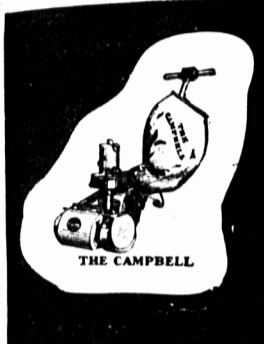


TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox And Mink Farming

The first auction sale for upwards of two years in which a large quantity of silver fox and its mutations were sold was the Canadian Fur Auction Sales Co. Ltd. vendue at Montreal February 5th. A very good report of it has been released by the Canadian National Silver Fox Breeders' Association, Summerside, P.E.I. who were large consignees to that sale. Here it is: The Canadian Fur Auction Sales Co. (Quebec) Limited con-

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implemented only in its initial stages, and it is entirely too early to predict what measure of success it will achieve.

"Mink: At the Canadian Fur Auction Sale, 57,330 mink of all types were catalogued. This collection of mink met with very strong demand, and large clearances resulted, with prices generally stronger than in the December sales. Platinum mink pelts and their related colors, as well as Pastels realized relatively high prices. Attendance during the selling of the mink catalogue was large, and bidding active. Recent auction sales held in both New York and London have met with very satisfactory results, and it is evident that mink continue to be the number one item in the fur trade."

A trial suit has been brought by the Midwest Fur Producers Association against the Mutation Mink Breeders Association and was heard at the Wassau, Wis., last Tuesday. The case is to determine the validity of Silverblu and their trade marks claimed by Mutation Mink Breeders Association and to secure cancellation of certain registered trade marks on both mutation mink pelts and mink garments. Part of the complaint charges violation of anti-trust laws.

Some second-hand fur garments from the United States placed on sale in a retail fur shop in Frankfurt, Germany, last week caused a near riot which mobile police were called upon to quell. These furs were shipped to Germany from the United States via Holland after they had been dry-cleaned, disinfected and treated in a DDT test bath. Most of the coats were in good condition and were racoon, muskrat, persian lamb, etc. They retail between \$5.95 and \$29.75 for small sizes. Normal sizes were higher. The American Stock, a Dutch company, buys up second-hand goods in cheap lots and sells them not only in its main office in Amsterdam but also in branch offices in Germany, of which there are three in Hamburg.

Mink men mailed in another prop to support the already strong ranch mink structure as they purchased about 98% of the 40,000 standards last week at the Hudson's Bay Company's fur sales, New York. An auction house reported sales as advancing 10%

-NEWSY NOTES-

By J. A. Clark, D.S.

FORD MODEL T INCIDENTS

The first car owned by the Dominion Experimental Station, Charlottetown was a Model T Ford, that had been used by another department of the Federal Government. It had met with an accident when being driven the previous winter, when the piston shaft had broken through the side of one of the cylinders. The car had been abandoned for the winter where this happened. At that time, during World War I, was almost impossible to secure authorization to buy new equipment for the Station. Money was available for repairs, however, so that we were able to arrange to transfer, buy another engine, and we had a car that gave efficient service for many years. A trip was made to Tignish in West Prince County, about the time the Western Road from Summerside to Alberton was under major repairs. Long stretches had been ploughed, and some grading was being done at the time, clay was being hauled to cover stretches of corduroy. We started west with chains on all four wheels, and though the axles frequently dragged and levelled sods, fair time was made until just beyond where the Tory Road joins the Western Road near Portage. On the curve around the Lot 10 Bottomless Lake, the chain on the right front wheel caught on the end of a stick in the corduroy, and as there was only direct steering assembly, it jerked the steering wheel out of the driver's hands. The car landed in the ditch, out remained upright, it was backed onto the road and one of the first automobile trips to Tignish was completed without any serious mishap.

During our trips to Prince over the January 6th dark mink sale. Export purchasing helped mainly the bidding by local dealers and manufacturers. Almost three-quarters of the males brought \$20 and up with the \$20 to \$24 bracket accounting for an estimated 46% of the total sales. About half the females ranged from \$12 and up while the \$10 to \$12 bracket constituted about 50% of the offering. In the opinion of the sales room standard ranch mink prices are continuing fully firm compared to a year ago and in many cases pelts are bringing better prices than the 1952-53 season.

