greatest care must be exercised by breeders and the Extension Service. Do not let us think that we have reached the ultimate. We still have weaknesses to contend with. We cannot say that we have reached the ultimate but with the co-operation of our breeders, based on a sound, honest constructive program. Island hogs can maintain their unenviable position, out front in the world's quality production. These are problems that must be met, and I am sure that our breeders will meet these satisfactorily and successfully."

TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox And Mink Farming

This province is to be honored by welcoming here the second annual meeting of Canada Mink Breeders, an association which was formed two years ago and comprises most of the leading mink breeders of Canada. The Executive Secretary, Norman W. Shields, Fort William, Ont., in correspondence with B. B. Jones, Bunbury, P.E.I., noted mink and fox breeder, states that delegates from every province will be in Charlottetown to the above meeting on August 23-24-25. Several other provinces in Canada would welcome this meeting but Prince Edward Island for several reasons was preferred. While the Association is not old in years many of the mink breeders are men of long experience in breeding fine specimens of this beautiful little animal and they have bent their energies to producing the finest in quality.

Mink farming has made great strides in the past ten years for the reason that short-haired furs have taken over the place once occupied by such longhaired furs as silver fox. Quebec has always been noted for its fine quality mink but now the Atlantic to the Pacific there are hundreds of ranches vieing with each other to produce top quality specimens. It is a fascinating industry and if one wishes to depart from the production of standards there are dozens of mutations that will intrigue one. The backbone of the industry, however, is the standard mink and some of the best specimens of dark mink are produced in Nova Scotia, New Brunswick and Prince Edward Island. Locally we have not been as enterprising as the other provinces in adopting mink farming. We held too long to silver fox, but there are signs that mink farming will be growing all the time in this province.

One reason for this is the fact that we have practically no diseases such as affect mink in the West and throughout the United States. Distemper has made very little inroads here and a well managed ranch with good sanitation is practically exempt from it. Then again food supplies are plentiful and now with fish processing plants in Souris and likely in other parts of the Island and supplies of horse meat that can be bought quite reasonably, the Prince Edward Island rancher can produce mink more cheaply from a feed stand point than anywhere else in Canada or the United States. This is also true of many places in Nova Scotia and New Brunswick, particularly the Bathurst area of that province. It will be a great boost for mink farming to have these clever men from the other provinces come here and discuss their problems. We understand it was Dr. Rendle Bowness, noted authority on mink and nutrition who proposed Charlottetown as the meeting place. Dr. Bowness is a native of Prince Edward Island and is now nutritional advisor for Master Feeds, Ltd, Toronto.

The program in brief is as follows:- Monday, 23rd August—9.30 a.m., Official opening by a Prince Edward Island speaker; 10 a.m., Registration of delegates; 10.15, Reports of Executive Secretary, Treasurer, President; 12 noon Lunch; 1.30 p.m., Address by Mr. Albert Woodley; Reports; Tuesday, 24th August, 9 a.m., Introduction of Auction Company Officers; Report on CMB sponsored sales EMBA mink; Formation of CMB Marketing Board; Discussion on EMBA coming sales; 12 noon, Lunch; 1.30 p.m., Resume discussions. Wednesday, 25th, August, 9 a.m.; General open discussion; 11.30, Election of officers and appointment of committees; 12 noon, Lunch; 1.30 p.m., Unfinished business; New business; adjournment.

Consumer demand for mink garments is on the upswing in Argentina but sales are restricted because of a very limited supply of skins, according to Jose Feldman, Buenos Aires furrier in New York on a buying trip. Mr. Feldman estimates that Argentina could absorb about 40,000 skins if they could be imported into that country. Imports of furs to the Argentine have been curbed since 1947, he said. Mink ranching in Argentina was begun in 1934 and the largest mink farm there has about 4,000 animals with a crop of about 1,700 skins. Mr. Feldman said he had just purchased 300 females in standards, wilds and mutations to add to the stock of a ranch outside of Buenos Aires that he was interested in. Besides those mentioned there are two other ranches, one with 600 animals the other with 200. He states that the production of Persian lamb now amounts to about 25,000 pelts annually, mostly low grade skins.

