

Hay fever strikes

'Baling' out Manitoba farmers

Thousands of bales of Ontario hay have gone west to Manitoba in the last month in a classic case of supply and demand. Manitoba farmers don't have enough hay to feed their cattle and Ontario farmers have surplus hay, the result of a good growing spring.

"I'm glad (the ex-

change) is working out for both Ontario and Manitoba, Manitoba is a little short, Ontario has a surplus of hay: it's nice to be able to bring them together," says Keith Watson.

Watson, with the Manitoba department of agriculture, has been based in the Ontario ministry of agriculture

and food office in Elmvalle since July 2.

He is the co-ordinator for the many thousands of bales of hay that have already been shipped by rail and truck to Manitoba. Over 1,600 railroad boxcars of baled hay, each car containing approximately 550 bales, have gone west. That's 19,200

Imperial tons of hay!

Traffic

The shipments will stop today for a three-week period because of a quarantine now in effect. Appearance of the cereal leaf beetle in Ontario hay is the chief reason. Ag reps don't want to risk shipping the leaf beetle out to

Manitoba along with the Ontario hay. Manitoba doesn't have a beetle problem as yet.

Watson said Monday that Manitoba farmers are in most cases buying for the fall, and that most would have enough feed on hand by the end of this month to last until the new year. A few Manitoba

farmers have come in person to buy hay. But most use Watson. Watson has taken around 1,500 calls from farmers. The frequency of calls is slackening now because a network of dealers has been organized across the province.

Watson matches buyers and sellers, buys

the hay and bills the Manitoba farmer who gets it. Dealers make their own arrangement with individual sellers. The dealers work out with the seller how the hay is to get to the boxcar and who will load it.

Dairy farmers are in more need than cattle farmers. They need hay with a 50 per cent or better legume content. Price is negotiable depending on quality and age, but prices being paid are between \$50 and \$60 loaded in a boxcar.

An early estimate was made that 200,000 tons are needed by Manitoba farmers.

Hay

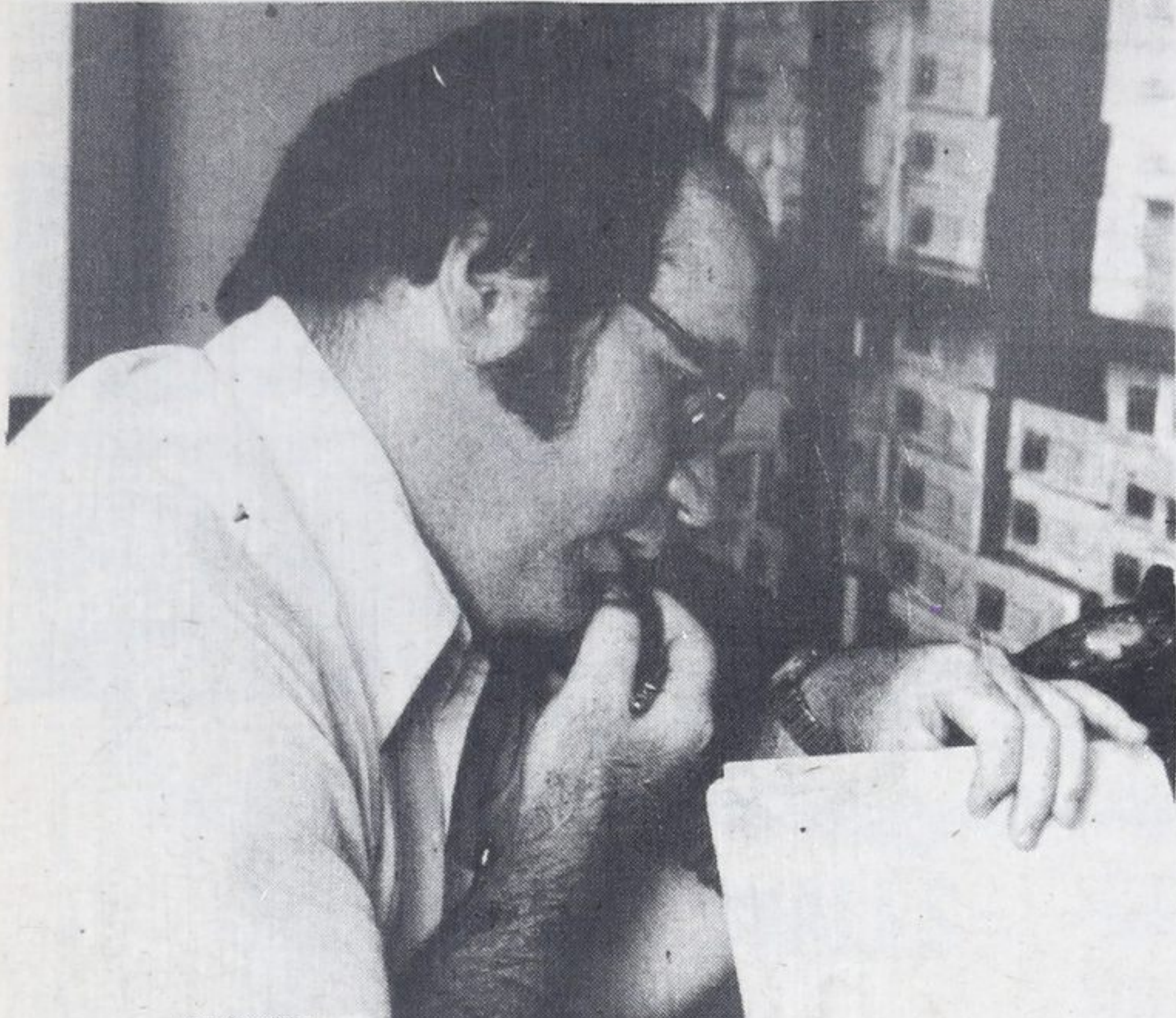
Most of the hay is going west by rail on Canadian Pacific and Canadian National trains. In addition about 10 cattle carrier trucks carry the equivalent of one boxcar of hay west a day.

