

Farmers' Advocate



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Canola tariffs cause a stir among Manitoba farmers



PHOTO BY JOSHUA JACKSON

Chinese tariffs on Canadian canola is casting a shadow of uncertainty for producers. Canola is a key driver of the Canadian economy, as in 2024 Canada exported 8,659,296 metric tonnes.

By Joshua Jackson
FARMERS' ADVOCATE

As harvest across the prairies begins to ramp up, a bombshell move by the Chinese government has thrown uncertainty into Manitoba's harvest season, as China recently announced preliminary anti-dumping duties on canola seed from Canada. China imposed a preliminary anti-dumping duty on imports of canola seed from Canada of 75.8 per cent, which came into effect on Aug. 14.

According to the World Trade Organization, dumping is "a

situation of international price discrimination, where the price of a product when sold in the importing country is less than the price of that product in the market of the exporting country."

The timing couldn't be worse. The Manitoba Canola Growers Association (MCGA) is committed to driving success for Manitoba canola farmers and represents approximately 7,500 members throughout the province. They said the timing of this decision couldn't be worse.

"We're (right around) harvest (time), and farmers have already invested heavily in growing this crop. With China, our second-largest canola seed market, effectively closed overnight, producers face fewer selling options, lower prices, and a wave of uncertainty. This is a severe financial hit at a time when input costs are high, markets are volatile, and weather is unpredictable," said the association.

Canola a key driver in Manitoba's economy. According to Statistics Canada, in 2024, Canada exported

8,659,296 metric tonnes of canola seed. Of the 8,659,296 metric tonnes, 5,863,794 MT or roughly 67 per cent was exported to China. The next top export markets were Japan with 1,005,948 MT, Mexico with 599,688 MT, and the European Union with 491,369 MT.

According to the MCGA, Canola is not just a farm commodity; it's a key driver of Manitoba's rural economy. The canola sector supports every step along the path that gets our food from field to table: food processing jobs, transportation, equipment sales, and a range of local services.

"A \$4.9 billion annual export market disappearing will ripple through the value chain, affecting rural businesses and communities across the province," they said. "We are working directly with policymakers, alongside the Canola Council of Canada and the Canadian Canola Growers Association, to ensure they understand the scope of this impact, both in immediate farm losses and in the long-term erosion of economic stability in rural Manitoba."

*Continued
on Page B4*

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From the outback to the prairies

Australian farmers talk agriculture with Canadians on cross-country tour



PHOTO BY JOSHUA JACKSON

A group of 30 Australian agricultural producers embarked on a cross-country trek in Canada learning about Canadian agricultural practices and visiting different farms. The Trip started in B.C and ended in Alberta.

By Joshua Jackson
NEEPAWA BANNER & PRESS

It was a cultural exchange of sorts at Melody Acres Beef Farm, near Bradwardine, Manitoba, as Connor English and family welcomed a group of 30 Australian agricultural producers to their farm. It was all part of a cross-country trip for Aussie farmers to learn more about Canadian Agriculture and soak in how Canadians do farming.

From Brisbane to Bradwardine
By day, Australian citizen Grahame Rees teaches about low-stress stockmanship and marketing at KLR marketing, which he helped create. As a hobby, Rees enjoys connecting with other ranches around the


world to learn about how they farm cattle and what practices he could be using. In the past, he's run two trips in the U.S.A. and one to New Zealand. "This is our first trip to Canada. We're here for three weeks, travelling in cars so we can get more access to the ranches. We started in Vancouver, and we're all the way out here to Manitoba," He said at the time they weren't quite halfway done their trip. "We'll finish up in Calgary. The quest we're on is to find the best ranches that are using regenerative practices." The group of farmers began their three-week journey in British Columbia, before making their way through Alberta, Saskatchewan, and Manitoba. The group has a diverse age

range and is represented by someone from every decade. "We have a three-year-old in the group. We have teenagers, quite a few young people. We've got a gentleman and his wife here who are in their 70s, nearly 80," he said, adding that he was conversing with him, asking why he wanted to be on this trip. "He said, 'I'm still trying to figure this out. It's not only what we have learned from the other ranches; when you put these people in a car (to travel across Canada together), there's a whole lot of sharing and mentoring between the generations.'" There's a lot to learn
Cam Benjamin is a farmer from Queensland, Australia. He was a member of

the group that came to tour Canadian farms. Benjamin talked about what stood out to him and why he wanted to participate in this tour. "We're looking at different grazing systems, we're

