

## Duke Enjoys Buffalo Burger in Yellowknife



Buffalo burger was the main course at a beach barbecue given for the Duke of Edinburgh in the gold-mining town of Yellowknife, N. W. T. The duke, burger in hand, watches the chef dish out the grub in a tent.—(CP Photo).

### TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox And Mink Farming

At a meeting of more than 150 fur farmers from many parts of the mid-Western United States held at Wassau, Wis., August 3rd, Harold Reed, advertising chairman of the Mutation Mink Breeders Association, said: "We are now beginning to get advertising connected with our advertising and therefore our advertising appropriation for this year has been increased. Mr. Reed said EMBA has appropriated a total of \$250,000 plus an additional \$50,000 if necessary for advertising. From the time of its first offering ten years ago when about 2,500 skins were offered, EMBA has consistently increased its quantities of mutation skins until the sales of the 1953 crop totalled in excess of \$30 million.

Said Mr. Reed: "You don't dispose of that amount of skins without advertising some consumer promotion. You have got to keep the product before women constantly and inform them about the new colors and you must continue such advertising to prevent these women from thinking the skins are becoming passe." The National Board of Fur Farm organizations stands as a porter at the fur farming industry's door—refusing entries to anything tending to undermine the honest accomplishments of one of America's oldest and most basic agricultural pursuits. The above figures on advertising are really astounding when one considers the money is obtained by deductions from producer's pelts. It shows that such a genuine co-operative spirit and willingness on the part of fur farmers to pay their share of advertising has made possible the continued popularity of mink and mink. As long as such promotional work can be kept at a high level there is little fear of mink passing into the realm of forgotten furs as silver fox has.

United States imports of mink increased by over 250,000 in quantity over those received from abroad in 1953. Four Scandinavian countries are playing a bigger and bigger role in United States imports. This is shown by information obtained by the U. S. Department of Commerce. In the first quarter of the year while United States imports of all furs dipped 21 per cent over the comparable period of 1953, mink imports accounted for over 50 per cent of the total dollar value of \$16,608,000. Scandinavian shipments increased from 325,000 to 498,000 pelts. Denmark, that has only been producing mink for a limited number of years, was the biggest shipper, sending over to the U. S. A. 197,292 pelts and the shippers received an average of \$114.33. Sweden sent over 162,276 pelts and their average was \$107.97. Third among the shippers was Finland with 81,995 pelts that aver-

aged about one dollar more than the others. Increased Scandinavian shipments reflect rising mink production in those countries and they are also producing most of the mutations that have been developed in Canada and the United States. The major supplier of mink to the U. S. continues to be Canada, although its 1953 shipments fell off somewhat. There were 752,528 mink including wild mink and they were valued at \$12,968,209, averaging \$17.23 per skin.

Note-worthy is the fact that Canadian exports of mink averaged so much higher than the Scandinavian imports, and this is a tribute to the genius of the Canadian fur farmers who are evidently far ahead of the Scandinavians in breeding and developing a more marketable type.

Women's Wear Daily, N. Y. has the following:—"The big use of fox as trimming on cloth fashions often in colors dyed to match, is reported as conspicuous in Paris collections and this should be of special interest to fur trimmers in the United States. It could very well be the spark for a surge of interest in colored fox trimmings from the ready-to-wear industry in general to the coat and suit trade in particular. From rumours already circulated in the coat and suit market there is reason to believe there will soon be more of a demand for fox in pastel colors as well as brights, especially red so strongly endorsed by the French couture. These are to be used as trimmings in the new research collection.