Watson said the railroads are doing "an excellent job" of getting cars where they are needed. Cars are taken empty as close as possible to the farm of the seller and dropped as close as possible to the farm of the buyer. The only restriction is that CP cars follow CP lines and CN cars follow CN lines.

The Midhurst junction is the local staging point. Others are located in the strip from Ripley to Peterborough, with a few in the southwest.

The location of dealers and pickup points is "haphazard." Hay starts to move "wherever we can make a contact and set up a dealer to move the hay back."

This is the first time an operation of this size has been run. The hay crop this year has been good. Some of the surplus hay being shipped is two years old.



Keith Weston on telephone



Domenic Lunardo, RR1 Elmvalle, needs all his hay



Box cars at Midhurst siding waiting for hay



News from 1970

New mall, new park, new schools, more taxes...

Ten years ago, in July and August 1970, the following items were front page news in *The Penetanguishene Citizen*.

Dr. Wilfrid Jury was the guest of honor during a special tribute by the town of Penetanguishene on the eve of his 80th birthday. Dr. Jury was complimented for the work he had done in excavating and reconstructing the Establishments in Penetang.

Excavations at the historic site were begun some 18 years prior to the tribute in 1970. Two years prior to the Penetanguishene honors, the Ontario government unveiled a plaque at Sainte-Marie for Dr. Jury's work.

Tiny's OP

Tiny township's Official Plan was publicly unveiled in July 1970 after lying in the

files for some four years. Records show the township's population in 1970 was about 3,200, same as it was 100 years before. The figure reached a high of 4,700 then dropped off to 4,100.

In 1970, Wyebridge and Lafontaine's population "appeared static" while Wyevale, Waverley and Perkinsfield showed indications of growth.

Back in 1970, growth projections to 1990 for the township were set at 5,600 persons in permanent residence. But in 1980, township clerk, Guy Maurice reports a figure of 6,897 permanent residents.

Education

Tiny township's education costs represented 64 per cent of the 1970 tax bill. Under the "new" county school board structure, Tiny residents saw a 54

per cent boost in taxes compared to total taxes levied only two years before, in 1968.

In 1968, taxes in Tiny were \$680,318. In 1970, under the county boards of education, taxes levied totalled \$1,047,926.

New school

The Simcoe County Roman Catholic Separate School Board received the green light from the Ontario Municipal Board for "a new school at Lafontaine."

The project at Ecole Ste. Croix includes "demolition of the very old section of the building," and the construction of five classrooms, a kindergarten, resource centre and general purpose room.

"Target date for completion will be September, 1971." About 150 students will

be temporarily displaced. Later, in August 1970, school trustees approved the plans for the new school.

Beauty

Miss Teenage Canada 1970, Jana Jorgenson of Vancouver, is coming to the Midland-Penetanguishene area for a two-day visit, sponsored by A and W.

Penetang-Midland

In late July, 1970, the Simcoe County Board of Education gave its permission to Midland parents to have their children in kindergarten and grades one to three enrolled at Ecole Ste. Croix in Penetang for bilingual education. Children would be integrated into classes at the discretion of the principal.

At the same school board meeting, trustees approved a tender to construct a \$12,125

portable shop classroom at MSS.

Waterfront park

Fifteen volunteers began clearing underbrush and weeds along the waterfront in Penetanguishene as the first step to create a park.

New plaza

Back in mid-August 1970, indications were a shopping plaza on the west side of Highway 27 would be built, similar to one then in existence on the east part of the highway.

Tiny township council heard a developer wanted to raise a \$150,000 ten-store plaza between A&W and Zellers. It's now known as the A.E. LePage Highway 27 Mall.

Speed limit

A recommendation by the Department of Highways to increase

the speed limit on Highway 27 between Waverley and Wyebridge was voted down by Tiny township council in mid-August 1970.

The speed limit boost would be from 50 mph to 60 mph. Through

Wyebridge the speed would increase from 40 mph to 45 mph.

Tiny council asked that the road be reconstructed before any speed limit change be approved. Penetanguishene council also agreed with Tiny township councillors.

Pioneers' arrival commemorated here

The Midland branch of the Church of Jesus Christ of Latter-day Saints commemorated the arrival of the Mormon pioneers to the Salt Lake valley in July 24, 1847, by gathering at the residence of president Darryl Wagar on Thursday, July 24 last week.

Pioneer games were played, stories were told as the group gathered

around the bonfire and toasted marshmallows.

Trips

Visitors to the Collingwood-Midland-Orillia area made between 5.7 million and 6.4 million trips in 1979.

Visitors to the area should grow in number at a rate of about two per cent a year to reach between 6.3 million and seven million visits in 1984, a \$150,000 study states.