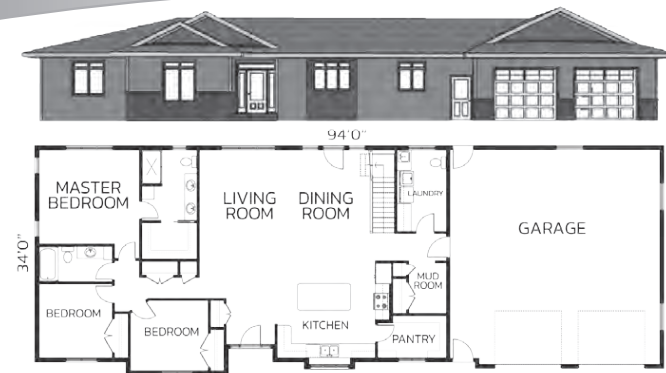
looking at multi-species cropping, which we don't do much of at home, but we hear a lot about," said the farmer. "We've read about the different styles of grazing, and the different

leasehold lands and all that sort of stuff. We're learning lots of stuff that we might be able to incorporate back home." *Continued on Page B9*




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Fuelling the future

Gladstone Airport boks to the community to fund critical upgrades



PHOTOS BY JOSHUA JACKSON

The Gladstone Flying Club has spent decades maintaining the Gladstone Municipal Airport, which features two runways, one grass and one asphalt, hangars, a maintenance shop, and a clubhouse. The group has set up a day full of activities on Sept. 6, 2025, as it continues to raise money to upgrade the Gladstone Municipal Airport.

By Joshua Jackson
FARMERS' ADVOCATE

A group of local Gladstone citizens are trying to breathe new life into the Gladstone Municipal Airport.

The Gladstone Flying Club has spent decades maintaining the Gladstone Municipal Airport, which features two runways, one grass and one asphalt, hangars, a maintenance shop, and a clubhouse.

The group has set up a day full of activities on Sept. 6, 2025, as it continues to raise money to upgrade the Gladstone Municipal Airport.

Gladstone Flying Club President Jerry Peters said the Gladstone Municipal Airport will come alive with a barbecue, car show, and a chance for you to take to the skies and see a WWII plane.

"The car show will run from 10 a.m. to 3 p.m., and we'll be selling hamburgers and hot dogs. That will run basically all day, and we will be offering rides in a Cessna airplane. From 10 a.m. until dusk, depending on the volume of people here," he said. "And the (WWII training plane used by the Royal Canadian Air Force,) the Tiger Moth will be coming in for people to look at, and they will also be selling rides on it."

A history of the airport
According to the book "Beyond the Third Cross-

ing," before the airport became an airport, it was a homestead located on a quarter of land owned by various families. After the last owner had passed away, the land became the property of avid aviation enthusiast George Galloway and his family. He erected several runways and built a hangar to fly airplanes from, and soon several of his friends would join him.

In 1974, Secretary Treasurer of the Gladstone Flying Club, Daryl Teichrib's dad, and John Teichrib returned to where they grew up, built a maintenance shop, and started an aerial spraying business. The airport was acquired by the Municipality of Westbourne in 1974.

"(After the municipality bought it), the runways were redone, with municipal equipment, and a few more hangars were put up. There was also a flying school here from 1976 to 1983. Over a hundred students gained their pilot's license," he said. "Since then, the airport has continued with the flying club and the municipality, working together to maintain it. The airport runway was paved in 1988 because they got a federal grant."

The Gladstone Municipal Airport has had its share

of eager learners who have gone on to be pilots, which Peters noted is something that he's proud of.

"Not too many young people are involved in aviation like they used to be. I've had young people who now have flying careers because they got into an airplane (at this airport) 25 years ago," he said. "I think it's neat that I had a little part in directing someone towards an aviation career."

Gladstone Flying Club

The Gladstone Flying Club itself was founded in 1976, with a board of around 50 members. Those numbers have since drastically declined, but a small yet dedicated group continues to fly the group on.

