Federation, House Group Exchange Farm Ideas

One of several committees set up by the Legislature to deal with agriculture under the chairmanship of Keith Harrington, MLA, met Tuesday morning with executive members of the Federation of Agriculture and a number of officials connected with agriculture. Each person present was asked to state briefly what, in his opinion was the main problem in agriculture. Suggestions ranged through farm size, over production, under production, management, cost price squeeze, low returns, and marketing.

The majority opinion seemed to be that marketing so far as this province is concerned is one of the real soft spots and that action in this direction would be very helpful. The discussion was a free-wheeling one and there was some very sharp differences of opinion on the score of remedies that might be applied to the patient. Nevertheless there was general agreement that the exchange of ideas was valuable and that there is much to be gained by the organization people meeting with the agriculturist committee of the legislature.

TAXATION

On March 12 the farm forums discussed the question of taxation for education, and the reports indicated a lively interest in the question.

First of all it was clear that the large majority of the forums reporting considered that a taxation system based entirely on property tax is no longer satisfactory or fair. Next there appeared to be a strong feeling that the time had come for the federal government to share to a significant extent in the cost of education generally. It is becoming evident that the amount and quality of education required for the future are going to require increased expenditures. It goes without question that it costs a great deal more to give everyone a high school education than is the case where the tap is turned off at grade 10 or eight or even earlier. In addition, to that there is a great deal more to learn about and more skills and training will be required, therefore, the question logically arises whether an agricultural economy such as ours can foot the bill for the inevitable growth in costs. There is nothing wrong with the constitution arrangement whereby the provinces are responsible for education provided, of course, that this fact is not used as a pretext for keeping Canada as a nation out of the educational field.

FARM LOANS ACT

At the annual meeting of the Canadian Federation of Agriculture the following resolution was agreed to for presentation to the Dominion government.

"WHEREAS the Farm Improvement Loans Act provided a convenient source of low-interest rate loans, obtainable with a minimum waiting period; and

"WHEREAS the Act at present limits a maximum of $7,500 in loans to any one farmer at any time; and

"WHEREAS the cost of farm machinery and other farm improvements eligible under the Act, has increased in recent years with the result that the limitation of $7,500 is inadequate for numerous farmers;

"RESOLVED that the Federal Government be petitioned to consider raising the limit to a more realistic amount."

Speaking in the House of Commons on March 6 during discussion on Bill c-73, An Act to Amend the Farm Improvement Loans Act, extending by three years, the guarantee on these loans, and setting the aggragate limit of such loans at $400 million), Hon. Donald M. Fleming, minister of finance made the following statement:

"Reference was made to the limit on the individual loan. May I remind the Honourable members that the original amount of an individual loan under this legislation was $3,000. That was increased to $4,000 in 1953, to $5,000 in 1956, and to $7,500 in 1959. That last increase was, of course, the largest increase to date. It was an increase of 50 per cent in the previous total and I think under present conditions it can be regarded as reasonably adequate. Conditions, of course, could change and one recognizes that both with respect to equipment and to other investment in agriculture, today the stress is on an increase in investment."

Mr. Fleming's reference "and I think under present conditions it can be regarded as reasonably adequate," would seem to dispell any hopes that might have existed that such an increase might be obtained at the present time. However, as Mr. Fleming notes, conditions could change.

The amendment was passed by the House on March 7.

JUNE SET ASIDE

In his report to the annual meeting of the Dairymen's Association the President, Mr. Kitson made reference to some matters of a financial nature.

"I believe a great many people don't realize what the June Set-aside money is for. It is used exclusively for advertising and the management of advertising. Into the June Set-aside fund P.E.I. pays a little more than $8,000. On the June Set-aside in Canada we actually collected $360,879.16 but the June Set-aside potential based on one cent a pound butter fat on all milk sold of farms would be $704,305, therefore, we actually only collected 51 percent. Now what your assessment is of each factory is based on the pounds you produce and corresponding with what the directors vote for the running of the P.E.I. Dairymen's Association for one year. Of which $564 is paid to the Dairy Farmers of Canada for the operation of the Dairy Farmers of Canada and out of this $280 is for transportation for your director to all director's meetings. Which I think is a small amount of money for all Dairymen on P.E.I. I know some felt that the money they paid into the June Set-aside was paying for my trips as a director to Dairy Farmers of Canada. The Dairy Farmers of Canada budget for the year was approximately $40,000. I do hope that I have explained this so that you will all understand it and that if their is any questions you will feel free to ask them."

