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56 acres, 32 acres good clear land. Creek in field. House and barn. Near church and school. Also 5000 ft. lumber, 2x4 - 2x5 and boards.

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Tenders

Tenders

Sealed tenders will be received until July 15th for erection of Mt. Stewart United Church, Manse. Work to begin about Aug. 1st. Plans may be seen at the under signed.

B. W. BIRT.

TENDERS

Sealed tenders, plainly marked as to content and addressed to the undersigned, will be received up to 12 noon, June 30, 1955, for the exterior painting of 20 houses at Charlottetown, P. E. I. Specifications and forms of tender required may be obtained at 87 West Lane, Moncton, N. B. Each tender must be accompanied by a security deposit of 5% of the amount of the tender. A certified cheque or negotiable Dominion of Canada Bonds will be accepted as a security deposit. The lowest or any tender not necessarily accepted.

(sgd) J. B. Kane, Branch Manager, Central Mortgage & Housing Corp., 87 West Lane Moncton, N. B.

At YOUR STORE or DRUGGIST

Timely Notes On Fur Farming

In the latest issue of the National Fur News is an article by "Doc" Collins, the Editor, entitled "Aim for Fur, Color, Size" which we reproduce for our mink farmers. "Mink breeders striving to increase quality in their herds must achieve it through improvement in fur, color, size. Fur texture should be plushy thick, short-napped. Short guard hairs, dense underfur on cream colored leather. Strive for fur with the touch of luxury to a woman's fingertips.

Colors today are set. New types of mink are now mostly shades of three main ditions — Brown, Blue and Gray. These shades often fit so closely together, or even overlap, that buyers are unable to tell one from the other. They complain, for instance, that there is not enough distinction between the numerous shades in the pale "Pastel" group; that it is sometimes impossible to distinguish between Sapphire and Blue Iris.

"However that may be, color to the mink rancher should mean clear color. No matter what the shade, breed for color that's sharp, vibrant and clear. It's the quintessence of beauty in fur. Dull, muddy colors have no place in today's market. Bill Riddell throws some light on this question of color in his Ask Me Another column this month.

Asked to recommend the best kind of mink to raise, Bill said he wished he knew. "This is a quick-changing business," he said. "A color that commands top price today probably will be just average in a few years. So I would hesitate to recommend any color." This is certainly what happened this season in the case of Whites and Sapphires. Oldtime mink rancher Bill Riddell might have added this good advice: "Aim to set your colors. Don't spread them all over the lot. And always breed for clear colors."

"Though it is not the larger the size, size does have a considerable bearing on price with little or no rise in your overhead. Scientific feeding and breeding are helping to produce larger mink. Maybe, one of these Atomic Era days, somebody will come up with an idea that will make the females as big as the males — which might be too much of a good thing. Genetic types, so far as mutation genes are concerned, are pretty well established. Progress, however, can be made in the development of triple recessives and quadrarecessives. But the rancher who sets his aim on the production of fine quality fur, clear color, and good size — and who sticks to it — is on the sure road to being a successful mink rancher."

The following article by Michael Dederer should give some valuable hints on how to produce better pelts and cut out the losses from having inferior ones. . . . Now that the pelts for another season are mostly in and sold, it is time we take stock of why so many pelts come to market that do not come up to everything possible from the standpoint of their inheritance. The need to review this at this time is twofold: 1. While it is fresh in our minds. 2. In time to make the necessary changes which will eliminate, to a large extent, production of these inferior pelts another year. We are starting now to make the quality in our pelts for next season. In many cases a slight change in construction will be repaid twofold in one season.

To many of you old-time mink ranchers most of these little

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Two adjoining farms fronting on Orwell Bay and crossing Trans Canada Highway, consisting of approximately 170 acres, 145 clear, balance under lumber and hardwood. Good dwelling house with complete farm buildings, and all modern machinery. This farm is offered with complete growing crop, well fenced and never failing water through the farm. Farm can be inspected at any time and large part of price may be left on farm. Can be purchased separately or with all live stock and equipment.

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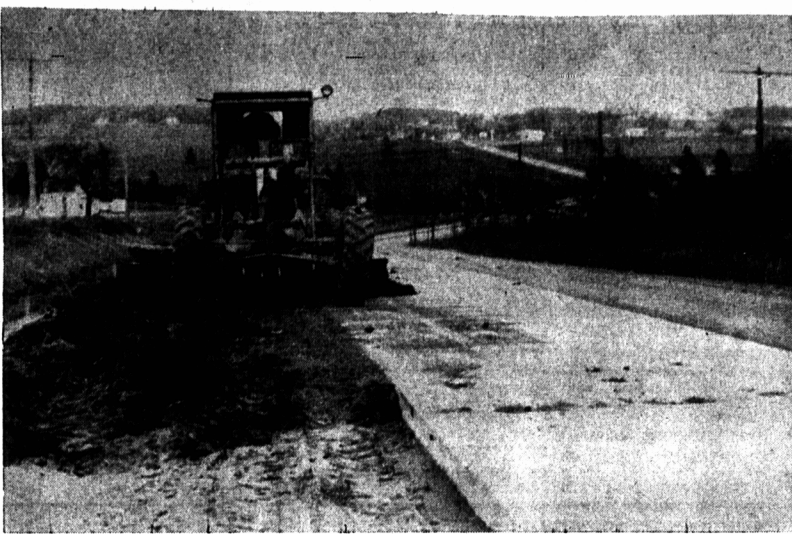
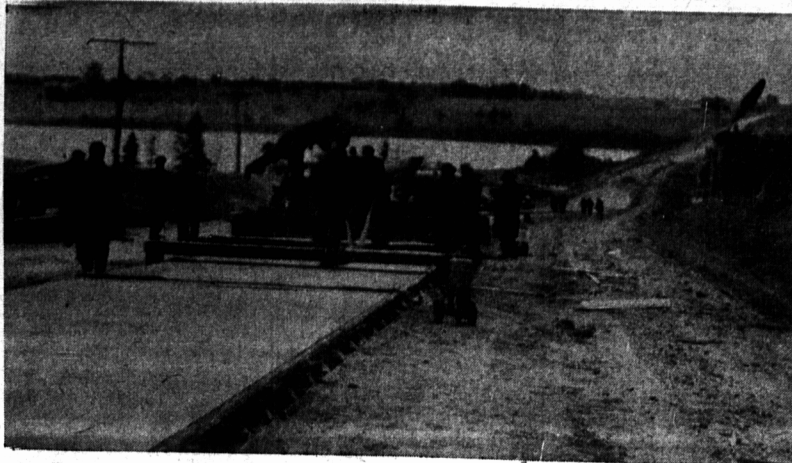
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Closing A Gap In The Trans-Canada Highway