"We're promoting aviation - people who have like-minded hobbies and interests meeting together. (We promote) maintaining the airport and encouraging

one another to go out for flying trips together," said Teichrib, noting that, in recent years, there have not been many active flyers. The flying club hosts non-flyers who enjoy the fellowship, like to take a ride on occasion, and put their shoulder to the wheel in helping to maintain the airport.

"If we lose this facility, we won't get it back. It's too much money to try to beg for a new facility and build a new airstrip. We're doing our best to maintain this so future generations can keep using this airport and enjoying it," he said.

Peters is one of the members who does not have a pilot's licence, but said he is happy to help out and be an active part of the club.

"I (enjoy) hanging out with the pilots and ex-pilots. We gather together for coffee or a visit and tagging along for some airplane rides," said the President of the club. "It's good to see this airport

in this area being used still, so I volunteer to help with mowing the grass runways, maintenance on our clubhouse, and with maintaining the lights so we can keep this facility in this area."

The airport today
The Gladstone Municipal Airport serves as a local hub for many spray planes and local aviation enthusiasts.

"We have planes that arrive from different training schools, and they're doing cross-country flights. They come here to practice landings and takeoffs. We have planes that go cross-country and stop here to rest and buy fuel," he said. "We have had STARS (Air Ambulance) land here to do transfers, and we have had medical flights. We've also had planes from up north land here, as well as a few emergency landings on our airstrip."

In the summer months, more than an average of 22 flights per week take off from the Gladstone Municipal Airport; that number dwindles in the winter, but there are still weekly takeoffs from the runway.

Although the Gladstone Flying Club have been applying for grants to raise money,

they are hoping for the public to step up and help keep the Gladstone Municipal Airport in operating condition.

"It's been several years since the airport was paved. We are developing bigger cracks in the runway, and to maintain it, we've applied for grants. We got a \$5,000 Grant this year from Big Grass Community Foundation to aid in crack repair on the runway, alongside \$18,000 from the Westlake Gladstone Municipality."

Peters estimates that a total resurfacing and upgrade of the runway would cost upwards of \$300,000. Recently, the airport had Superior Asphalt come repair the cracks on the runway to extend its life. The airport received a separate grant from the Big Grass Community Foundation last year to help upgrade its aging airport lights. The flying club is also hoping to purchase airport lights from the Virden Airport, as they will be upgrading to an LED light system.

"It would be nice to get the runway repaved in the next five to ten years because of the age of the asphalt. That's why we've been fundraising and looking for corporate sponsorship to help out. In the meantime, we're holding our own fund-raising. We just raffled off two rides on a World War II training biplane, the Tiger Moth," said Peters.



The Gladstone Municipal Airport serves as a local hub for many spray planes and local aviation enthusiasts. In the summer months, more than an average of 22 flights per week take off from the Gladstone Municipal Airport. The Gladstone Flying Club was founded in 1976 and helps with the maintenance of the airport.



China's canola decision affects more than just farmers

Continued from
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The prairie provinces also saw a decline in canola being planted. A June 2025 Statistics Canada report, which collects information on field crop seeded areas in Canada, was conducted from May 15 to June 12, 2025, and included approximately 25,000 farmers reported planting 21.5 million acres of canola, down 2.5 per cent from the previous year. In Saskatchewan, where more than half of Canada's canola is grown, farmers reported planting 12.0 million acres of canola, down 0.5 per cent from 2024, Alberta reported planting 6.2 million acres of canola in 2025, down 2.8 per cent from the previous year, while Manitoba, farmers reported seeding 3.0 million acres of canola, which is a 9.2 per cent decrease from 2024.

The new tariff will have an immediate and substantive impact on farmers' marketing opportunities for the 2025 canola crop. The MCGA talked about the long-term strategies they're developing to mitigate reliance on the Chinese market and to find new, stable markets for Manitoba's canola.



PHOTO BY JOSHUA JACKSON

Statistics Canada reported approximately 25,000 farmers reported planting 21.5 million acres of canola, down 2.5 per cent from the previous year.

