

MODERN FARMER

- NEWSY NOTES -

By Agricola

THE BLACK-THROATED GREEN WARBLER

This Warbler is classed as "common" in the 1916 Bulletin, but is not mentioned in Bain's "Birds of P. E. Island." (1931) Several were observed at Pownal in 1936, by Miss Maude M. Jones, and one was seen at Victoria Park, City, on Aug. 21, 1936 by Mr. Thos. W. Stewart of Ottawa. All three New Brunswick lists call it common in that Province. This bird is not handsome or brilliant but it certainly is striking — the contrast between the black throat and the white breast being most conspicuous.

Black-throated Green Warbler. AOU, 667. Summer Resident. Common — 1916. Male adult: cheek patch and a line over the eye; ear-coverts dusky; rest of head, and the upper parts olive green. Wings with two white wing bars each; throat and upper breast black; lower breast and belly white, sometimes tinged yellow; sides streaked black. Inner vanes of outer tail feathers white, outer white at the base. Female similar, but black of throat and breast more or less mixed with yellowish. Length of adult 5.10 inches.

THE ROSE FISH

In a recent article in The Guardian, anent trawlers (or draggers, as they are inelegantly termed here), it was stated that Rose Fish were plentiful in the Gulf of St. Lawrence. I'd never before heard of Rosefish and tried to find out something about them. That excellent publication "The Marine Fishes of Nova Scotia," gave me the first information.

The Rosefish takes its popular name from its rosy hue. Its Latin name, *Sebastes marinus*, was bestowed by Linnaeus in 1758. The fish, which has some peculiarities in shape, is known to reach a length of 27 inches, and weigh 12 lbs. at most. It has 14 or 15 spines in the first part of its dorsal fin, and the edge of its chest (gills) is armed with rather large pines. Its eyes are large.

The Rosefish is "common" throughout our whole region in water of about 20 to 50 fathoms in depth, and is particularly abundant during the winter months. As many as 2,000 lbs. per haul may be taken by the steam trawlers. The "Marine Fishes" goes on to state that this fish is without economical importance at present (1926), although the flesh is very tasty; it is regrettable that it is not generally used for human consumption in Canada. This was not the case in the U. S. A., it is stated that "Gloucester has grown prosperous on the money derived from the Rosefish landed there."

The curious reader will find a copy of "The Marine Fishes of Nova Scotia" in the Public Library, City, it has no index, but a figure of the Rosefish is given on page 93.

ANOTHER GIBRALTAR?

The Rock of Gibraltar has long

been recognized as an emblem of massive strength. Ceded to Britain by the Treaty of Utrecht, 1713, it has frequently been besieged by the Spaniards, their most famous attempt lasting from 1779 to 1783. It is still British! The merest glance at the map will show how it dominates the Mediterranean Sea.

It is not generally known by the Western public, says an English magazine, that the Russians aided by German experts, are very busy converting the island of Saseño into a second Gibraltar, plus a strategically situated submarine base.

The Albanian port of Valona lies in a land-locked bay just opposite the heel of the Italian boot" and at the head of the bay is the island of Saseño. It consists of two and a half square miles of rock and cliff rising abruptly from the sea to a height of over a thousand feet! It is honeycombed with caves and tunnels and is more formidable than Gibraltar already. Its caves are equipped to hold great numbers of troops and huge stores.

Saseño, despite its potentialities, had attracted so little attention that Russia was able to take it over unchallenged. Early in 1943 the island — till then abandoned — was taken over by a band of Albanian guerrillas, whose chief took his orders from Moscow. The mayor of Valona objected to this action, but the Albanian puppet government said that any future protests would come under the heading of acts of rebellion.

Now the MVD (Soviet Secret Police) moved in and "sifted" the people of Valona. Those who did not pass the test — about half the population — were ordered out of the city and the adjoining district. Those who remained could not leave without a pass.

Next, Soviet vessels entered the port and discharged loads of ragged deportees from the satellite countries, brought in to provide slave labour. They were housed in hastily improvised camps, and heavily guarded.