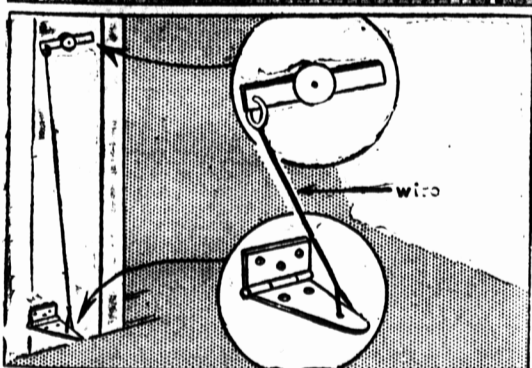
The following is taken from the latest issue of the National Fur News, Denver, Colorado. . . . A reglamorized Royal Canadian silver fox will stage its comeback into the fashion world and the United States Canada and the countries of western Europe early this fall. A consumer promotion covering these territories will be spearheaded by press shows and fashion presentations at which garments made of Onyx, Opaline and Palladium pelts, the new names under which ranch foxes have now been trademarked, are to be shown.

Three leading New York firms, Saks Fifth Avenue, Ritter Bros. and Maximilian Furs, Inc., will coordinate their promotions with five well-known Canadian firms: Reid Furs, Inc.; Henry Morgan and Co., Ltd.; Holt Renfrew and Co., Ltd.; T. Eaton Co., Ltd., all of Montreal, and Hudson's Bay Co., Winnipeg. The presentations will be supported by editorials in established fashion media on the American continent as well as in Europe. These general plans were outlined at the 34th annual general meeting of the Canadian National Silver Fox Breeders' Association, Summerside, P. E. I. held in Montreal.

From the 23 European firms participating in this event, which is the result of almost a year of preparatory organization, to date 35 new muslins from 20 designers have been received. They will be available to American and Canadian participants, who hope that this campaign will enhance the already rising interest in silver fox. At the meeting it was disclosed that starting January, 1955, selected silver fox pelts will be sold at auctions, bearing the new overall trademark of Royal Canadian fox. The stamp will bear an imprint of the crown and the terms Onyx.

### Belanger Stoves and Parts

Oil - Electric Combination Gas, Coal and wood  
A. J. ZAKEM  
266 Grafton Dial 8589



FOOT RELEASE . . . Entering barn doors is difficult when both hands are needed to carry a heavy object so one farmer rigged simple attachment shown to permit opening door with foot. One leaf of hinge is secured to the door, other swings free.

### TIP OF THE WEEK FROM YOUR MASTER DEALER

Prince Edward Island Fur Pool Ltd. SUMMERSIDE, P.E.I.

**TIP NO. 2**  
Before housing your layers, thoroughly clean and disinfect the laying pens.  
Let's Discuss Your Feeding Plan With Your Island's MASTER Man  
**IVAN KERRY**  
Dial 5455  
60 Green St. Ch'town

FEEDERS WHO KEEP RECORDS USE MASTER

### Canada Packers Ltd. Announces Changes In Management

The new President of Canada Packers Limited, William F. McLean, is the only son of J. S. McLean, who has been President of Canada Packers since the inception of the company in 1927. Mr. J. S. McLean now becomes Chairman of the Board.

William F. McLean was born in Toronto on October 30, 1916, and educated at the University of Toronto Schools and the University of Toronto. He graduated in 1937 with honours in Chemical Engineering, and after a year's post-graduate study in the United States, joined Canada Packers as a research chemist.

From 1942 to 1946 he served with the Royal Canadian Air Force. Since demobilization he has directed the research programme of Canada Packers which included the construction of the Research Laboratories opened in May, 1953. Since 1949 he has also been in charge of all plants and equipment. In this capacity he has been responsible for a 12 million dollar program of expansion.

He was appointed Director in 1950 and Vice-President and member of the Executive Committee in 1952. Since 1950 he has taken an active part in the senior management of the company.

George A. Schell, who now assumes the post of Executive Vice-President of Canada Packers, was born on a farm near Listowel in 1899. Upon graduation from Listowel High School, he joined the Royal Flying Corp. On demobilization in 1919 he was employed by The Harris Abattoir Company, and later Gunns Limited, both of which became parts of Canada Packers in 1927.