"The canola sector has long been focused on diversifying markets for canola, with recent progress on new uses like renewable diesel fuel that have potential for a reliable and stable domestic market. Over-reliance on anyone market is a risk MCGA is committed to mitigating, but replacing a major market like China is not realistically done in the near term," they said. "Our top priority continues to be reopening the market in

China while we continue to expand access to other high-potential markets, strengthen relationships in existing ones, and build Canada's domestic processing capacity." Previous to the August tariffs announced by China, they also placed a 100 per cent tariff rate on Canadian canola oil and canola meal along with several other tariffs on other Canadian agricultural commodities as of March 20, 2025, in response to its

anti-discrimination investigation initiated in 2024 as a result of the federal government's imposition of tariffs on Chinese electric vehicles, steel and aluminum. With these tariffs in place, MCGA said that the Chinese market is effectively closed across all canola products.

"This means less demand overall, downward pressure on prices, and reduced competition for our crop—directly squeezing farm revenue and limiting marketing flexibility. The cash flow impacts will be felt almost immedi-

ately, especially for farmers counting on Chinese sales to manage harvest season bills."

The MCGA is advocating for urgent federal action on two fronts:

1. *Market Access:* Immediate and decisive engagement with Chinese counterparts to reopen the canola seed market.

2. *Farmer Support:* Emergency programs developed in collaboration with farmers that help them weather this income shock and

maintain operations until market access is restored. Compensation details are expected to reflect the specific damage experienced by canola farmers and the sector. The priority is timely, effective action that helps farmers bridge this sudden market loss.

According to the MCGA, this issue reaches far beyond the farm gate. Canola is the backbone of a value chain that supports thousands of jobs in food and fuel processing plants, transportation companies, input suppliers, and export logistics, many of which are based in small towns, regional hubs, and larger cities.

"When farm incomes drop, the effects cascade: processors handle less product, transport companies move fewer goods, and local businesses see less spending. That loss of economic activity hits rural communities first, but it quickly ripples into urban centres as well," they said. "We encourage all Manitobans to stand with farmers by supporting urgent government action to restore market access, recognizing that protecting our canola industry is about safeguarding jobs, communities, and economic stability across the province."



PHOTO BY JOSHUA JACKSON

A farmer east of Neepawa swaths canola. Manitoba, farmers reported seeding 3.0 million acres of canola, which is a 9.2 per cent decrease from 2024.

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Greetings from the Manitoba Trucking Association

Happy National Trucking Week from the Manitoba Trucking Association! This week is an opportunity to recognize the critical economic and social contributions of our industry, not just in Manitoba, but across Canada and North America.

Thanks to the dedication of members of the trucking industry, Manitobans can count on stocked grocery shelves, life-saving medical equipment, and safe, treated water. From keeping supply chains flowing to maintaining critical services, their contributions make a difference every single day. That's something everyone in Manitoba's trucking industry can take pride in—I know I do. Whatever the role—behind the wheel, in the shop, in logistics or administration—Manitoba's trucking industry

is integral to the quality of life we enjoy across this province and beyond.

This past year has been one of meaningful progress. From workplace and road safety improvements and infrastructure investments, we are proud to be part of building a safe, competitive, and sustainable trucking sector. We continue to advocate for essentials like driver rest areas, better winter road maintenance, and the elimination of labour trafficking and immigration abuse in Manitoba—a practice that undermines the safe, efficient, and fair work being done by many carriers.

2025 has certainly brought with it new challenges for Manitoba's trucking industry, but it has also brought opportunities as new markets are sought for Canadian goods. We must face these challenges head-

*Pauline Wiebe.
President, Manitoba Trucking Association
Vice president - finance and administration,
Payne Transportation Ltd.*



first, but we don't have to face them alone. Our advocacy, education, and partnerships across all levels of government and industry are driven by one goal: a strong, respected, and globally competitive trucking industry for Manitoba. Whether you're a long-time member or considering joining us, now is the time to be part of this momentum.

On behalf of the Manitoba Trucking Association, thank you—and Happy National Trucking Week!

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National Trucking Week - Sept. 7 to 13, 2025

Honouring Manitoba's backbone: Our trucking industry

Residing in the core of southwest Manitoba, where the sound of diesel engines and the sight of semis rolling down the provincial highways are as familiar as prairie sunsets. Trucker Appreciation Week (Sept. 7-13, 2025) is more than a calendar note—it's a moment to recognize the lifeblood of our province's economy and the unsung heroes behind the wheel.

Manitoba has long punched above its weight in Canada's trucking industry. In 2024, the transportation and warehousing sector employed 49,300 Manitobans, accounting for 6.8% of the province's

total employment. Of these, 18,400 worked in truck transportation, making it the largest subsector. And with 15,400 truck drivers on the road as of late 2022, it's clear that Manitoba isn't just a participant—it's a leader.