A busy stretch of road these days is that section of the Trans-Canada Highway between the Malpeque Road and the North River causeway. A ribbon of new cement half the width of the finished paved surface now extends from the top of the Motel hill almost to the causeway approach.

A great variety of activities were noted last week in that area. First, near the causeway, workmen were placing the steel rails that serve both as forms for the concrete and also as a track to carry the cement laying machinery that smooths off the wet cement dumped by trucks. This wet cement is immediately sprayed with a protective coating.

Next comes the cement cutter that is used for making a narrow groove two inches deep across the hardened concrete at 20-foot intervals. Farther along another man was filling these grooves with tar forced in by a machine similar to a grease-gun.

Still farther along, on Bell's hill, truck loads of clay were being dumped along the side and a scraper levelled the shoulder even with the pavement.

Lastly, at the site of the former Barn Drive-In, surveyors were staking out the course for the junction with the Malpeque Road.

(Photos by Margaret Mallett)

of silver fox the past year. The markets were quite active until recently when two very large quantities were put on in New York on successive days. The directors voted to continue the advertising program on a smaller scale, the sum of \$25,000 being allotted for this purpose and also the unused portion of last year. The promotional work will not be nearly as expensive because many of the fur garments are in possession of the Association and can be utilized in displaying at very much less cost.

At the present time there are 60 registered fox breeders in Canada, which of course is a far cry from the boom days of the past, but it constitutes a nucleus from which can be built larger herds if fox popularity grows. The retiring president, Ernest T. Mill was presented with a beautiful wrist watch in appreciation of his services to the Association.

The annual meeting of the Canadian National Silver Fox Breeders' Association was held at the head office, Summerside, on Monday. Directors were present from the Maritimes, Ontario, Quebec and Alberta. The report showed that some \$70,000 had been spent in promoting the popularity of silver fox and its mutations.

Most of this took the form of garments made up by the world's best designers and shown in the principal cities of Europe and also in the United States and Canada. These were very favorably commented on by stylists everywhere. Some of them were unique and they certainly contributed a great deal to the sale



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NEWSY NOTES

BRITISH HELICOPTER SERVICE
By J. A. Clark, D.Sc.

In addition to the rescue and relief services by helicopter, carried on by the Royal Air Force, the Imperial Army and Navy, which have rendered such heroic service to enlisted men and citizens in distress, there have been developed recently other helicopter services in Great Britain by the British European Airways which have carried out experimental work with helicopters for the carrying of mail and passengers for the last five years.

This work started with dummy mail services along a 60 mile route in the west of England. Then it advanced to real mail carrying for a six-months experiment, that operated entirely at night over a circular route that was based on Peterborough and covered about 160 miles.

Later it undertook a daily service between Liverpool and Cardiff, flying over the Welsh mountains. For a time it operated helicopters regularly between London and Birmingham and for more than a year they have maintained a regular service between the Southampton Airport and London. These experimental operations, like many experiments, have not been profitable except in the securing of information. Flights have been carried out under many different conditions and with different types of instruments than those used in regular airplanes, so that much has been learned regarding helicopter operation that will be very beneficial in future plans for using these machines in regular commercial enterprises.

The advantage of very small landing places in or near large cities, is offset by the difficulties in locating these airports in bad weather and particularly in fog that is so common at certain seasons in and about the cities of England. Landing and taking off is made difficult by the presence of large buildings deflecting air currents in unexpected ways. Then the take-off by these one-engine machines must be cautious in case of engine failure. In fact, the British European Airways favor having all helicopters take-off backward so that should the engine fail, they can glide right back to their landing place.

They have also learned much about organizing public transport work with these vehicles that are so different from regular airplanes. They have found that they need very different instruments for the blind flying of helicopters. The working life of helicopter parts has been recorded, and experience gained in maintenance is very important, so that an estimate can be made on fatigue effects and wear the tear of working parts.

London is a city renowned for diversified weather. In starting regular helicopter services recently between the London Airport which is fifteen miles distant, and the city, the British European Airways make use of all its accumulated experience in the services previously mentioned. These new services must be at regular intervals and on time, because passengers must be sure of making their connections with the regular airplane flights and those arriving will have appointments they have to keep in London otherwise they will use buses which cost only one-seventh of the helicopter charges. The services at present require at least six return trips per day and their number will probably be increased.

The City of London is taking no chances of having a helicopter come down on its buildings or busy streets, due to engine failure, so that all single-engine helicopters are required to follow the winding course of the Thames River adding three miles to the journey. The trip is made in 15 minutes compared with 30 minutes upon traffic congestion. The service prove reliable. Should the saving in time and comfort for airways passengers. The fact that these services were inaugurated only after a sound technique of operations had been worked out, and regular helicopter services had been maintained under severe conditions in different areas for five years, shows how carefully

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