

CANNED SALMON

RELIABLE INFORMATION ABOUT
THIS IMPORTANT INDUSTRY

Nearly all the World's Supply is Pack-
ed on the Pacific Coast of Canada and
The United States—This Work Be-
gan More Than Fifty Years Ago.

[With the Compliments of the British
Columbia Packers' Association].

Practically all the world's supply of
canned salmon is produced and pack-
ed on the Pacific Coast of Canada and
the United States. From the inception
of the industry in 1864 to the present
time, the output has been over 115,-
000,000 cases.

More than one hundred years ago, a
French scientist discovered that fresh
food, hermetically sealed and steriliz-
ed by exposure to a high degree of
heat, would keep fresh and wholesome
for years.

In 1864, the packing of salmon was
started on the Sacramento River, Cal-
ifornia, and was followed up on the
Columbia River, Oregon, in 1866; on
the Fraser River, British Columbia, in
1876; Puget Sound, Washington, in
1877; and in Alaska in 1878.

The total Pacific coast pack of Canned
Salmon in 1915 amounted to 7,639,-
392 cases, valued at nearly \$40,000,-
000.

In 1913, seventy-six modern Canner-
ies were packing salmon along the
coast line of British Columbia, and
extending from the Fraser River at
southern extremity to the Naas River,
on the north—a distance of about 500
miles.

The total British Columbia returns
of that year were 1,353,901 cases, of
which the British Columbia Packers'
Association put up 399,467 cases at
their twenty-four canneries.

All species of the Pacific Coast Sal-
mon are canned, all are highly nutri-
tious, and so far as the canned pro-
ducts are concerned they differ from
one another principally in the color
and relative firmness of the flesh and
the proportions of fats.

The best grades are richer than
meats in body-building materials, and
Pink Salmon, which is a cheaper grade,
is more valuable than meats for mak-
ing flesh and bone, but has less fat.
All salmon are as digestible as the
best sirloin steak; there is no waste,
and nothing has to be thrown away
except the can. Meats spoil quickly
in the home; canned salmon will keep
indefinitely if unopened.

The following grades of salmon are
packed in British Columbia:—

SOCKEYE: This is our highest
grade salmon. Its flesh is a deep red,
and it is rich in oil. These fish aver-
age from six to eight pounds in weight,
and they are caught from about July
1st to the end of August, and in ordi-
nary years should be ready for ship-
ment during August-September. Sock-
eye salmon are principally packed in
½-lb flat tins—the most popular shape
in most markets—but some quantities
are packed in talls, flats, ovals and
¾-ovals.

RED SPRING: A lighter colored
fish than sockeye, and not quite so
firmly knitted in the flesh on account
of their larger size. Red Spring Sal-
mon usually show some good oil, and
are a delicious flavored fish. They
vary in weight from 12 to 30 pounds,
and are caught during the months of
June, July and August. Shipments
can usually be made in August-Sep-
tember. This grade of salmon is
packed in talls, flats and ¾-flats, and
the last mentioned shaped can is rapidly
becoming a leader.

COHOES: These fish show lighter
color and less oil than the Red Spring,
but are a popular grade in all markets.
They vary in weight from six to fifteen
pounds each, and are caught later in
the season than the sockeye or Red
Spring. Shipment cannot usually be
counted on before late in September.
Cohoies are packed in talls, flats and
¾-flats, but in this variety of salmon
the demand for the ½-lb. flat tin is
also rapidly superseding the larger
packages.

PINKS: These are a small fish,
averaging four to six pounds each.
They are well flavored but show only
a light pink color and not much oil,
on that account they were in little
export demand until within the past
two years, but the English and Aus-
tralian markets now buy our British
Columbia Pinks freely, as they recog-
nize the nutritive value of such food,
and their relative cheapness as com-
pared with the higher grades of sal-
mon. Pinks are also a "late fish," and
a firm fish is not ready for shipment
until late in September or early October.

WHITE SPRINGS: We pack all
these. They are a good flavored fish.

(Continued on page 7)

CASTORIA

For Infants and Children

In Use For Over 30 Years

Always bears
the
Signature of

Wm. D. Gifford



THE DOUBLE GUARANTEE

TWO reputations guard your investment when
you purchase a Gray-Dort.

Two liabilities are your assurance of doubly-
satisfactory use and service.

Two institutions striving in united effort to main-
tain the foundation on which they have been built
—full value to you, the purchaser.

In Chatham, Ontario, the Wm. Gray & Sons
Company and Gray-Dort Motors Limited—the
one hale and solid at sixty-two, the other strong
and lusty in two years.

In Flint, Michigan since 1885, the Durant-Dort
Carriage Company, since 1915, the Dort Motor
Car Company.

Gray—the Industry and its Builder

Our fathers and grandfathers rode in Gray
carriages—and found them built on honor and
character.

In 1855, William Gray built the first of them—
built them so well that Gray quality became
proverbial.