The economic impact is equally impressive. In 2023, the Manitoba Transportation and Warehousing Industry (MTWI) contributed \$4.436 billion to the province's GDP, representing 9.4% of Manitoba's business sector GDP. That's not just freight—it's food on shelves, fuel in tanks, and livelihoods sustained across every corner of the province.

Living in southwest Manitoba, we see firsthand how trucking connects our communities to the rest of Canada and beyond.

Whether it's hauling grain from local elevators or delivering goods to Winnipeg's distribution hubs, our region plays a vital role in the national supply chain. Winnipeg itself, located near the geographic centre of Canada and North America, is a strategic powerhouse. Just 112 km from the U.S. border, it offers access to 100 million people within a 24-hour drive.

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Jodie Byram
Member of Legislative Assembly
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to lead the next chapter of Canadian freight.

But behind every statistic is a story. It's the story of drivers who brave icy highways, warehouse workers who keep goods moving, and logistics teams who orchestrate the flow of commerce. It's the story of many families in Agassiz and across our province who rely on this industry not just for income, but for connection.

So this Trucker Ap-

preciation Week, let's do more than wave at a passing rig. Let's honour the grit, skill, and dedication of Manitoba's trucking community. Because when they roll, Manitoba rolls—and Canada follows.

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National Trucking Week - Sept. 7 to 13, 2025

Neepawa is home to a Million Mile Man

Banner Staff
FARMERS' ADVOCATE

Neepawa's Robin Penner recently drove past a major milestone when it comes to transportation. Penner, who drives through LPR, a transportation operation owned by HyLife, was one of six drivers who recently joined the Million Miles of Safe Driving Club. The other drivers to reach this landmark accomplishment include:

• Andy Donaghy- 3,000,000 Miles*, LPR, Morris, MB;

• William (Ted) Wachna- 2,000,000 Miles, LPR, Morris, MB;

• Mike Schalla- 2,000,000 Miles, HyLife, Randolph, MB;

• Jeff Dotty- 1,000,000 Miles LPR, Morris, MB; and

• Jeff Rempel- 1,000,000 Miles, HyLife, Randolph,

MB. These half dozen dedicated drivers drove a collective 10 million miles safely. According to the HyLife media release acknowledging the numbers, that amount of miles is the equivalent of circling the Earth more than 400 times or traveling to the moon and back four times.

For Penner, the million mile accolade was something that he knew he was close to, but it wasn't something that he was specifically focused on.

"It's very nice to be acknowledged. I knew it was coming soon as some others had achieved this milestone before, but it was very nice to hear I did too."

As part of reaching this historic distance, each of the six drivers have now been inducted into the Million Mile Club, with their names placed on a special wall at



SUBMITTED PHOTO
Robin Penner, of Neepawa.

HyLife's head office in Steinbach. This tribute will serve as a lasting honour to their incredible achievements.

"It takes a special kind of person to drive— someone with grit, patience, and an unwavering sense of responsibility," said Sergey Yaglinsky, Manager of Driver Services. "The HyLife Million Mile Club is our way of saying thank you to the drivers who've literally gone the distance, both safely and consistently."

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Farmers' Advocate

'We've met some awesome Canadians'

*Continued from
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Benjamin farms in south-west Queensland on the border of the outback.

Each year, we have about 20 inches of rainfall. It's pretty good wheat farming country. We personally run cattle and grow forage crops. We background steers and we run breeder units," he said.

Benjamin is excited to take some of what he's learned in Canada and apply it to his own farm, such as introducing some multi-species in a relatively small area in a paddock he owns back home. Benjamin noted that although there are similarities between farms in Australia and Canada, there are some key differences.

"The two biggest differences in this part of the world are the snowfall. (Canadians) spending the whole winter preparing for summer, and also those dry lands that we saw in southern B.C., with their dry areas and how there are small numbers in the regulated grazing on those leasehold lands. It's quite different."

Benjamin said he's had a great time and thoroughly enjoyed his time in Canada.

"We're having a wonderful time," he said. "You get to know the people in the group, and they're all like-minded people. We've met some awesome Canadians. I've actually spent time over here as a young bloke, so I know it a wee bit. It's been wonderful."