Most of Mr. Schell's early experience in the packing industry was in the sales field, first as a salesman, later as sales manager. In 1933, he was appointed Manager of Canada Packers Fertilizer and Feed Division. He was elected a Director in 1942 and Vice-President and Assistant to the President in 1952.

**SHUR-GAIN FEED SERVICE**

We have just completed the installation of a FORANO MOLASSES BLENDER and are now able to offer you a more sweetened DAIRY RATION and BEEF FATTENER. Furthermore we are able to add molasses to your own grains when custom mixing. We are the first on Prince Edward Island to offer 16% SHUR-GAIN DAIRY RATION and 13% SHUR-GAIN BEEF FATTENER containing 5% MOLASSES.

**HOW MUCH DOES IT COST?**  
\$4.25 for 100 lbs. of molasses when added to your custom mixing and no increase over your present cost for the complete feeds.  
The undermentioned merchants carry a complete line of SHUR-GAIN FEEDS including the new extra SWEETENED 16% SHUR-GAIN DAIRY RATION and 13% SHUR-GAIN BEEF FATTENER.

C. A. FRIZZELL — NEW HAVEN  
COURT & SON — BEDFORD  
IRA AULD — HARRINGTON  
W. E. HARDY — YORK  
GROVE MacMILLAN — COVEHEAD  
BEN COUSINS — ROSE VALLEY  
FRANK MacLEAN — WHEATLEY RIVER

**BEATON & MacRAE**  
WINSLOE, P. E. I. DIAL 9514

### NEWSY NOTES

By J. A. Clark, D.Sc.

#### CHARLOTTETOWN TO CARACAS, VENEZUELA

We left Charlottetown on the early M.C.A. plane for Moncton. The four in the taxi had the following destination that morning: Two ladies for Boston. A gentleman for Goose Bay, Labrador and the fourth for La Pas, Bolivia. The panorama of P. E. Island farms on the way to Summerside as we glimpsed them from time to time through breaks in the clouds reminded one of English farms in the Midlands that we have seen from the air with the exception of our bright red roads, that set off our Island glimpses, and added much to the picture as we saw it. From Moncton the T.C.A. went up above the clouds almost at once. We did see the Peticodiac River at full tide. It was a muddy brown, but the green shores at full tide gave the landscape which included the City of Moncton added interest. Our plane was more than two hours late leaving Moncton on account of fog delay at Halifax, that morning. Saint John was shrouded in fog so that we passed by that airport but landed at Fredericton, N. B. We formerly had called at Blissville Airport when going to Fredericton and were interested to note what a fine level airport Fredericton now has, surrounded as it is with forest trees.

On our way again we were soon above the clouds at 4000 feet. They had a fleecy cotton wool appearance; with the sun shining on them these clouds with here and there a pile of cumulus clouds rearing a way above the others; these were a snowy white and very beautiful. We were sorry not to see New Brunswick and Maine this time from the air. The forests, lakes and farms have always charmed us as we flew over them.

When near Megantic, Quebec at 6000 feet elevation with the outside temperature at 32 degrees F. we had to attach our belts for a time as we struck rough going, and some showed the effect of travelling through what must have been a thunder storm. There was heavy rain and quite a number of sudden jolts.

Shortly afterwards when we could see occasionally the long narrow Quebec farms below us with the roads lined with farmsteads, as we were served with an excellent dinner. Looking down later we noticed we were crossing the St. Lawrence river with the Victoria Bridge away to the right and then the Lachine Canal and Montreal. We passed west of Mount Royal and after a large circle dropped down on the Dorval Airport with its many aircraft from so many different countries. While there we saw a two engine aircraft come in with one engine dead. It made a safe landing.

The Trans-Canada plane from Montreal to New York ran into much finer weather and we had a good view of St. Lawrence River that we followed for many miles, and then the Adirondack Mountains of New York that were a beautiful green to their summits. When over Albany, N. Y., we were given a bulletin of our position, speed and temperatures. We were due to land at Idlewild Airport at 5:25 E.D.T. but took a run down along the Long Island coast Harbour below us. After turning around over the Atlantic we cruised back up the coast for many miles and landed late at Idlewild.