And here is a report on the Hudson's Bay Company's fox sale which states that blue fox fresh goods, advanced 5%, silver fox fresh goods, very firm. Here are the prices: Blue fox, Scandinavian, pale, £7 sterling; medium, £6 15s; dark, £6 5s. Silver fox, Scandinavian, full silvers, £8 sterling 15s; three-quarter silvers, £7 15s; half silvers, £9 15s; quarter silvers, £8 10s. The pound is worth \$2.80 in Canadian money.

A despatch from Oslo, Norway, dated February 17 has the following: An offering of 2800 blue fox was 95% sold at an average price of 108 kroner (\$14.42) and a top of 175 kroner (\$24.50). Some 3000 silver fox were 51% sold at an average of \$12.46 and a top of \$27.10. These prices were along the same lines as the previous day's sale except for the better prices paid for top quality blue and silver fox. With reference to the above, the best price in Norway is the top price we have seen anywhere for an auction sale of silver fox and the best average. Of course the quantity was not large.

Standard mink for the account of the Great Mink Association advanced 10% from January levels at the Hudson's Bay Company's fur sales, New York, February 16. In the afternoon sale of standards, levels were running along the same lines with observers reporting approximately 90% of the goods moving. An official of the auction company reports on the C.L.M.A. collection as follows: An advance of 10% was recorded for an average collection containing only a few choice strings. Competition was keen with purchasing widespread. Section 1, 15-791 was 97% sold top males \$38, females \$10.25; section 2, 4,383, 100% sold, top males \$25.50, females, \$14.50; section 3, 8,943, 85% sold, top males \$21.50, females \$12.50; section 4, 3,935, 98% sold, top males \$25.50, females \$11.00.

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Drive out ACHES JUST RUB IN MINARD'S LINIMENT

There were only about two other cars then in the parish. The priest said he did not have gasoline, and suggested that they get the other cars. He was told they had tried both, one owner was away and the other could not be secured. He then said: "Get me gasoline, and I will be with you."

When they arrived at the patient's home, they found he had suffered greatly; the doctor had done what he could to ease his pain and fix him up for the trip. The patient was placed, with cushions about him, in a lying position in the back seat, with another man to take care of him during the long trip. The hospital was notified by telephone, of the emergency case which was on the way. The drive through the dark night seemed endless, with the sick man moaning behind the driver. When they came to the Old Quagmire Bridge across the Grand River, near where the road from Wellington joins the Western Road, there was a long stretch of corduroy road, with its sudden ups and downs. The doctor's medicine had taken effect, and the patient was lying on his back, relaxed, on the back seat, supported by his companion, as the car bounced up

and down. Suddenly he sat up and said: "I'm cured." They asked him what he meant, he said he did not know, but the pain was all gone (thanks to the corduroy and the Model T). They proceeded another twelve miles to the hospital, where the attendants and nurses met them with a stretcher, to take the patient immediately to the operating room, but he climbed out and walked around the car, to their amazement. The operation was successful, and later the patient returned home, cured.

One evening, just at sundown, at the County Line, on the road from Margate to Clinton, the engine in the Model T dropped down, and only the pedals catching on the floor boards prevented it from landing on the road. We scouted around and found six feet or more of barbed wire that was an extra at an end post, and two short sticks that we used as tighteners, we called them "swifters." In those days, mending kits and tools were standard equipment in cars. The barbed wire was taken across from the frame on one side, under the engine, after it was blocked up, nearly in line with the drive shaft, around the frame on the other side, and the ends

securely tied, the car cranked, and we were on our way as darkness fell. We made very good time through Clinton, Stanley Bridge, Cavendish and had started up the hill beyond South Rustico, when my companion said there was a smell of something overheating. We stopped, raised the hood, and found that when the engine dropped, it had pulled off the hose connection to the radiator. We had driven about twenty miles and were half way to Charlottetown. We got water, connected the hose, filled the radiator, and were home in a little while without further mishap.

Our biggest surprise came the next day, when we went to a Ford garage, expecting delay and a large bill, to find that such trouble had been anticipated, and in place of the two cleats that had been soldered on to the engine base on either side and bolted to the frame, two new cleats were supplied and bolted in holes that were already in the engine, and to the frame. The replacements were quickly made, and the charge, we remember, for the job, was about \$5.00. There were countless times when, Continued on page 12

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