



PORTRAIT OF A PATIENT

This smiling closeup of President Johnson was made Sunday by Associated Press Photographer William J. Smith in the Chief Executive's suite at Bethesda Naval Hospital, Washington. Johnson is recuperating from a Friday operation. (AP Wirephoto)

THIS FARMING INDUSTRY



Seed Potato Industry Here Goes Back Almost 50 Yrs.

By NEIL A. MATHESON  
This province's seed potato industry has come a long way since a trial shipment of a carload of Irish Cobblers was sent to Southern Ontario in 1918. I talked about it a few days ago, with Glen Ramsay who retired on Saturday as district seed potato inspector here. Glen grew up with the industry in that his father A.J. Ramsay, Belmont Lot 16, had some spuds on that first carload of Cobblers, and he has been closely associated with the industry since he became a seed inspector in 1926.

I recall that Eddie Clark, Belmont, Lot 16 told me last summer that the seed potato industry started in his area and I find that 10 Lot 16 farmers had spuds in that initial shipment.

Politically minded people will remember A.E. MacLean who was a Liberal member of parliament for Prince for many years. There was also William MacLean, and Roy E. MacLean. There were three Simpson men, Fulton, Alfred and Judson; Birchfield Yeo, P.A. Lyle and W.H. MacGregor who was active in the early seed development, along with Mr. Ramsay.

In 1919 a carload of Green Mountains was shipped to Long Island and the stock did so well that every Island seed spud available was bought in the next few years and by 1926 the business had increased to more than 600 carloads. Last year, for example, 1,482,750 hundredweights of seed were shipped. Seed production hit slightly more than 31,000 acres several years ago.

It's a far cry from 1918 when farmers crawled on their knees in the cellars, or bins, and graded the potatoes by picking them into baskets. Mr. Ramsay tells me that nobody knew anything about grading seed spuds at first — nobody had any experience — so S.G. Peppin, district seed-inspector at the time, spent a day with each grower, donned a pair of overalls and explained just what was required, and what must be discarded.

It's a far cry indeed from those early days to today's modern graders. A normal 18-inch grader will handle one carload in an eight-hour day, and the large 48-inch grader, Bill Thompson, Associated Shippers tells me, will grade five carloads in an eight-hour day. They handle roughly one-half carload per hour over this big machine. There are many other comparisons. They used no fertilizer

in those earliest days. They produced perhaps 300 bushels of Cobblers to the acre, with a heavy coat of manure.

There were no potato inspectors here in 1918, there are 32 now. Back in 1926 when Glen first became an inspector, there were about eight in all. One of them, Glen told me, was Alban Farmer who is now the Attorney General. Alban comes from Kinkora where his father, Michael Farmer, was a prominent farmer. Henry MacLaren, who preceded Glen as district inspector, was also on the staff in 1926; so was Roy F. MacLean who now runs a tourist establishment on the Malpeque Road, just outside of Charlottetown.

Green Mountains and Cobblers long held the potato spotlight. Mr. Peppin wrote that in 1919 the Island entered three samples of Mountains seed in "the annual seed test on Long Island". Small test lots were sent to other states, principally New Jersey, Virginia and Pennsylvania.

**POWER SPRAYERS USED**  
Hand pumps were operated on field sprayers when the seed industry began. But "power sprayers" came into use two years later — apparently in 1920. They were four-row sprayers and the "power" was applied by the two-horse that pulled them. Two of these came into the Lot 16 community and were purchased on shares by the growers involved. One of the sprayers was a "Watson", the other a "Spraymotor".

The seed potato certification service was inaugurated in 1916, with headquarters in Prince Edward Island, and I'm quoting here from Mr. Peppin. He was district inspector here for 35 years.

The man who first talked about seed potatoes in this province, I believe, was Paul Murphy. This is from Glen Ramsay's memory, and he warns it might not be exactly correct, but he believes that Mr. Murphy spoke to a group of Lot 16 farmers at meetings in their community hall, and that would be back around 1916 or 1917, at least it was shortly before they started growing seed spuds here.