POTATO COSTS

Information on the cost of producing potatoes was collected during 1961 on 31 P.E.I. farms in the commercial growing areas. The acreage on the 31 farms ranged from five to 160 acres on the average 39.3 acres per farm. The labour necessary to handle an acre averaged 51 hours. When everything was added up the survey indicated a cost of $232 to grow one acre, and this figure included an "[illegible]" of $36.39 for labour.

Makers Of Automobiles Look For Prosperous Year

By STEWART MacLEOD
Canadian Press Staff Writer

Canadian automobile manufacturers are looking to 1962 as a great year for business. Some think it may be the best ever.

"There is every reason to expect more vehicles will be sold in Canada in 1962 than in any previous year," says Gordon Grundy, president of the Canadian Automobile Chamber of Commerce. And he predicts that Canadian-built cars will capture a bigger slice of the market.

A Cross-Canada Survey by The Canadian Press indicated that dealers throughout the country share this optimism. The manufacturers certainly do.

Says E. H. Walker, president of General Motors of Canada:

"Sales of passenger cars in Canada will set an all-time record . . . and production by the Canadian automotive industry will reach its highest level in six years."

SEES RECORD OUTPUT

E. K. Brownridge, president of American Motors (Canada) Limited, shares this view. "In 1962 more automobiles will be manufactureed in Canada than during any previous year."

President Karl E. Scott of the Ford Motor Company of Canada forecasts "a modest, but substantial, improvement."

Mr. Grundy, speaking now as president of Studebaker Corp., is "optimistic" about the company's success in 1962.

The only uncertain forecast came from President E. W. Todgham of Chrysler Corp. Success or otherwise, he says, depends on whether the federal government puts into effect recommendations of last year's Bladen royal commission investigation of the industry.

It called for removal of the 7½ per-cent excise tax on Canadian autos—already done by the government — and urged changes in duties on European imports as well as a degree of integration between the Canadian and U.S. car industries.

IMPORTS FALL

If the recommendations are implemented, Mr. Todgham says, there will be "a healthy growth" in the industry. If no action was taken there would be no "good reasons" for expecting marked improvement.

An estimated 437,000 passenger cars were sold in Canada last year. Imported vehicles held 23 per cent of this market, a drop of five per cent from the previous year, and many dealers throughout the country predict a further decrease for foreign cars this year. They say the Canadian-made compacts are slicing into this corner of the market.

The most optimistic dealers of all appear to be in Alberta where they predict sales improvements ranging from five to 40 per cent. In Edmonton both Chrysler and Rambler dealers predict 40-per-cent increases over 1961, and all other dealers, including those handling imports, predict boosts. A buoyant provincial economy is offered as the reason.

Quebec dealers are also delighted at the prospects. Harold Cummings, a major Montreal dealer, says "we have sold more 1962 cars so far than in any other previous year."

LATE SALES PUSH

British cars are selling well, he says, although other imports seem to have a smaller turnover.

Henri Desjardins, dealer in French cars, attributes the lower turnover to the fact that publicity campaigns are not begun until late March. "We don't experience ups and downs during the winter. The action comes when we start our annual push for sales in late March."

Dealers in Quebec City are forecasting an "excellent" year, and while no comparative figures are available they say there is a definite trend toward Canadian-built cars. "We are North Americans and we like comfort," says dealer Raymond Bedard.

All city dealers say there have been sharp increases in the sales of compacts.

In the Atlantic provinces, the outlook is generally bright. Nova Scotia dealers predict a better year than last year, with compacts forging ahead. Dealer Phil Carr-Harris of Dartmouth, N.S., terms the compacts "an astounding success."

COMPACTS FARE WELL

In New Brunswick, dealer John T. Clark says "we are reasonably optimistic." He, too, predicts higher sales of compacts. "This will affect the number of foreign cars but the total of smaller makes will be about the same."

Dealers in Prince Edward Island won't make any prediction until it is known how much farmers will be receiving for their potatoes this fall. In the meantime, dealers see a continuing trend away from imported vehicles, even though they may still account for 35-40 per cent of the market.

Newfoundland is one province where there is no indication of a drop in imports. Dealer Eric Pinfold says he doesn't know quite why but there has always been a good demand for British cars in the province. Generally, dealers look toward this year's business as a bit better than last.

In British Columbia, manager E. T. Orr, of Vancouver Motor Dealers Association, says business "should remain pretty well the same, but it depends on many things—whether we have an election, or a war, or somebody does something to upset the world applecart."

TAX HITS IMPORTS

British Columbia last year recorded a remarkable drop in the number of imported cars. While over-all car sales dropped 8.5 per cent, imports dropped 30 per cent. Mr. Orr attributes this to more attractive compacts and the increase in valuation of imported cars for tax purposes.