The Valonians and other residents of the region were ordered to register for employment on a "construction project." (Among the eligibles were boys and girls of 13, and the inmates of an old people's home.) The work, as they soon found was hard, the hours long, the pay low, and the food poor. Though the Russian guards are ruthless, they are not entirely efficient and because of Albanian sympathy, there are escapes from time to time.

In the summer of 1948, a group of Soviet officers, army engineers, and German experts arrived at Valona. They requisitioned the best houses in the town, and turned out the owners without notice. The experts were pleased with the tunnels of the Italians, former owners of Saseño, but otherwise found much to correct. The guns were very obsolete, the range of the torpedo-launching devices inadequate, and there was no anti-aircraft protection. One side of the island is, by its nature, suit-

N. S. Farmers Elect Officers

TRURO, N.S., Dec. 30 — (CP)— Terrence H. Thompson, Antigonish has been elected president of the Nova Scotia Farmers Association, succeeding Albert Whitaker of Yarmouth.

Other officers named at the Association's annual meeting today included: Mrs. K. M. Desjardines, Antigonish, health committee; and Douglas Kemp, Grand River, Ralph McKichan, Cleveland and M. J. MacRae, Middle River, directors.

Fertilizer Formulae And Rate Tests For Potatoes

The potato crop in New Brunswick is of considerable importance, being exceeded only by hay in total value. In 1949, an acreage of sixty-one thousand produced an eleven million dollar crop. It has been tentatively estimated that the annual fertilizer consumption in producing this crop costs in excess of two and a half million dollars. These data indicate the value of this crop to the provincial economy and further demonstrate the relative importance of fertility trials with potatoes which are being conducted under the direction of the Dominion Experimental Station at Fredericton, N. B., says A. A. MacLean in charge of soil investigations there.

A fertility experiment with potatoes has been conducted at the Illustration Station at Centreville for the past six years. This test is located on a Caribou soil which is typical of that found in the commercial potato growing areas. In this trial potatoes have been grown in a three year rotation with oats and clover. Best results have been obtained from formulae containing 80 pounds of nitrogen, 240 pounds of phosphorus and 100 pounds of potash, or approximately 1,500 pounds of a 5-16-7 formula. In another part of this same test information is being sought regarding the most economical rate using 1200 pounds of this fertilizer or 800 pounds in conjunction with ten tons of manure.

Another potato fertility experiment has been in progress on a Carleton soil type in the Keswick area for the past three years. In this instance potatoes have been grown on an old hay sod each year. Present trends suggest the use of formulae containing 80 pounds of nitrogen, 160 pounds phosphorus, and 180 pounds of potash. This is the equivalent of approximately 1,500 pounds of a 5-11-12 formula. In these fertility trials, the starch content, which is taken as the criterion of quality, has been found to decrease as the potash content of the fertilizer is increased.

able for submarine pens, and these have been constructed. It would take another Note to do justice to this topic, but I conclude with an account of the "Walther U-boat" which was developed by the Germans at the end of the War, and is now, according to rumour, to be found in quantity in the new Saseño pens. The Walther engine is a turbo-diesel, using combined oxyhydrogen and diesel-oil as fuel; it does not require a schnorkel exhalator, operates at any depth for any length of time, and can drive the submarine under water at 26 m. p. h. The schnorkel-craft can travel, submerged, at 16 m. p. h. Engineer Walther, who invented both engine and craft was captured by the British, but no information has leaked out about him.

Saseño is going to be a terrible threat to the Mediterranean, if only neighbor Tito could again be brought into the fold!

mounted on the front-end axle and wheel assembly from a light automobile. Commercial axles and wheels may also be used in the construction of light trailers and the unit can be assembled with or without springs. Low pressure tires are desirable to make the trailer ride more easily. For trailers of greater capacity, motor truck front axles are recommended.