If I can interrupt the continuity right here, I want to say that the first potatoes that ever came to this province were carried across

the ice by a man named Hogan, who lived in the far western part of Prince. This came from the scrap book of a well known West Prince resident who died in the last 20 years. I believe that the man was a member of the Hogan family that lived not far from the lighthouse at North Cape — I visited the home two years ago — but I'm not sure I would appreciate hearing from anyone who has a comment. If that story is correct, I'd like to hear more about it. If the story is wrong, I still want to hear about it.

I'd like to know what variety the first Island spuds

EARLY PLANTING  
The potatoes were ploughed in at first. The rows would be about 20 inches apart, though the width of the single plow — some plows would turn wider. The general practice was "to skip a row" or plant a row of potatoes to every two rounds of the plow. But sometimes the grower only planted one row to three rounds of the plow and the width between the drills was greater.

The potato land was harrowed after planting, until the tops came up. Then the rows were scuffled with a horse-drawn, one-row scuffler, and later, when the tops were high enough, the potato drills were "moulded", or "hilled", as some people called it.

I've run out of space, and there is much more I want to talk about. But I'll be back on this topic again. I have in mind a visit to a Brookfield man, Eliphalet Howatt who was a colorful figure in many a stormy meeting of the Potato Growers Association I attended. I'm sure, Mr. Howatt, you can tell me many an interesting fact about the early days of the industry.

**DON'T BE CAUGHT GOLD THIS WINTER**  
**1,000 Gals. TEXACO FUEL CHIEF FURNACE OIL FREE!!**  
**OCTOBER 12 - 30th**

Each purchase of a used car or truck valued at \$1,000 or over entitles the purchaser to an entry in our 1,000 gallon contest. Winner to be drawn Nov. 1st. Winner must answer a skill testing question.

**With Every Used Car or Truck Valued at \$500 or Over**  
**100 Gallons Texaco Fuel Chief Fuel Oil FREE**

Each purchase of a used car or truck valued at \$1,000 or over entitles the purchaser to an entry in our 1,000 gallon contest. Winner to be drawn Nov. 1st. Winner must answer a skill testing question.

**With Every Used Car or Truck Valued at \$500 or Over**  
**100 Gallons Texaco Fuel Chief Fuel Oil FREE**

- |   |   |
|---|---|
| <b>1960 Valiant Sedan</b><br>Six cylinder, standard transmission, was 1050. NOW <b>\$895</b>            | <b>1960 Chev. Tudor</b><br>Six cylinder, automatic transmission, was 1150. NOW <b>\$995</b> |
| <b>1959 Ford Sedan</b><br>Green in color, six cylinder, standard transmission, was 750 NOW <b>\$595</b> | <b>1958 Pontiac Sedan</b><br>Six cylinder, standard transmission, was 750. NOW <b>\$595</b> |