**Lots to learn
from Manitoba**

Around mid-morning a convoy of vehicles rolled up to Melody Acres Beef Farm, on the outskirts of Bradwardine.

Connor English is proud to be a fifth-generation producer on the family farm, who has transitioned to cattle after being mainly a livestock and grain operation in the past.

"About 85 percent of our farm right now would be in perennial pasture production, and the remaining

Acres are annual acres that we're utilizing for seed sources," he said.

English proudly showed off his farm to the Australians, which uses methods such as cover crops, like corn. Over the past couple of years, English has transitioned to a May-June calving cow herd and is retaining calves through the winter. English is also a firm believer in the total grazing method and uses it on his farm. With this method, English said he moves his cattle frequently, usually daily, gives cows a new chunk of grass, and puts an emphasis on the recovery of grazed acres.

"My two main goals are to build the most resilient system possible, so we're not reliant on timely rains. We can take significant amount of rains when they do come, and, and most importantly, being as profitable as we can as we can in the future, so being ready to change operations, whether that be on a class of animal that we're looking after or the way that we're utilizing some Acres just to put ourselves in a good position in today's day and age."

The Englishs are no strangers to opening up their farm, having hosted about 150 on their farm already this year, as well as hosting a farm tour in July, for the second year in a row. He said it was special to be able to welcome a group like that and to be able to host them and showcase what we're doing with our operation.

"It was cool to see how eager those folks were to learn and to try and pick up a few things that our operation does to bring home to their operation," said the farmer. "These Australian grazers were very cool, as they're just on a journey to learn and to take away different practices that are happening on a completely different part of the world. It's all beneficial to learn from others. There's a lot of commonality between us, even though they're in Australia, and we're in Manitoba."



From checking out cattle grazing in the pasture to looking at mixed-seed grazing crops, to touring alfalfa fields, there was something for everyone to see at Melody Acres Beef Farm. The tour wrapped up with lunch served at a local community centre before the Australians toured their next farm of the day.

PHOTOS BY
JOSHUA JACKSON



Connor English and his son explain the farms cover crop of corn and soybeans during the tour.

Farmers' Advocate

Ken Harpelle's impressive tractor collection



PHOTOS COURTESY OF THE BALDUR-GLENBORO GAZETTE

Pictured above: Ken and Agnes Harpelle, north of Cypress River, pictured standing in front of an extensive line-up of tractors from their collection.

Pictured right: This Versatile D100, found in Kupar, Saskatchewan was a challenge to restore. Trees were growing through it, tires and rims were rotted, and the motor was seized. Now, it runs in tip top shape! It was the 36th of its kind made.

By Giselle Lussier
BALDUR-GLENBORO GAZETTE

His first tractor purchase was out of necessity — a tool for the farm and a means to support his wife, Agnes, and their three daughters on his mixed cattle and grain farm just a few miles north of Cypress River. The addition of the last twenty or so tractors, however, was driven by passion — a way to expand his vintage Steiger and Versatile collection.

"It's more than a collection. It's the entire process, from the hunt to the restoration, but mostly, it's the people we meet along the way," smiled Ken Harpelle of Cypress River.

His collection began by chance, sparked by a love for driving Versatile four-wheel drive tractors. "I bought my first four-wheel drive Versatile early on in my marriage, and I just fell in love with the feel, the smoothness, and the power — way more power than my fields actually needed," he chuckled, gazing over the collection neatly arranged on the prairie soil, where

they now sit on display from July 15 to Aug. 15.

We set up the display every other year, which actually works out really well. There are only a few of us who do this. Chris Watham in Illinois who has the largest collection has his display on alternate years to us so it works out beautifully," he explained. The display just recently set up has already attracted a number of visitors most recently two men from the Netherlands. They are not only greeted by an impressive lineup of vintage tractors, Ken is always up for a visit and Agnes's offering of cake and cookies. "The visits last up to three hours, every tractor has a story, it is always an easy conversation."

Agnes takes an active role in the display as well. She helps Ken track down tractors and manages the advertising. Recently, she created posters and hung them in several towns throughout southwestern Manitoba. She also promotes the display on social media and placed an ad in the Steiger Heritage Club magazine. At the

moment, she's painting a sign that will be hung at the corner of their road and Highway 2. And last but not least it is her homemade cake and cookies that their guests are treated to when they come to see the display!