A Carey Limousine took us to the New Airport Bus Terminal at 37th Street. It has recently been completed. There my daughter, Miss Eina Clark, met me with friends from Watching, New Jersey. She had arrived that morning from Bermuda after a trip on the Cruise Steamer "Ocean Monarch" which took them to the Saguenay, Quebec City, Halifax, Bermuda and back to New York. We then crossed Manhattan at 29th Street and up to the Bus Terminal at 42nd St. and 8th Avenue where Eina got her baggage.

Leaving that Bus Terminal Friday evening for New Jersey by way of the Lincoln Tunnel was a bumper trip with many long waits. There had been two or more accidents in the Tunnel and we saw one car being hauled out by a Tunnel wrecking truck with a large sign on it: "There is no charge for hauling this car." It was more than an hour before we reached the New Jersey outlet. From there on we followed the new six lane Turnpike and made good time to Watchung and a good dinner, even though it had been kept warm for two hours.

Saturday morning we were back at the bus terminal before 8 a. m., and made all necessary arrangements with the B.O.A.C. leaving there at 8:45 for the Idlewild Airport in the bus that had our flight No. 651 printed on its side. We had to walk a quarter of a mile to get a document stamped at the airport. Shortly before the stratum "Champion" which had come in from England via Iceland started we discovered that our baggage had been checked to Nassau, and that we were to call there on the way to Jamaica. A signal was sent and the baggage recovered at Nassau that has a very large level airport. As we neared the island the shoaler water appeared quite green in contrast to the deep blue of the ocean.

Going out of the aircooled stratum into the summer heat of Nassau was almost like getting a blast of heat from an oven. On the way from New York when flying at 18,000 feet the outside air was reported at 29 deg. F. and later it was down to 24 degrees F. It was a hot run from Nassau to Montego Bay, Ja., and as we flew anglewise across Cuba, there were clouds but we occasionally saw the interior of the island and quite a little cultivated land. There had been heavy rain at Montego Bay where we changed planes. There is a new airport being constructed at Kingston, Jamaica but for the present a smaller plane crosses from the north to the south shore of Jamaica. It was a beautiful clear evening and the landscape in many areas is as if gigantic waves had been tossed up from all kinds of cross currents and had solidified in grotesque shapes. Many of the little valleys did not seem to have any outlet and yet very few ponds or lakes were to be seen.

country today, August 14, 1954 The Guardian Page 12  
miles from  
very red water to Mr. and Mrs. Willard Nicholson of Mt. Buchanan P. E. I.  
with the blue sea "See Shirley Vessey, it was from the mouth of Robert Willard River. We landed at the large airport at Caracas and E. Is- up the wonderful new Turnpike, to that has two tunnels one of these is much longer than those under either the East River or the Hudson River. The Hotel Tamanao is 3000 feet above sea level. It is located on the southern edge of the Caracas Valley. Its air conditioning 72 deg. F. made a coat necessary while writing these Newswy Notes.

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**McCORMICK No. 64 Combine**  
Biggest of the 6 footers

Many farmers report working a full gear faster because of the No. 64's big capacity. The extra big feeder—largest of any combine with full width cylinder—feeds short or shoulder high crops evenly into the cylinder. No slugs, no slowdowns even in thick tangled crops. Saves all the crop, putting extra dollars in your pocket. Call in and let us tell you how you'll finish harvesting faster and do it better with a new McCormick No. 64 Combine.

**W. R. JENKINS**  
208 Great Geo. St. Dial 6563 - 6564

We spent the night at the Myrtle Bank Hotel, and left Sunday morning at 10 a. m. for Caracas. After crossing the Gulf of Mexico, we stopped briefly at Barranquilla, Colombia. There we met a Rotarian from Los Angeles, Cal., who was my seat mate to Caracas. The

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