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THE 1920 CROP

The 1920 crop is the second largest in the history of the West, but in value it is the greatest harvest this country has produced to date. Even the bumper crop of 1915 is surpassed by the value of this year's production. A conservative estimate of the 1920 crop in the West is as follows—actual yield for 1919 being given also:

	Wheat	
	1920 bushels	1919 bushels
Manitoba	45,679,000	40,975,300
Saskatchewan ..	136,680,000	89,994,000
Alberta	66,386,000	34,575,000

Total 248,745,000 165,544,300

	Oats	
	1920 bushels	1919 bushels
Manitoba	62,271,000	57,698,000
Saskatchewan ..	179,410,000	112,157,000
Alberta	110,428,000	65,725,000

Total 352,109,000 235,580,000

	Barley	
	1920 bushels	1919 bushels
Manitoba	25,950,000	17,149,400
Saskatchewan ..	12,000,000	8,971,000
Alberta	9,614,000	10,562,000

Total 47,564,000 36,682,400

Flax

	1920 bushels	1919 bushels
Manitoba	372,000	520,300
Saskatchewan ..	6,192,000	4,490,000
Alberta	588,000	222,000

Total 7,152,000 5,232,300

Rye

	1920 bushels	1919 bushels
Manitoba		1,173,000
Saskatchewan ..	8,912,000	2,000,000
Alberta		4,089,400

Total 8,912,000 7,262,400

Although quantities have increased materially as compared with 1919, the really important feature of the 1920 crop is the marked increase in monetary value. Last year's crop realised approximately \$600,000,000, but the 1920 harvest will realize pretty near to \$1,000,000,000. Coming at a time when financial conditions are somewhat shaky all over the world this great harvest is really worth more than its face value. It should tide us over the "tight money" period, it should strengthen our confidence in the present and future possibilities of Western Canada, and it should result in greater agricultural efforts in the years to come.

Atlantic Shore's Adventures

By Bonnycastle Dale

Contd from page 19

in it—not the clams, the natural history part of it.

"Say! Do you know I took a long worm out of each of those clams when I cleaned them?" he asked. (This, of course, after I had heartily enjoyed my lunch.)

"Did you? You might tell a fellow about the parasites before, not after a meal. And don't go away and think the laugh is on me, for those are not worms. Those long transparent bone-like things in the clam's stomach are called the "style," the "crystalline style." I do not know what they are for, unless it is a curved bone to keep the stomach extended. So the laugh is on you, Laddie."

In fact, we have found everything in the sea good to eat. The shark is marketed all over the States under various names. The fisherman's nuisance—the dogfish—sells all over as the "gray-fish." I admit we have thrown away the wolfish, and the shark too—the mackerel shark—simply because we could not find use for it.

The tide here rises and falls about six feet, completely emptying all these shallow harbours that open to the south, leaving thousands of acres of all-grass covered flats exposed, and all the great blue herons along the coast pour in and fill up on the rich table spread. Thousands of black ducks feed each low tide on the myriads of sea snails exposed. All is peace inside the harbour. But the mighty Atlantic flows outside, and its great rollers are breaking on the "head" as I write.

We daily watch the fishermen go to sea after the "shorefish." That means cod, haddock, cusk, pollack—all the commercial fish to be found in twenty fathoms and under, for remember that the shallower the water the better the fish and the "drier" it is. They use gasoline boats for this work, and most carry a sail to help, if the engine refuses to "put put." Once outside the harbour the bottom swiftly falls away until you are soon in twenty fathoms fishing water. Laddie and I are interested in the work of two boys. They own an old 20-ft. fishing boat, in which they have set a modern gasoline engine. She lies at anchor in the tideway, fair or shine, when not in use. And all the winds and rains of heaven pour down upon her. Used as we were to a spic-and-span boat, with an engine shining, it is somewhat of a shock for us to look

into this wet hull with its rusty engine, and the water "slop slopping" with every swell. We watched the two boys bail her out, and pump her too with a rude wooden pump.

"She's goin' on twenty year old!" the eldest boy told us.

"However do you warn passing boats in a fog?" I asked him.

"Oh! I got a conch shell. It blows loud, too," he answered.

"We go out at 'bout three. Like to get on the grounds before sun-up," he said.

"She's leaking a bit," I told him.

"Oh! soon bail that out," he laughed back.

As we walked home, Laddie said, "they're brave kids all right. That sail is chuck full of holes, looks like a sieve. When she was on the ground to-day the water ran out of her stem like a tap."

It was thick with fog next morning when the little craft "put putted" out. The "mixture" was bad, and she missed one every few explosions. She carried no lights, just trusted in luck. Once clear of "the head" she entered the long dead roll of the Atlantic, but there was a savage windchop on top this morning, and she plunged and splashed a bit. Up went the sail for the favoring breeze, and off she headed due east, right before the wind, and with the tide and swell, making good speed and weather, but looking very tiny in the midst of the seas of that autumn dawn. The engine was shut off now as "gas" was short, the younger chap forgetting a five-gallon can at the wharf. She could get six miles out of tide and sea and sail, and she was on "the grounds" before the red waterly sun slowly arose out of the broken horizon. Out went the hand-lines, two hooks apiece, both baited with two clams. As the drift of the boat was only fair the heavily-loaded line soon reached the bottom, where the cod loves to feed.

Now remember cod is worth some two to five cents a pound, as you sell it, fresh or salted. And cod will average about five pounds apiece. Soon both boys were pulling and hauling at the lines; the younger wore a finger stall, as he had cut his skin badly the day before hauling in the long weary line. Not a sign of delight, not an exclamation of surprise, escaped the boys as they landed their catch. It was a bit cold, and the spray flew a bit. And each fish added to the tale of the day's work. By noontime over two dozen cod and one haddock had been taken. The wind was blowing harder, but the tide was setting in, so they beat back a bit and crowded down their cold lunch.

There were three other sail on the grounds this day, and lack of gasoline

(Continued on page 51)

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