Many fox farmers will remember when the Argentine was our best market for silver fox and mutations. That was before the days of Dictator Peron and trade was a two way street with Great Britain buying vast quantities of beef and the United States and Canada taking their share of imports. The whole economy of the country has gone to smash under Dictator Peron. A pleasant recollection we have was in 1945 when four platinum pelts from the McLure and MacKinnon Silver Fox Farms Ltd., were sold through the Canadian National Silver Fox Breeders Association to a buyer from Buenos Aires for $225. each. That was the top price of the offering. The same buyer had been purchasing silver fox and mutations for several years. Prosperity was great at that time. Everyone had plenty of money and it is sad to think that one man's ideas could upset the economy of a great country so badly.

Eleven mink garments in mutations and standard ranch type are to be shown by Canada Mink Breeders on the Canadian Government booths at the British Industries Fair in London May 3 to 14 and at La Foire de Paris, France, May 22 to June 2. Selected from current stocks of the T. Eaton Co. Ltd., Montreal and Toronto stores, they were previewed to fashion writers at Eaton's and will be exhibited in the Montreal store's windows prior to being shipped by air to London on April 22.

The garments have been chosen to illustrate the diversity of mink types now being produced in Canada and to point up the strides which breeders have made in developing mutation shades such as EMBA Cerulean and Lutetia through selective cross-breeding. They were selected for both beauty of pelts used and for garment craftsmanship. Norman Shields, executive secretary, Canada Mink Breeders, is going to Europe to attend the two trade presentations. W. M. Ritchie, chief, fur inspection service, Canadian Department of Agriculture, also will be in the booths in both London and Paris. The two most costly garments in the $41,000 collection are priced at retail, at $7,500 apiece. One is a Lutetia three-quarter coat and the other a full-length in Cerulean.

Other types are Royal pastel in a full-length garment and a deep caped stole; Cerulean also in a three-quarter coat with slit sides, and a stole; silverblue in a jacket and cape-stole; and dark standard mink in both a jacket and a full length coat. Mink breeders here, previously have exhibited show garments in some of the European fairs but this is the first time a collection of this sort is being taken to both London and Paris expositions. The Canadian Government booths at these events also are expected to show some examples of other Canadian furs, including ranchbred fox, Labrador otter and wild mink. The mink presentation is entirely a prestige show designed to catch the attention of visiting foreign buyers and to promote the story of Canadian-bred mink of topmost quality to the public at large. No orders will be taken but trade inquiries will be channelled back to supplier sources.

NEWSY NOTES

By J. A. Clark, D.Sc.

AN OIL PIPE LINE ACHIEVEMENT

The year 1953 will go down in history as the year when two great crude oil pipe lines were completed. The Trans-Mountain, from Edmonton, Alberta to Burnaby, near Vancouver, B.C., is 718 miles long; it crossed the Fraser 10 times. We saw large supply depots with many hundred lengths of "super inch" pipes and great quantities of other supplies at many points as we travelled along its full length, three times, on the C. N. Railway, between May and July 1953. It wound its way over the Rocky and other mountain ranges, through valleys and muskegs; in all it crossed 72 rivers and creeks and was completed in the record time of 18 months at a cost of $93 million. The Interprovincial which had been completed in 1950 from Edmonton through Alberta, Saskatchewan and Manitoba to the International border, and then on to Superior, Wisconsin, a distance of 1129 miles, — because it was laid for the most part through level prairie lands, cost $85 million.

• • •

In order to maintain a continuous flow of crude oil to the Sarnia refineries, an extension to the Interprovincial was completed in 1953 from Superior, Wisconsin, to Sarnia, Ontario, 643 miles at a cost of $72 million. This now maintains a continuous flow of crude oil, which was formerly interrupted when the Great Lakes tankers had to tie up for the winter. This line's capacity will be 300,000 bbls. per day.

Canada has invested to date in her two Big Pipe lines $250 million. These systems, with their pipe line loopings, and additional pumping stations gives Canada 2500 miles of basic trunk pipe lines. They will have a capacity for transporting a total of 500,000 bbls. per day of western crude oil, East to Sarnia and West to Vancouver.

