

**FACTS FOR FARMERS**



# Questions And Answers Explain ROP For Swine

By **HAROLD HEARTZ**  
Livestock Officer  
Canada Department of Agriculture

A new concept of scoring swine carcasses became effective in 1965. This new scoring system is based on an estimate of the percent yield of salable trimmed cuts. To acquaint swine producers with these and other changes, the following group based on points credited to a carcass for minimum eye of lean, maximum back fat, length and bacon quality.

It was soon apparent in the earlier days of testing that females were generally leaner and scored higher than males, so correction factors were introduced allowing extra points for extra males in the test group and reduced points for extra females as the case may be. This was a progeny test and the average score of the four individuals was credited to the parents. Breeding stock was sold on the basis of ROP results of tests, feed conversion and maturity all considered.

Q. Of what value was the old system?  
A. Certainly these tests were of considerable value in view of the rising percentage of our "A" hogs on the Island from 45 per cent in 1946 to the present approximate 57 per cent during which time the breeders of our province participated in ROP for Swine.

Q. Why the need for a change?  
A. The old system did not aim directly to credit the full economic value of the carcass in the trade; e.g., a certain minimum number of square inches of eye of lean credited full points for this factor, while approximately one-third of pigs tested have a loin area greater than this minimum. The new system gives credit to the full range here. Correction figures are used to account for sex differences.

Q. Are there any new measurements?  
A. Two new measurements have been introduced, ham quality and the weight of the ham in relation to the weight of the side. The quality of the ham is determined by the proportion of lean to fat.

Q. How is the score reported?  
A. The score reported is the estimated percentage yield trimmed cuts of the carcass. This is one of the main differences between the old and new systems. A score of 78.5 per cent for example, means that 78½ pounds of every 100 pounds of carcass is actually salable meat.

Q. What will a top quality carcass score? A poor quality carcass?  
A. A carcass scoring 85 would be considered a top carcass. A carcass scoring as low as 65 would be considered poor.

Q. Is there an economic meaning to the score?  
A. It is important to remember that the new score is a direct estimate of carcass yield and therefore has an economic meaning that the former score did not possess. The department has examined this question in some detail and the information obtained indicates that carcass value increases by about 25 per cent for every one per cent in yield of trimmed cuts.

Q. What other changes are there in the ROP program for swine?  
A. Litter size is removed as a requirement of the entry of a litter for test, except that the four pigs entered must be sound. Another change is that a new procedure will be used to correct for sex differences in carcass measurements, thus it is not necessary that groups entered for test be represented by two males and two females. In addition to these, a number of other small changes were made.

For further information on the

16 The Guardian, Charlottetown, Fri. Nov. 5, 1965.

## Transport Board To Decide On Transcontinental Train

By **PAUL DUNN**  
OTTAWA (CP)—The board of transport commissioners Thursday ended 16 days of public hearings and now must decide whether it will allow the CPR to discontinue its transcontinental passenger train the Dominion.

The hearings began in Winnipeg Sept. 27 and moved to Vancouver, Calgary, Regina, Ottawa and Port Arthur before returning here for final argument. The CPR announced in mid-summer that it planned to abandon the Dominion Sept. 7 because of financial losses—some \$10,000,000 in 1964, the railway said—and because it needed the train's 10 diesel locomotives to help move a massive Russian wheat purchase.

A flood of complaints followed and the board ordered the railway on Sept. 1 to keep the Dominion rolling until after public hearings and a decision was made.

Rod Kerr, chief board commissioner, told opposing counsel at the end of their summations he appreciated "the desirability of issuing a judgment as quickly as possible under the circumstances"—an apparent reference to the CPR's repeated contention that it still needs diesels to handle western wheat.

However, it will take time and very careful consideration of the issues," and he could not promise a judgment "forthwith."

K. D. M. Spence, CPR counsel, drew heated rebuttal from Maurice Wright, counsel for the Canadian Railway Labor Executives Association, during an exchange over the relevance of submissions from the labor movement.

Mr. Spence said the "root of all this agitation that has been stirred up is not loss of service to the public but loss of jobs." He did not suggest loss of jobs was something to be ignored but "it cannot be argued that the service must be kept in operation just to provide jobs."

Mr. Wright said the CPR position was "uncharitable and unkind" when the CPR chooses to attack who do they attack? labor." The CPR statements were "unwarranted, im-

## BRISTOL

A welcome visitor here at present is Mrs. E. Ryan of Toronto the former Eppy Leslie of Bristol. Mrs. Ryan taught school in the Old Harbour School here in that long-ago. We knew her then as Ep. and we still do as she is the same happy, slightly older girl as she always was and no finer friend could anyone know as a teacher or just friend. We welcome our good friend home again even if the old home is no more, it has changed hands years ago.

Another old timer home right now is Jim Leslie, after many years absence in Toronto. He left the old home farm many years ago to join other members of his family in the queen city and he is a welcome visitor here while looking up many of the old pals of another day. The Leslie family one of the finest

proper, unfair and highly disgraceful."

Much time at the hearings was taken up with debate of the 1980 contract between the syndicate that built the railway and the Canadian government. The contract ends: "and the company shall thereafter and forever efficiently maintain, work and run the Canadian Pacific Railway."

Also I trade up or down or sell it for you. Foreign or American. I Pay Thru the Nose I SELL CARS ALSO KIMBALL C. ACORN 4-8641

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in this vicinity, had one of the finest farm homes to be seen in many a mile of travelling. Most of the family were school teachers at one time or another in the days of the old Mount Mary School long before we ever had a high school.

Mrs. Francis Fitzgerald, and several members of her family left last week for Montreal to attend the wedding of Mrs. Fitzgerald's daughter, Geraldine in that city. A sister of Mrs. Fitzgerald, Mrs. Phillip Long, Tracadie, also joined the party for the trip to Montreal. They were the former Mary and Margaret O'Brien.

Don Murphy, who has been absent from this vicinity for many years owing to his health has returned to the old home to reside with his brothers Felix and Pius.

In an old book on Prince Edward Island we notice many items on Bristol, one such item dated 1805 to 1808, the name John O'Brien as the Bristol, Lot 40, blacksmith appears. Mr.

Mr. O'Brien's daughter, Addie O'Brien, who still resides in the Sacred Heart Home in the City tells us she recalls the days when her late father was shoeing horses for 30 cents each and a widow woman had her horse shod free for many years.

Mr. O'Brien's old home built 100 years or more ago still stands in Bristol and is the old home of Doctor Sunnott, and was the Bristol post office for 40 years or more.

Another item states Mr. Redmond, was a tanner of hides, his old home also stands here and is the home of Mr. and Mrs. John R. O'Brien, some of the old tan pits can still be found after nearly a century.

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