The Saskatchewan picture is still somewhat unclear for the year. Dealer Allen Sangster of Regina says country sales will probably pick up, although there will be certain areas where they will drpo. He sees no increase in city sales.

Sales dropped 10 per cent in the province last year.

In Manitoba, Howard Carter preside nt of the Winnipeg Auto Dealers Association, says most dealers are looking forward to increased sales.

European cars have stabilized in their percentage of the market, he says, and have settled at a slightly reduced popularity.

ACROSS THE ISLAND

Perilous Trek To Big Sealer

By NEIL A. MATHESON
Provincial-Farm Editor

I HAD an interesting chat this week with Elmore MacKay, federal fisheries officer here, who shared an unusual experience a few days ago with Lowell Matthews.

The pair had been set down on an ice floe in the morning, in the middle of a seal herd, 35 miles off North Rustico by Robert McElwaine, Tryon, who was flying pelts back to base through the day. They were in trouble though, when the weather closed in, and the plane could not come back for them.

McElwaine has the plane owned formerly by Clinton's "Flying Farmer", Elias Woodside. He flies the mail from New Glasgow to Pictou Island along with other flying jobs he picks up.

Their first thought was to stay in the area. The second was to head for the East Star, a sealing ship they had seen some five miles away before the weather closed in. After waiting until 8 o'clock, they decided the plane definitely would not return that day.

I'LL LET Mr. MacKay talk for himself and Matthews:

"Before the weather closed in we could see the sealing vessel 'The East Star', approximately five miles away, in a Northeasterly direction from us. During the day the wind was north.

"Taking the wind direction for our bearing—we had no compass—we set out on foot for the sealer", Mr. MacKay reported.

The two men had plenty of problems.

"We had covered approximately one and one-half miles before darkness set in. After that we had difficulty avoiding the open water cracks and holes in the ice."

The ice piles, 20 feet high in spots, added to their problems but Elmore brightens considerably as he adds "about 7 p.m. the weather cleared somewhat and we could see the lights of the East Star" It seemed about one mile away, but the distance was deceiving and they still had a long way to go before they reached her.

Many Perils Are Encountered

THEIR DIRECTION was perfect, but they could have been miles off their course, and the cracks and holes were always dangerous. A four-foot piece of rope was all they had to hold them together, as they made their perilous way.

The presence of countless seals and pups added to the difficulty. It was easy to stumble over the white pups, as they were almost invisible against the ice. One of our news stories said there were 200,000 seals in the herd, but to Mr. MacKay and his partner it looked as though there were "millions of them."

The fisheries officer had warm praise for the treatment they received from Captain Chaoman, the ship's master, and Capt. Olsen who was in charge of the operations on the ice.

"THE SHIP was in an area of open water" as they approached it and "the mate brought the ship over to the ice and took us aboard". Mr. MacKay told me. They returned to Rustico the next day by plane.

The ship uses a 4,000-foot cable with hooks on it, to haul the pelts from the ice. Operated on an hydraulic winch, it can handle 135 pelts at once. The ship had 8,000 pelts aboard at the time, and hoped to have its full load of 40,000 by the latter part of this week.

The Harp seals are not dangerous. Adults run 200 to 300 pounds. The young pups are white, but they turn pure black at five weeks or so, and those "Beaters" are the most valuable, bringing around $10 each. They're active, hard to catch and often have to be shot, Capt. Olsen explained.

Females melt small holes in the ice before giving birth to the pups. They usually have one pup, twins are rare. The pups are born on the ice in the area. "Contary to a widely held opinion", Elmore told me, they are not "born in the North and drift down on the ice."

Seal's Milk Is Richer Than Cream

I THOUGHT this bit particularly interesting: Mr. MacKay took a sample of milk from the stomach of a pup that had sucked his mother just before it was killed. A City dairy tested it and found 50.5 percent fat.

Henry MacDonald, provincial dairy superintendent, tells me that blend cream contains eight to 10 percent butterfat, table cream 18 percent and whipping cream 28 percent. Yet this milk is more than half fat.

No wonder the pups grow at the rate of four pounds per day, as Capt. Olsen told his out-of-the-night visitors.

School To Train Fish Technicians

THERE'S KEEN interest among top fisheries people here, in the Fisheries Federation idea of an Atlantic Technical Institute to train technicians, who could translate the latest findings of research scientists into terms the fisherman can understand.

Our Fisheries Minister Leo Rossiter is keenly interested. There are indications other provinces are interested although discussions thus far have been at the civil service, or departmental level.