The achievement, which was a unique engineering feat, that we write about, occurred on the Sarnia-Superior extension of the great Interprovincial line; at the Straits of Mackinac, which at the point chosen to take the pipe line across between Lake Michigan and Lake Huron, was 4¼ miles wide. Pipe lines have been laid under water many times in Canada and the United States; in Newsy Notes of January 12th, 1952, we told of how they laid a Big Incher" across the Hudson River, near the George Washington Bridge, and on account of the Palisades, it was necessary to adopt a new method to lay that pipe; neither could this pipe be laid as the one across Hamilton Bay in 1952, which was floated across on pontoons and then sunk into its prepared trench.

• • •

The Mackinac Straits between the Great Lakes have an enormous amount of shipping that could not be interrupted at the time, so it was decided to assemble enough pipe to lay two "Big inch" pipes, 20" each and pull them 21,000 feet across the Straits. These two would carry the equivalent of the main "Super inch" pipe which was 30 in diameter. There were other difficulties to overcome, the Straits had water currents, that vary and shift from day to day, and vary greatly at different depths. There were under water side hills, where the 20" pipes would have a strong tendency to roll. The pipes had to descend to 243 feet below the surface at their greatest depth. Even the weather could be bad, turbulent and uncertain and ships had to be used during the undertaking.

Pipe line experts were secured from different countries. One had had experience laying pipe under water in the Persian Gulf. Captain George Tucker, who had helped salvage the Normandie in New York, used a two-way radio and signal lights, as he directed the operation, from a control tower on the north shore of the Straits at Point de Barbe. Some of the best soft-pipe welders were among the 250 workmen on the job.

• • •

It took many months of preparation, the bottom had been photographed and mapped. A deep trench was dredged out from both shores to where the water was 65 ft. deep, but in the middle section the pipe was laid on the bottom. The pipe was 13/16" thick, Grade A seamless, open hearth, and very soft so that it would fit into the uneven contours of the bottom of the Straits. It weighed 166 pounds to the foot and to overcome this dead weight, small, white, air-tight buoys 38" in diameter and 4 ft. long were fastened along the top of the pipe at 66 ft. intervals which reduced the weight of the pipe in the water to 6 pounds, to the inch. These could later be released by a trip rope when the job was completed.

Lengths of pipe, 27 ft. long, were welded on the north shore, into 8 strings of pipe each 2,500 ft. long. These were covered with fibre glass wrapping with a preservative coating of tar added. The under part of the pipe had wooden slats held in place by steel bands, that made a kind of a sled of the pipe when hauled across. The welds were made stronger than the pipe itself.

The Cable

A 2-inch, many ply steel cable, was first laid in the ditch from Point McGulpin across the Straits by the derrick boat Cherokee. From the water's edge, 2,500 ft. back to the winch, a 1¾-inch cable was used as it could easily be repaired. The winch, a large diesel, had been anchored in a concrete foundation, that was embedded in rock, on Point McGulpin near Mackinaw City, on the south side of the Straits. Engineers had calculated the tons of pull required, but coud not be sure of the resistance that might occur.

The Start

On the afternoon of August 5, 1953 the boat Cherokee started laying the cable. It took more than three days to complete the job and attach the cable to the pipe, instead one day as estimated. Sunday morning August 9th, Captain Tucker shouted: "Let her go." A lever was pushed and the cable tightened, lifting it off the ground, the dynamometer registered a pull of 20 tons, 30 tons and on up. The first pipe entered the water at 2.41 a. m. Sunday morning. It stopped at 5 a. m. with the "winch broke down," its main shaft had snapped. The first string of pipe was still 60 ft. short of where it was to be welded to the second string. Five diesel caterpillar tractors were hitched on, which moved the pipe 1 ft. when the cable snapped out under the straits.

Divers found the break 65 feet from the south shore and attached another cable, and by Monday afternoon the pipe had advanced so that the first weld was completed. The second pull went well for 2494 feet then six feet short of the second weld, the main drive chain of the winch broke. The side-boom tractors were able to bring the two ends together so that the second weld was completed and the winch repaired. The third pull went well until 7500 feet of the pipe was in the water, then the winch again failed, so horsepower or "horses were changed in mid-stream" and a big steam winch, from the boat Cherokee, was installed that could pull 100 tons. This change took two days and proved satisfactory, so that the pipe moved steadily across the Straits.