As the years went on, Ken acquired more tractors, keeping each one that came before. "I didn't set out to collect them. I just couldn't part with the ones I had," he said. A few years ago, he began scaling back the farm and began pouring his time into his first love, tractors — spending countless hours in the shop restoring them to their former glory. That marked a new chapter. The true turning point came while he was out fishing and came across a Co-op Bearcat.

"That was my first Steiger," he said. "And after that, I was hooked."

Restoration is rewarding as well there is a lot of gratification in bringing something back to life and to do that Ken often spends eight hours a day in his shop. He does all the work himself — painting, restoring, and even replacing the massive tires by hand.

Pointing proudly to a Cougar I Co-op, he said, "this one was full of holes. It had the wrong paint colour. I welded over 100 holes in the frame — it took me over four months to restore."

Among the lineup, one especially meaningful tractor stands out: a D100 Versatile — the first series ever built in 1966, and the 36th unit off the line. A friend spotted it on Kijiji. "It had been in the bush so long there were trees growing through it. The motor was seized, and the rims were completely rotted."

In the early days, Ken would sometimes buy as many as seven tractors a year, with five waiting to be picked up from various locations at once. But more recently,



he's become pickier focusing on rare and historically significant models.

"I've been searching for a Tiger II Co-op from 1973. There were only three made. I know one was sold in Manitoba, but I haven't found it yet."

One of his most amazing and cherished finds is the 10th Steiger tractor ever built — assembled in a barn by Douglas and Morris Steiger when they were just in their twenties.

Ken still shakes his head at the memory. "When we pulled up to the Spy Hill Auction and saw rows of \$100,000 campers pulled by trucks worth even more, all with US plates, I didn't figure I had a chance. But I got the winning bid. And as if that wasn't enough, the auctioneer announced they had the original operator's manual, with the builder's phone number handwritten on it."

It would be hard to pinpoint what brings the biggest smile to Ken's face: the stories behind the tractors he's worked so hard to acquire and restore, or the stories about the people he's met along the way.

We've met so many people and made so many friends, from everywhere," he said, his eyes scanning the row of gleaming machines, each one carrying not just horsepower, but memories. He has even got to shake the hand and have a lengthy conversation

with one of the founders of Steiger, Douglas Steiger at a steam show in Rolag, Minnesota.

The largest North American collector of four wheel drive tractors contacted Ken to tell him how grateful he is that there is someone who works so hard to preserve the past. It is friendships that are built on a commonality.

For Ken, it's not just about collecting machines, it's about preserving a legacy. Each tractor holds a story, and every restoration is a tribute to the generations of farmers who once relied on these powerful workhorses. Point to any tractor in the lineup, and Ken can tell you a story — where it came from, the condition it was in, and the hours spent bringing it back to life.

Every tractor on display was driven to its temporary spot by either Ken or Agnes.

"You have to get behind the wheel of one of these tractors — you just feel the power," he said. "The new tractors don't have that rawness to them. These are like having a really good dance partner to waltz with," he added with a smile.

This article has been republished with permission from the Baldur-Glenboro Gazette.



This Cougar was found by Ken in Paradise Hill, Saskatchewan. It is one of Ken's favourites, and, including his, only five were built in total.

Farmers' Advocate



Harvest season in full throttle across Manitoba



PHOTOS BY JOSHUA JACKSON

A Highland highlight



PHOTO COURTESY OF MANITOBA YOUTH BEEF ROUND-UP

Highland cattle are a sight not often seen in Manitoba. However, it was a sight seen nonetheless at the Manitoba Youth Beef Round-Up in Neepawa last month! According to 2024 statistics from the Canadian Livestock Records Corporation, there are 339 registered Highland cattle farms. Seventeen of those farms are in Manitoba.

It's harvest time around Manitoba as many farmers around Manitoba are in the thick of getting their crops off before the frost sets in. According to Manitoba Crop report, yield estimates for winter wheat range from 50 to 80 bu/acre. Fall rye yields range from 60 to 110 bu/acre, spring wheat is averaging 50 to 60 bu/acre, and oat yields range from 100 to 150 bu/acre. Top photo: a beautiful sunset cascades a freshly bailed field east of Neepawa. Bottom left and right: Riverside Colony is firing on all cylinders as their harvest is underway.

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