Deputy Minister Eugene Gorman tells me "we have at our Atlantic Coast doorstep the biggest fishing resources in the world, and we're handicapped by antiquated boats, equipment and a lack of up-to-date knowledge.

"We've no stern trawlers in the Maritimes," he said. Although they're building two 78-foot ones in Bathurst this winter. The Fishermen's Loan board built two here in 1952, but had to dispose of them elsewhere, because fishermen tied too closely to tradition wouldn't use them. "We were 10 years ahead of our time," he observes.

THE SIDE-TOWING and hauling arrangement draggers use now, is as inefficient as it would be to harness a horse to a wagon, and only attach one trace, he suggests. In this mechanized age, you might compare it to a bulldozer, or tractor, with the draw bar attached to the middle of one side, instead of the rear, where Mr. Gorman suggests the dragger should haul its net.

"If we had some of the technically trained men the suggested school could turn out, we might find it much easier to get some of these ideas across", he suggests.

Provincial and federal agricultural representatives carry the findings of the country's best agricultural scientists to the people at the production level. There's no reason why the same thing should not be done in fisheries it's suggested.

Halifax Is Suggested As Site

A GRADUATE school in B.C. gives masters' and Doctors' degrees in subjects allied to fisheries, the Superior School of Fisheries, St. Anne de la Pocatiere, Quebec gives degrees to students who come in at the senior matriculation level, and a school at Grande Riviere, Quebec trains apprentices from junior high school age.

The thought here is to take boys from Grade 10 or 11 who will have at least some basic knowledge of Chemistry, and possibly physics. It's hard to build a knowledge of oceanography where the whole life environment is in solution, without some foundation on which to build, it was explained.

Halifax is suggested as an ideal site for a school that would give diplomas after a two or three-year course. There are several reasons. The city has recognized universities like Dalhousie or St. Mary's, to which the school could be attached. The Atlantic fisheries technological station and the Atlantic oceanographic surveys headquarters are there.

The City has the headquarters of the world's largest fishing operations, that operate 12 months a year, using every size and type of fishing boat, that run out as far as 400 miles to the Grand Banks of Newfoundland.

Ocean fleets like the big 2500-ton Russian factory trawlers, the biggest and best in the Atlantic fisheries, with up to 200 crewmen, come in at times for major repairs, and service, it was noted.

Newfoundland people are very receptive to the idea, I'm told. New Brunswick is also interested and there's evidence of some interest in N.S. as well. It begins to look like a probable future development.

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Orlon Cardigans, long sleeves, yellow, white, blue, red. Sizes; 8-14.
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Rayon Tricot Briefs, prints and plain colours, sizes; 4 and 6.
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Rayon tricot Briefs, assorted colours, sizes; medium, large.
2 P.M. Special, each 25c

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Rayon Tricot Slips, lace trim, sizes; 32 to 42. Assorted colours.
2 P.M. Special, each 1.39

Plastic Hangers
Set of 4 plastic hangers with clips, clean only.
2 P.M. Special, set 1.17

Girls' Pullovers
Orlon Pullovers, round neck, short sleeves, spring colours; yellow, white, blue, red, navy. Sizes; 8 to 14.
2 P.M. Special, each 1.87

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Sturdy steel frame, full zipper, colours; blue, yellow, turquoise.
2 P.M. Special, each 3.29

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Women's "Dr. McCann" Pumps. Clearing line of a discontinued pattern. Broken size range.
2 P.M. Special, pair 3.95

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Child's and Misses 2-eye Tie, Oxfords. Black and green suede uppers. With durable ripple soles Broken size range.
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2 P.M. Special, bottle 79c

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2 P.M. Special, box 39c

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2 P.M. Special, tin 63c

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For quick drying. 8 oz.
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Girl's Tricot Capri Pyjamas, nylon sheer embroidery and ribbon trims, beautiful shades of gold, aqua, lilac and blue, assorted styles. Sizes; 8 to 14.
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2 P.M. Special, each 1.67

Garment Bag
54" Jumbo Bag with crystals, full protection against moths, and larvae. Zipper opening and navy only.
2 P.M. Special, each 1.97

Skirt Racks
With cushion clips, holds up to 12 skirts or slacks, easily folded for travelling.
2 P.M. Special, each 83c

Klondike Yarn
4 ply for heavy sweaters etc., good assortment of colours. 4 oz. skeins.
2 P.M. Special, skein 66c

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2 P.M. Special, each 7.88

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Genuine Leather, zippered closing. Colours; black, tanwood.
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2 P.M. Special, each 1.09

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2 P.M. Special, each 1.07

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