- DEMONSTRATORS**
- |   |   |   |
|---|---|---|
| <b>1965 METEOR RIDEAU</b><br>Sedan (Dynasty Green). Equipped with: 352 Cu. In. V-8 engine; Two Speed Wipers; Washers; Convenience Package; H.D. 70 Amp. Battery; H. D. Suspension; Mileage 7500. Back-up Lights; Custom Radio. Was \$3610.00. NOW <b>\$2950</b>   | <b>1964 FORD CUSTOM TUDOR</b><br>Green in color, six cylinder automatic, power steering and brakes, was \$2550-NOW <b>\$2450</b>        | <b>1962 ZEPHYR</b><br>Blue, six cylinder, standard transmission, was \$1195. NOW <b>\$1050</b>  |
| <b>1965 METEOR MONTCALM</b><br>Sedan V-8 Auto (White & Turq.) Equipped with: 352 Cu. In. V-8 Engine; Dual Range Automatic Transmission; Two Tone Finish; 815 x 15 Whitewall Tires; Safety Package; Courtesy Lights; Two Speed Wipers; Washers; Back-up Lights; Rocker Panel Moulding; Power Seat Six Way; Electric Clock; Power Steering; 70 Amp. Battery; Full Wheel Cover; Custom Radio, Mileage 2100. Was 4500.00. NOW <b>\$3895</b> | <b>1963 MERCURY SEDAN</b><br>White in color, eight cylinder, standard transmission, custom radio, was \$2350 NOW <b>2250.</b>           | <b>1961 METEOR SEDAN</b><br>White with red top, V-8 engine, automatic transmission, was \$1450. NOW <b>1295.</b>                        |
| <b>1965 METEOR MONTCALM</b><br>S Cyl. Automatic Sedan (Dynasty Green). Equipped with: 352 Cu. In. V-8 Engine; Dual Range Automatic Transmission; Snow Tread Tires; Rear; Safety Package; Courtesy Light Group; Two Speed Wipers and Washers; H. D. 70 Amp. Battery; H. D. Suspension Mileage 350, was \$4175.00. NOW <b>\$3525</b>  | <b>1963 COMET WAGON</b><br>Four door, burgundy and white, six cylinder, standard transmission, was \$1895. NOW <b>1750</b>              | <b>1961 PLYMOUTH SEDAN</b><br>Light green with white top, new shift six engine and automatic transmission, was \$1450. NOW <b>1250.</b> |
| <b>1965 COMET VILLAGER WAGON</b><br>S Cyl. Std. (White). Equipped with 283 Cu. In. V-8 Engine; 605 x 14 Whitewall Tires; Safety Package; Courtesy Lights; Windshield Washer; Two Speed Wipers; H. D. 55 Amp. Battery; H. D. Suspension; Full Wheel Covers; Custom Radio; Mileage 3500. Was \$3950.00. NOW <b>\$3495</b>   | <b>1963 METEOR CUSTOM SEDAN</b><br>Two tone blue, V-8 engine, standard transmission, was \$1995. NOW <b>1895.</b>                       | <b>1961 HILLMAN</b><br>Grey and blue, four cylinder, standard transmission, was \$695. NOW <b>595.</b>                                  |
|   | <b>1962 METEOR SEDAN</b><br>Two tone tan, V-8 engine, standard transmission was \$1650. NOW <b>1495.</b>                                | <b>1960 CONSUL SEDAN</b><br>Dark blue, four cylinder, was \$600. NOW <b>495.</b>  |
|   | <b>1962 MERCURY Monterey Sedan</b><br>Chestnut and white, V-8 engine, power steering, power brakes, radio, was \$2150. NOW <b>1995.</b> | <b>1959 BUICK SEDAN</b><br>Silver smoke grey, V-8 engine, automatic was \$1095. NOW <b>975.</b>   |
|   | <b>1962 COMET SEDAN</b><br>Emerald green, six cylinder, standard transmission. Was \$1530. NOW <b>1395.</b>                             | <b>1961 CHEVROLET SEDAN</b><br>Green, six cylinder, standard transmission. Ready for the road <b>1250.</b>                              |

**OPEN EVENINGS . . . SATURDAY UNTIL NOON**  
**STEWART MOTORS LIMITED**  
Gt. George Street Dial 4-5579 Charlottetown

**Helman's**  
NEW  
**STRETCH STRAP 'Petal Burst' by Wonder-bra®**

Wonder-bra now bring you the marvellous comfort and freedom of stretch straps in a kind-to-your-budget-bra. Fashioned with luxurious Terylene lace and Lycra® spandex. Style 1314 in white only. A, B, C cups, sizes 32-40. **\$4.00**

\*Du Pont's registered trademark

**Helman's**  
1969

**REXALL 1c Sale**

Here's the biggest bargain opportunity of the year. During the famous Rexall FALL One Cent Sale you get two regular size items for the price of one, plus only one cent. Hundreds of bargains to choose from. Be sure you get a copy of the big 4-page 2-colour handbill. "TEN" big days — Thursday, October 14 thru Saturday, October 23.

WATCH THIS NEWSPAPER FOR SALE ITEMS OCTOBER 14th

**The Jenkins Pharmacy**