After the 8th string of pipe was welded on Captain Tucker moved his headquarters to Point McGulpin and was there, to see the pipe that had entered the water 21,000 feet away, emerge. He said "There's your pipe boys," at 8.15 p. m. Saturday, August 15th, 1953.

Having learned from their difficulties, they pulled across the Straits, the second 20" pipe, at a point just 1300 feet east of the first one, in about 2 days and 15 minutes. The oil that flows through these two pipes comes from Duluth in a single 30-inch pipe and goes forward from the Straits to Sarnia in another 30-inch pipe. The Interprovincial is said to be the world's largest crude oil pipe line and extends from Edmonton to Sarnia a distance of 1772 miles.

Soil Conservation And Related Problems

Excerpts from a Report by the Prince Edward Island Branch of the Agricultural Institute of Canada.

SUMMARY AND RECOMMENDATIONS

In the preceding pages an attempt has been made to outline present conditions pertaining to soil fertility, the use of land, soil erosion, wild life, depletion of forest resources and the lowering of water supplies in Prince Edward Island.

Pending an all-out campaign to improve these conditions, remedial measures have been suggested. Recommendations may be summarized as follows:

1. Detailed surveys should be undertaken to determine the location and approximate acreage of:

(a) Land which, by reason of soil type or drainage conditions, is unsuitable for farming, when average costs of production and prices for farm products are considered.

(b) Land unsuitable for agriculture but well suited for natural or artificial reforestation.

(c) Land at present giving low returns, owing to the depletion of fertility; but which could be restored economically with good management and access to money at a low rate of interest.

(d) Good land but particularly susceptible to erosion because of topography.

(e) Land highly productive at present, and on which fertility is being maintained or increased.

(f) Land particularly subject to erosion. Extent of erosion damage to date.

(g) Land suitable only for scrub by tree growth, the production of some specialcrop such as blueberries or cranberries, or for the conservation of water from snow or other sources.

(h) Land which might be tile drained profitably, provided that assistance in the form of drainage surveys, purchase of tile at wholesale prices and advice on installation is given to the owner.

(i) The draining of land marginal or submarginal for agriculture should be prohibited. Too much water is already going over the surface to the sea.

The detailed survey should determine also:

(a) The location of old milldams which might be restored for the conservation of fish, game and water supplies.

(b) Areas where farm ponds may be constructed economically.

(c) The extent to which the growth of trees and shrubs along the banks of brooks and streams has been destroyed.

(d) The location, extent and nature of peat and muck deposits for which economic use may be found in the future.

FAMOUS CORPS

The United States Marine Corps was founded in 1775 as an independent service.

Pilot Killed

—SNS Photo

The RCAF is investigating the crash of a T-33 jet trainer at Gimli, Manitoba, in which the student pilot, P. O. H. E. Phillips, 20, was instantly killed on a routine training solo flight. Officials believe the jet went into a sudden dive just after taking off and crashed near the end of the runway. Phillips, a Toronto man, joined the RCAF five years ago and remustered for air crew last year. He was to have received his wings, May 21.

EVINRUDE
Big twin
OUTBOARD MOTOR
Find your local dealer under "Outboard Motors" in phone book yellow pages.
EVINRUDE MOTORS | Peterborough Canada

Enquire at
W. R. JENKINS
208 Great George Street

NOTICE OF PLEBISCITE

'A SCHEME FOR MARKETING POTATOES'

Under authority of "The Agricultural Products Marketing (Prince Edward Island) Act the Provincial Marketing Board will conduct a poll by mail of the registered potato producers of the Province to determine their will with respect to the operation of the P. E. I. Potato Marketing Board.

All growers who have purchased licenses during the 1953-54 Season are considered to be registered. Growers wishing to obtain licenses may do so by applying immediately in person or writing to the P. E. I. Potato Marketing Board, 123 Kent Street, Charlottetown.

The Provincial Marketing Board
W. R. SHAW, Chairman
H. J. McDONALD, Member
J. L. DEWAR, Secretary