

The vessel, which is designed for deep water navigation, will provide all-weather surveillance of offshore grounds where Canadian fishermen have been increasing their fishing. Among its primary responsibilities will be the enforcement of Canadian fisheries regulations and territorial limits.

The new patrol ship will have a cruising speed of 12 knots and a top speed of 15 knots. A cruising range of several thousand miles will permit without refueling, patrols to and from the Bering Sea.

Equipped with the most modern of navigational and electronics aids, the vessel will provide living and laboratory accommodations for scientists to conduct oceanographic and biological observations at sea. One feature of the design, an Alpine-Pleuger active rudder, will allow great maneuverability of the vessel, particularly for fishing operations and docking. Delivery of the new patrol craft is expected during 1968.

The hull design will be similar to that of two patrol vessels built for Atlantic coast patrol duties, the *Cape Freels* and the recently-launched *Chebucto*. On the Pacific coast, the Fisheries Department's Conservation and Protection Service operates 40 patrol vessels. The addition of this all-weather long-range vessel, which is due for delivery in mid-1968, will improve the efficiency of the fleet in guarding the valuable fisheries resources of Canada's Pacific coast waters.

* * * *

APPLES GALORE

According to the Ontario Hydro News, Canada's apple crop this year is about 20 million bushels, a quarter of which comes from Ontario. Eight hundred thousand bushels of Eastern Ontario's crop are grown in Northumberland County on the 2,500 acres of orchards that spread along the sandy loam stretching from Port Hope to Trenton.

Here, the complete apple industry is neatly packaged, from growing, grading and export to processing, from the benevolent assistance of the Ontario Department of Agriculture at Grighton to advanced orchard research and supplies of root stocks at the Dominion Experimental Farm at Smithfield.

The first Northumberland County orchard on record was set out east of Cobourg in 1804 by two New England brothers, Levi and Stoddard Bates. It was hardly a commercial orchard, nor were there any such for the next 60 years. Even then, most orchards were badly planted, unpruned and generally neglected two-acre plots.

In 1890, improved orchard practices put apples on a paying basis and, by 1910, the industry was firmly established because of high prices and a succession of good crops.

Northumberland County orchards have 190 days of growth, the shortest apple-growing season in Canada. It is also one of the driest regions, with 32.9 inches of rainfall. With a total of 2,500 acres, county orchards average 25 acres in size, although four or five orchards contain 150 acres and more.

NEW SPECIES

A new variety of apple called the Quinte has been developed at the Smithfield experimental farm. The Quinte known to horticulturists for 20 years as *T-441*, has been controlled by budding and grafting for winter hardiness, compatibility to average orchard soils, a maximum yield, early harvesting, good looks, hardy handling and a nutrient content to suit modern processing techniques.

The Quinte has been on the market since 1964, but apple men do not expect the housewife to fully appreciate its fine characteristics for 30 years. By that time, the Quinte may surpass the popular McIntosh in consumer demand. It could gain popularity much sooner, however, in a "puffed apple" cereal product now being tested at Smithfield.

* * * *

CANADA-ARGENTINA MOTORCADE

A motorcade from Canada and the United States to Buenos Aires, Argentina, is being planned by the Pan-American Highway Association of Belleville, Kansas. In a letter to the Secretariat of the Pan-American Highway Congresses of the Organization of American States (OAS) John C. Dart, tour chairman of the Association, announced that the trip would begin at the headquarters of the organization on January 25, 1967, and end on March 5 in the Argentine capital. Canadian members of the convoy are expected to start from Winnipeg, Manitoba, two days earlier.

The tour chairman is trying to draft for the motorcade at least one car from each city and town along the U.S. leg of the Pan-American Highway. Those making the trip, may start from any point in the U.S. and Canada, and drop out anywhere beyond Mexico City.

* * * *

FOREST FIRES

According to estimates of the Department of Forestry and Rural Development, 619 fires burned 31,000 acres across Canada in September. The bulk of the damage occurred however, in the Yukon and Northwest Territories, where 26,000 acres were damaged by 17 fires.

Last year's September figures were slightly higher, with 40,000 acres damaged by 315 fires across Canada, but only 1,000 acres were affected in the Yukon and Northwest Territories by 19 fires.

The September figure brings the estimated damage for the season to the end of the month to 686,000 acres burned by 6,705 fires. The Yukon and Northwest Territories accounted for 496,000 acres damaged by 348 fires. Last year's estimates for this same period were somewhat lower for all Canada - 523,000 acres burned by 6,954 fires, but the figures for the northlands show a sharp difference with 190 fires affecting only 29,000 acres for the season ending September 30, 1965.

(Continued on P. 5)