

TIMELY NOTES ON TOPICS CONNECTED WITH Silver Fox and Mink Farming

Plans that will see the opening of twenty new Swears & Wells fur stores across Canada were revealed in Toronto recently by Denis White, Canadian president of the English firm. Cyril J. Ross, head of Swears & Wells, is busy visiting Canada and the United States to raise \$1,000,000 American or Canadian money, a like sum to be put up by Swears & Wells. With the \$2 million Mr. Ross hopes to open twenty stores from coast to coast which will cater to the \$35 a week secretary.

representatives of the Department of Trade and Commerce the question of import and export trading restrictions on ranched furs. In particular it is reported that the United States has moves aimed at grouping mink imports. This will come up for discussion.

Swears & Wells have been retailing furs in Canada for five years and are the oldest fur retailers in the British Commonwealth. Mr. Ross sees great advantages in a chain of Canadian fur stores. He states: "Canada at present buys 75 per cent of its furs from importers. It exports its better grade furs to other countries. By this new business scheme my firm won't have to go to the Bank of England for scarce American and Canadian dollars and will be able to use more and better Canadian furs."

The Canadian National Silver Fox Breeders Association (S to be requested to handle the advertising and promotion work in future in regard to foxes. Both organizations, after the new organization obtained its federal charter, could then give a bond and undertake to the retiring officers guaranteeing that any funds that might be turned over would be used solely for advertising and promotion work for Canadian ranch-raised furs. At the time of writing, the federal charter referred to above has not been obtained. An audited financial statement of the Canadian Fur Advertising Committee for the period Sept. 1 last, to July 26, 1952, accompanies the letter. A brief report of committee activities since the adjourned annual meeting of September last also is given.

In the year ending June 30th Danish fur producers sold 13 million crowns of furs, almost entirely for export. This figure was about 2 million crowns more than the preceding year. The new season's production is expected to be even higher since mink production has increased by 15 per cent which more than offsets the decline in breeding of other types. The total number of skins offered in the past season was 246,000 of which 227,000 were sold. Offerings of standard mink aggregated 198,000 skins, of which 195,000 were sold, the highest price being 180 crowns per skin. A total of 9,157 silver fox skins were offered and 82 per cent were cleared. Of the 15,000 raw nutria offered about 30 per cent was sold. From the above it will be seen that Denmark in a few years has become a quite large producer of mink.

Quantities for the three-day sale of Canadian Fur Auction Sales Co. (Quebec), Ltd. starting Sept. 10 in Montreal were announced here as follows: Wednesday, Sept. 10 - 3,277 Alaska seal for account of the Canadian government, consisting of: 1,200 marta, 1,063 safari and 174 black all Fouke dye; 500 brown, C. W. Martin dye, new process; 280 brown, C. W. Martin dye, old process; 80 black, C. W. Martin; and 104 Alaska seal for independent shippers, Northwest coast type brown, Martin Schnauffer dye. Also: 125,000 muskrat 7,500 ermine, 2,500 wild mink, 15,000 ranch mink, including mutations 1,000 stone marten, 1,000 marten and 750 fisher.

Next promotion in New York this fall is a dyed black fox band and muff set. It is generously trimmed with glossy black fox stitching forward and covering the head, extending down to cover most of the ear. Side ends curve back for better fit. Muff is large and square. The set is not priced yet.

Thursday, Sept. 11 - 12,000 beaver, 7,000 otter, 120,000 Canadian squirrel, 3,500 raccoon, 7,500 red fox, 1,100 lynx, 4,000 wolf, 50 timber wolf and miscellaneous furs. Friday, Sept. 12 - 1,500 blue fox, 7,000 cross fox, 2,000 white mark, 900 one-half to three-quarter silvers, and 700 standard silver fox. The general collection and part of the silver foxes goes on show Sept. 8, and the balance of the silver fox is on show Sept. 11.

Canadian fur farming interests are to hold a meeting in Toronto this week at which plans to streamline work of existing groups into "more workable and efficient" pattern will most likely be completed. The combined meeting will also appoint a delegation to attend in Ottawa, Sept. 8th to discuss with

NEWSY NOTES

By J. A. Clark, D.Sc.

The Welland Canal

The Welland Canal is a vital link in the navigation of the Great Lakes from Duluth, Port Arthur and Port William in Lake Superior to the Atlantic Ocean at the entrance to the Strait of Belle Isle, a distance of 2,339 miles. It crosses the Niagara Peninsula about ten miles west of Niagara Falls, and connects Lake Erie with Lake Ontario by locks that lower the ships 326 1/2 feet from the level of one to that of the other.