Sometimes a low-slung wagon with ramps is required for loading equipment or supplies. Such a trailer can be made by suspending the wagon box between a front and rear axle and wheels. The assemblies from a one and a half or two ton motortruck can be used for this purpose. Heavy duty trailers can be used to great advantage on many farms, and for such work the trailer frame and platform should be sturdily constructed.

In hauling operations on public roads and highways every precaution should be taken to prevent accidents. All highway regulations should be adhered to and the tractor and vehicle should be under complete control at all times. For instance, safety chains between tractor or automobile and trailer are compulsory in many districts. Light tractors with heavily loaded trailers should be operated at moderate speeds and in low gear going down hills. "It is important" the author points out "that brakes on tractors be locked together or applied evenly with caution when hauling a loaded wagon or trailer."

How To Make Farm Trailers

With the recent advent of the rubber-tired "trailer" on the farms of Canada, farm transportation has been considerably speeded up. It was probably the growing popularity and availability of the rubber-tired tractor that made the farmer go after a trailer to suit; from 10 to 15 miles an hour. He wanted it for hauling produce to market and for use around the farm. The rubber-tired equipment puts less "drag" on the towing vehicle and the racks can be made much lower for ease in loading.

It was the problem of building racks to fit these new farm vehicles that had most farmers at a loss. The farm engineering experts of the Canada Department of Agriculture came to their aid recently with a special publication designed to give them all necessary details on such construction. The publication, "Farm Trailers, Wagons and Racks" by W. Kalbfleisch, J. M. Armstrongs, D. J. Cooper and A. I. Magee, of the Agricultural Engineering staff may be obtained from the Department of Agriculture on request.

The bulletin, which is fully illustrated, gives the steps necessary to construct the particular kind of trailer required, and lists the material needed to do the job. A half ton trailer with removable side racks, for instance, can be

Early Frost Hits 1950 Grain Crop

By ALAN VICKERY (Canadian Press Staff Writer) WINNIPEG, Dec. 30 — (CP) — Heavy August frosts cut Western Canada's 1950 wheat crop sharply from an estimated 544,000,000 bushels to 427,000,000 bushels.

The output still was 90,000,000 bushels more than in 1949, but only 12,000,000 bushels qualified as top grade.

The frost, a late harvest, scarcity of railway boxcars and lake ships combined to cut export business — wheat available for export being about 8,000,000 bushels less than in 1949.

Saskatchewan was hardest hit by the unseasonable frost — first severe early frost since 1928.

The large slice of frozen grain in the year's harvest — and the subsequent low grades received by farmers for their harvest — brought demands from farmer organizations for a change in the grading system.

But the Board of Grain Commissioners and other expert bodies urged caution in disturbing a grading system which over the years has won world confidence in the quality of Canadian wheat.

A preliminary estimate of field crops by the Bureau of Statistics valued the wheat crop at \$435,400,000 as compared with \$612,870,000 in 1949. Barley was valued at \$118,350,000 as against \$142,880,000 last year. Oats, rye and flaxseed all were higher this year.

The over-all total value of the five crops, however, was lower — \$708,550,000 this year compared with \$812,674,000 in 1949.

The Board of Grain Commissioners, which graded only 12,000,000 bushels of wheat as No. 1 northern, said 67,000,000 bushels would grade No. 2 northern; 77,000,000 as No. 3 northern; 62,000,000 as No. 4 northern; 195,000,000 at lower grades. The first three are the choice milling grades.

Durum Wheat Yield

The harvest of Durum, or soft wheat used for macaroni and similar products, totalled 19,000,000 bushels.

Another development of the 1950 grain season was the announcement in April by Trade Minister Howe of a \$1.40 initial price for wheat for the 1950-51 crop.

Many agricultural leaders in the west termed the price "disappointing," but described as "fair" the initial price of 65 cents a bushel for oats and 93 cents a bushel for barley.

They said they thought the initial payment for wheat should at least reach the \$1.54 minimum price under the international wheat agreement.

Meanwhile trading continued on the Winnipeg Grain Exchange as it had done since the Wheat Board took over the marketing of oats and barley on Aug. 1, 1949.