Growing up in this atmosphere
of big business, of successful en-
terprise, of worthy endeavour,
was Robert Gray.

Under his guiding hand the
Gray institution has been build-

ed solidly on its original foundation—value and
service to the purchaser.

When others rushed into the motor car industry,
Robert Gray bided his time.

Others experimented—on the motorist.

Others gained the reputation of a day—and lost it.

Robert Gray knew that the car bearing his name
must have the same underlying qualifications as
the Gray Carriage—so he waited.

Dort—at the Same Time in Flint

Paralleling the growth of Gray in Canada, was a
similar institution in the United States.

Blue Ribbon Buggies were to Americans what
Gray Buggies were to Canadians.

J. D. Dort, too was building in Flint, as Robert
Gray was building in Chatham.

J. D. Dort, too, was analyzing the motor car
industry.

In 1915, Robert Gray decided that a good motor
car could be built and sold at a reasonable price.

In 1915, J. D. Dort, studying the situation from
the same angle, came to the same conclusion.

The two men met. Their identical views and
aspirations inevitably attracted them to one
another.

They chose as the engineering groundwork for
their organization, Etienne Planche, designer of

the world-famed Peugeot motor. They surrounded
him with men of equal calibre, who round out an
institution unique in its man-power.

After Such Preparation—

With two institutions so solidly founded the first
Gray-Dort was built.

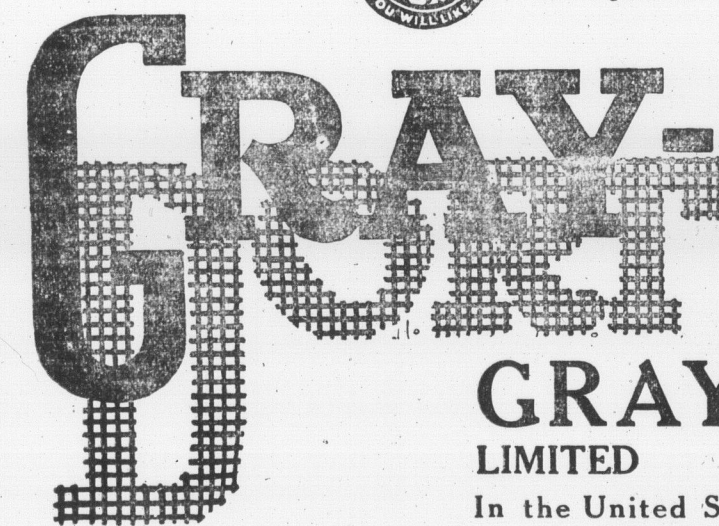
Is it any wonder that in three days the entire 1916
output was sold?

It was to be expected that a doubled output for
1917 was heavily oversold.

The output for 1918 is double again—and may be
inadequate.

Note the Car for 1918

MOTOR—Gray-Dort, 4 cylinder, cast in bloc, L-head type,
bore 3½ in., stroke 5 in., speed 2000 R.P.M., horse-power 28.
Cast iron removable heads. Carter carburetor. Thermo-
siphon cooling. Westinghouse two unit starting and lighting
system. Connecticut battery ignition. Three speed and re-
verse selective transmission, with double row New Departure
bearings. Gasoline tank under cowl. I beam heavy duty front
axle. Floating rear axle with forked tube torsion and Hyatt
High Duty Bearings. 10 in. internal expanding and external
contracting brakes. Springs—front 37 in. elliptic, rear 50
in. full cantilever. Left-hand drive. 16 in. irreversible worm
and nut type steering wheel. Centre gear shift lever. Emer-
gency brake, right pedal. Service brake, clutch pedal.
Accelerator. Detroit demountable rims. 30x3½ Dominion
tires. Nobby tread rear. Westinghouse electric lighting.
Linoleum covered running board. Lock ignition switch.
Dashlight, ammeter, roborail, foot-rail, clear vision wind-
shield, one-man top, tools, equipment complete.



\$245 - Roadster \$945, f.o.b. Chatham

Subject to change without notice

Agent: FRED E. BATH, Bridgetown, N.S.

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Latest Styles in
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Millinery**
**DEARNESS
& PHELAN**

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Also good for Liver Troubles.

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Coughs, Colds. No drugs of any kind
in these remedies. Prepared by
BURTON & CO.,
Bridgetown, N. S.

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—FOR—

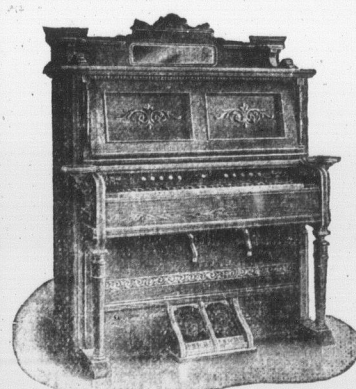
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looking. In all apparel we plan to have the wanted
kinds and styles. Plenty of sizes and prices that are the
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