The First Canal

The first Welland Canal was built by private enterprise and the first sod was turned by Mr. George Keefe, the first President of the Welland Canal Company, at Allanburg, on November 30th, 1824. It was built from Port Dalhousie on Lake Ontario to Port Robinson on Chippewa Creek, a distance of 17 miles, thence by Chippewa Creek to Niagara River and up that river to Lake Erie. Hon. William Hamilton Merritt, with great energy and foresight, pushed through this great undertaking, which had forty wooden locks, each 110 feet long, 22 feet wide, with a depth of 8 feet of water over their sills, so that two ships, one American and the other British, sailed through this canal in 1829. It was connected with a feeder canal from the Grand River. This canal was extended from Port Robinson to Port Colborne on Lake Erie in 1833, making its navigation much safer, and giving it a total length of 27 1/2 miles.

The Second Canal

The legislature of Upper Canada bought the first Welland Canal in 1841, and enlarged it for the navigation of ships with nine-foot draft. This was to complete the system of waterways which included the canals between Montreal and Lake Ontario and the Welland Canal. The 40 locks were reduced to 27 by increasing the lifts. These locks were built of cut stone and were 150 ft. long, 26 1/2 ft. wide, to hold 9 ft. of water over the sills. A branch to Port Maitland and Dunnville was built, and this route was opened in 1845, but the enlarging of the canal from Welland to Port Colborne was not completed until 1850. The navigable depth was increased to 10 feet, by raising the banks and the walls of the locks in 1853. The cost of construction and enlargement prior to Confederation, July 1st, 1867 was \$7,638,239.83.

The Third Canal

The Dominion Government Commission of 1870 recommended a uniform scale of navigation for the St. Lawrence Route and the Welland Canal. The locks were then enlarged to 279 ft. long, 45 ft. wide, with 12 ft. of water over the sills. This was increased later to 14 ft. This third canal was commenced in 1873, and cost up to March 31, 1928 for construction, improvement, repairs and maintenance \$47,137,920.84. It was 26 1/2 miles long. In 1901, 620,000 tons of freight passed through this canal; by 1914, this had increased to 3,680,000 tons, and an annual tonnage record was established in 1927, when it was taxed almost to its limit with 7,247,459 tons.

The Fourth Canal

The third Welland Canal was as much out of date in 1887 as the second canal had been when its improvements commenced in 1873. These early canals had been barge canals. After exhaustive surveys, and a great deal of public agitation for the building of a Canadian deep waterway via the St. Lawrence Route and the Welland Canal versus the Ottawa River and Georgian Bay, it was decided to build a ship canal across the Niagara Peninsula via the Ten Mile Creek location, and work started in 1913. An artificial harbour was constructed at Port Weller, where two embankments, 1 1/2 miles long, were extended into Lake Ontario. This harbour is a mile long, and has a bottom width of 800 ft. and covers an area of about 150 acres.

Harbour improvements had been under way at Port Colborne on Lake Erie to deepen the harbour to 22 ft., and construct a million bush, grain elevator; these had been completed in 1908. This elevator was increased to 2,000,000 bush, in 1913, and to 3,000,000 bush, in 1925. The grain from the large lake ships had to be transhipped to smaller boats that were then used to carry it through the Welland Canal.

The ship canal crossed the third canal at two points, one below Lock 11, and one below Lock 25, south of Thorold. At these points the water levels of the two canals coincided at 382 feet and 568 feet above mean sea level. There was a new cut made between Thorold and Allanburg to straighten the alignment of the ship canal. From Allanburg to Port Robinson the alignment of the canals coincided. The section was deepened to 25 feet, and widened to a 200 ft. bottom width. From Port Robinson to Welland the ship canal takes a more direct and straighter course. It follows the west bank of the Chippewa Creek, which is diverted in several places. The aqueduct for this creek to pass under the canal is just north of the City of Welland. This syphon culvert has six concrete tubes, each 22 ft. in diameter. From Welland to Humberstone, the course of the two canals again coincided, and the former was widened and deepened. North of Humberstone the ship canal takes a straight alignment to the Port Colborne harbour, eliminating the sharp curve known as Ramey's Bend in the former canal.

A guard lock, No. 8, was built at Humberstone, to maintain Summit Level of 569 feet, which extends north to Thorold. This was necessary because of the fluctuating level of Lake Erie, and greatly improved navigation conditions. There are eight lift locks including the guard lock mentioned. Three are twin locks, similar to the Gatun Locks at Panama. The usable length of the locks is 820 feet, width 90 feet, and depth over sills 30 feet. They have a lift of 46 1/2 feet each. It takes eight minutes to fill a lock, and about eight hours for a ship to pass through the canal. There are 21 railway and highway bridges across the canal, which is 25 miles long, or 27 1/2 miles between the ends of Port Weller and Colborne Harbours. All structures have been built so that at some future date the canal can be dredged for ships of 30 ft. draft.