Following are the high and low points reached in the four top grades of futures commodities on the Exchange during 1950 (all prices cash basis the lakehead):

Oats — No. 2 Canada West: High \$1.24% (June 1); low 78% (Jan. 19).

Barley — No. 2 C. W. 6-row: High \$1.86% (July 4); low \$1.24% (Jan. 21).

Rye — No. 2 C. W.: High \$1.71 (Dec. 18); low \$1.35% (Feb. 7).

Flax — No. 1 C. W.: High \$4.13% (Dec. 18); low \$3.52 (Jan. 21).

Practically every one of these buy back lots sold in September at prices well above the buyback figures. These are definite indications of the trend. They should be considered when planning the season's operations. The rancher who has carried a good herd thus far is justified in risking one more year. It looks like good business to stay in when the interest in the fur trade is maintained, when price improvement is evident, and when the supply is getting smaller. Another bright sign is the fact that fur is again being chosen by the

well-dressed women. The fox stole and fox boa are dominating the fashion scene and the smartest women are wearing them to the theatre and the smart luncheon spots.

On November 1, Women's Wear Daily had this to say: "Fox stole struck the newest note by far at the opening of the 67th National Horse Show at Madison Square Garden last night. The early crowd was quite dressy, and among those in formal clothes, small stoles of platinum, white and silver fox stood out as really new looking." Thus we see that fox is in fashion again. More and more designers and manufacturers are acknowledging this fact and acting accordingly. The Master Furriers Guild of New York has announced that it will push fox at fashion shows. Those ranchers who never lost faith in this glamorous fur may soon be able to profit from the fact that they refused to give up the sheep.

An International Pet Show will be held at Marshfield, Wis., on January 10-11-12. It is sponsored by the Wisconsin Fur Breeders Association. January 10th will be entry day. The judging will start on Thursday and continue on Friday when pelts will be on public display from noon until 6 p. m. A style show will be presented from 8 p. m. until 9 p. m. Classes will be open to all breeders of the United States and Canada and will be as follows . . . Silver Fox (light, full and pale) — Standard Silver, White Marked and Platinum, Standard, Silverblu, Silverblu-Breath of Spring, Pastel and Pastel-Breath of Spring.

The entry fee is one dollar per pelt and all pelts to be shown should be raw and shipped or delivered to the Show Committee, Wisconsin Fur Breeders Association, care of Hotel Charles, Marshfield, Wis., on Jan. 10. There is no limit on the fox pelts but a limit of five mink pelts in each class. It would be a nice thing if some of our outstanding Silver Fox breeders could see their way clear to

TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox and Mink Farming

The current number of the American National Fur and Market Journal has as its editorial, "Don't Give Up The Ship" and continues: "The fact that some ranchers have continued to raise silver foxes brings the above remark of a famous naval hero to mind. The naval hero was in dire circumstances—but he went on to win. Fox producers have taken a terrible beating over the last four years, but some of them have refused to give up the ship. They have developed fine herds and have held on to the best of their breeders. These courageous men deserve a reward for their efforts."

To state that the reward will come this year, or to infer that fox ranching will be profitable in 1950 would be false optimism. The probability is that the 1950 crop will produce profit for few if any ranchers. It is sincerely believed, however, that the turning point has been reached. Every straw in the wind supports that belief. One of those straws in the wind—and they frequently provide the best clues to the future — was the American National sale in September when ninety-four per cent of a mediocre collection of foxes was sold. Bidding was active. Several furriers commented that the collection was better than had been shown in some time. It just looked better because they were more interested. Actually, quality was no better than in the March and May 1950 sales. In fact, many of the lots were buy backs from the March and May sales.

send some pelts to the above show. We feel that Canadian ranchers would do well and it certainly would be an honor to win in an international show.

With the above we conclude our Fur Farming Notes for 1950. We confidently look forward to better times a year from now. We wish all our readers a Very Happy and Prosperous New Year.

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