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BOARD ORDER No. 9 P. E. I. POTATO MARKETING BOARD

Board Order No. 1 passed on the 6th day of November, 1950, providing for the licensing of dealers, is hereby repealed, and the following general licensing provisions are substituted in lieu thereof.

(1) No Dealer shall engage in the marketing of potatoes without a Dealer's License from the Potato Board. (2) For licensing purposes under the Prince Edward Island Potato Marketing Scheme Dealers other than "Assemblers" as hereinafter defined, shall be classified in four groups as follows:

DEALER GROUP "A" - Dealers who, in the opinion of the Potato Board, will market more than 150 railway cars or the equivalent volume of potatoes in the potato marketing year for which application for license is made;

DEALER GROUP "B" - Dealers who, in the opinion of the Potato Board, will market not less than 75 cars and not more than 150 railway cars, or the equivalent volume of potatoes, in the potato marketing year for which application for license is made;

DEALER GROUP "C" - Dealers who, in the opinion of the Potato Board, will market not less than 25 and less than 75 railway cars, or the equivalent volume of potatoes, in the potato marketing year for which application for license is made;

DEALER GROUP "D" - Dealers who, in the opinion of the Potato Board, will market less than 25 railway cars or the equivalent volume of potatoes in the potato marketing year for which application for license is made.

(3) Each Dealer desirous of obtaining a Dealer's License shall apply therefore in writing to the Potato Board, and each such application for a Dealer's License shall state, inter alia, that the applicant holds a valid license under "The Fruit, Vegetable & Honey Act", the period for which he has held such license, the quantity of potatoes which he has marketed for each of the two potato marketing years immediately preceding the year for which application for license is made, and the quantity of potatoes which he expects to market in the marketing year for which application is made.

(4) The annual fee payable in respect of each Dealer's License shall be as follows:

Dealer's License, Group "A" \$200.00 Dealer's License, Group "B" 150.00 Dealer's License, Group "C" 100.00 Dealer's License, Group "D" 50.00

(5) The Potato Board may at any time on its own motion, and shall at the request in writing of any Dealer made during the month of June in any potato marketing year, revise the group classification of any Dealer and, if as a result of such revision any dealer has been improperly classified, having regard to the quantity of potatoes actually being marketed by him, the license fee payable by such dealer will be revised upward or downward so as to collect from such dealer a fee proper to the group into which he falls. Following any such revision the Potato Board will rebate to such dealer any amount collected in excess of the fee properly payable as established by such revision, and in the event that such revision places any dealer in a group classification subject to a license fee higher than that which he had paid, such dealer upon being advised by the Potato Board to that effect, shall immediately become liable to pay and shall pay to the Potato Board such additional sum as, with the amount if any already paid, will result in the payment of a license fee proper to his revised group classification.

(6) Every Dealer to whom a license is issued by the Potato Board shall, while said license remains in full force and effect, be a Marketing Agency within the meaning of the Prince Edward Island Potato Marketing Scheme.

(7) Those Dealers or other persons who do not themselves ship or export potatoes from Prince Edward Island but who are engaged in the business of buying, assembling or loading potatoes for dealers shall, for the purpose of the Prince Edward Island Potato Marketing Scheme, be known as "Assemblers."

(8) No Assembler shall engage in the buying, selling, loading or assembling of potatoes without an Assembler's License from the Potato Board. The annual fee payable in respect of each Assembler's License shall be \$25.00.

(9) No Dealer shall buy potatoes from or engage for the purpose of assembling potatoes any Assembler who does not hold a valid license from the Potato Board.

(10) Those persons who are engaged in the business of transporting potatoes by truck from Prince Edward Island for delivery at any place outside of Prince Edward Island, for the purpose of the Prince Edward Island Potato Marketing Scheme, shall be known as Export Truckers.

(11) No Person shall engage in business as an Export Truckee without an Export Truckee's License from the Potato Board. The annual fee payable in respect of each Export Truckee's License shall be \$25.00. (12) Every Producer shall register as such with the Potato Board, and no Producer shall, after October 1st, 1952, sell potatoes grown by him or on his behalf without a Producer's License, and no Dealer, Assembler or Export Truckee shall pay or otherwise settle for potatoes purchased or received from any Producer who does not hold a valid license from the Potato Board up

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