Richmond County Record

"Pledged but to Truth, to Liberty and Law: No Favor Wins Us and No Fear Shall Awe"

FIFTY-EIGHTH YEAR — ARICHAT, CAPE BRETON, N. S., NOVEMBER 13, 1954 — No. 10

Miniature Folk School

Sponsored by the Richmond County Council of Home and School Associations a Miniature Folk School was held at St. Peters in Richmond County for three consecutive afternoons and evenings on the 2nd, 3rd and 4th of November. Afternoon sessions were held in the Parish Hall and evening sessions were held in the auditorium of the St. Peter's school.

Twenty-one teachers from points as far distant as Stirling and Point Tupper, and Arichat on Isle Madame, attended the sessions. The Course was under the direction of Mr. Herman Timmons, Adult Education Regional Representative, and helping Mr. Timmons in the instruction were Mr. Donald Wetmore, Dramatics Advisor, Department of Education; Mr. Urbain LeBlanc, Fieldman for St. F.X. Extension Department; and Mrs. A. Fougere, Port Hawkesbury. Instruction was given on the carrying on of a meeting, the problems and needs of our communities, Choral Speaking, Speech Festival work, Dramatics, Music, Folk Dancing and Recreation. The last session on the evening of November 4th featured a half hour skit put on by the students themselves which was very well received by the audience.

All the students benefited very much and enjoyed the Course. The aims of the Course were to give help to the teachers for Speech and Music Festivals and also to give them an appreciation of what a Folk School really is.

The gathering was honored on the last evening by a visit from Dr. L. A. DeWolfe, Truro, and Miss Dora M. Baker, Field Organizer for the Nova Scotia Federation of Home and School Associations, and Mr. George Lent, Inspector of Schools from Inverness County. These visitors had a few words of praise and encouragement to the students. After their remarks Mr. Timmons called on Mr. R. J. Chiasson, Inspector of Schools, who congratulated all those who had co operated to make the short course a success, and also the teachers for their wonderful spirit of co-operation and participation. He then asked Mrs. White as President of the Richmond County Council of Home and School Associations, to say a few words to the gathering. In closing, the Chairman repeated the words of Miss Baker, that the students had discoverd that it was fun to be learning.

———oOo———

River Bourgeois

Amos McPhee, son of Mr. and Mrs. Willie McPhee of Hawker, who is employed in Halifax is spending some time at home.

Mr. and Mrs. Bernie Morrison and two children, Donna and Gary of Hamilton, Ont., spent a few weeks as the guests of Bernie's sister Mrs. Vitus Burke and his brother Arthur.

Mr. and Mrs. Archie Morrison, of Halifax, were also the guests of Mrs. Burke and Mr. Morrison.

Mrs. Mark Veo, the former Miss Josephine Beranger, of Belmont, Mass., has been visiting her mother, Mrs. John P. Burke for the past two weeks.

We are glad to report that Mrs. Burke is now fully recovered from a recent illness and will accompany her daughter back to the USA.

Mr. Simon Dugas who has been empoyed at Halifax has returned home and will spend the winter here.

Mr. and Mrs. John H. Thibeau who spent the past year in Hamilton, Ont., have returned home and will spend the winter with their son-in-law and daughter, Mr. and Mrs. David Touesnard. They will move into their own home in the Spring.

Mrs. Charles Bouchard has returned home after spending a few days in Halifax.

The new School Bus has begun to operate and though the new School is not altogether completed there being some painting yet to be done, all classes went in on Nov. 2. The bus is owned and operated by Mr. Dave Touesnard and all the children are taken in two loads.

Mr. and Mrs. Paul Sampson had as their guests on Thanksgiving Mr. and Mrs. Herbert Ferguson, their son Paul, Mrs. Ferguson's brother Mr. Duncan MacLean and Ms. Charlotte Campbell, all of New Glasgow.

Mr. and Mrs. Myles and son Murray of Granville Ferry, Anna. Co., were the guests of Ms. Myles' parents, Mr. and Mrs. Remi Fougere, South R. B.

Mrs. Hilary Morrison and her brother Tom MacNamara have returned home after spending three weeks in Ontario.

Congratulations to Mr. and Mrs. Rober Hurtubese on the birth of a son at Camp Borden recently. John Roger. Mrs. Hurtubese is the former Lillian Burke.

Mr. and Mrs. Simon F. Burke and their son-in-law and daughter Mr. and Mrs. Wm. Robinson motored to Halifax recently. While there they visited Mr. Burke's son Capt. Howard Burke, whose ship the "Sundial" was in port.

Mr. and Mrs. Bill Clark (Margaret Sampson) of Spryfield are the guests of Mr. and Mrs. D. A. Sampson.

Mr. Mackie Burke has returned to Boston after having been called home owing to the illness of his father Mr. Cyprien, who is now fully recovered, we are glad to report.

Miss Betty Boyd who is employed as stenographer at Cameron's Dry Cleaners spent the weekend at her home here.

Miss Catherine Touesnard has returned home after spending a few months at Hamilton.

Mr. and Mrs. Wilfred Pottie are spending two weeks visiting his mother Mrs. Cornelius Pottie.

Charlie Boyd and George Digout students at St. F.X. spent the weekend with their respective parents.

Miss Margaret Burke daughter of Mr. and Charles Burke has returned to Halifax after spending some time here.

Mrs. Cletus Landry and daughter Claire spent a few days at Petit de Grat recently.

We are glad to report that Mrs. Emma Sampson who has been seriously ill with pneumonia is now well on the road to recovery.

Mrs. Octave Chiasson of Dart-

(Continued on Page 4)

Provincial Press Meets Minister Trade and Industry



In front. Mrs. J. M. Wallis, Digby Courier; Miss Kay Anslow, Windsor Hants Journal. First row, standing: Hon. W. T. Dauphinee, Minister of Trade and Industry for Nova Scotia; Frank J. Burns, Kentville Advertiser (President NSWNA); Robert C. Mills, Windsor Hants Journal, (Past President NSWNA); W. B. Davidson, Wolfville Acadian; George C. Murray, Pictou Advocate. G. Cecil Day, Liverpool Advance. Second row: Jack C. Allbon, Secretary Springhill and Parrsboro Records; Victor B. Marchant, Oxford Journal; Fred J. MacPherson, Bridgewater Bulletin; Thomas Beattie, Bridgetown Monitor; Col. Charles J. Allbon. Springhill and Parrsboro Records; P. A. G. MacKay, Antigonish Casket; Harold Beattie, Fred Beattie, Bridgetown Monitor; Percy E. O. Black, Middleton Outlook; Ralph Morton, Dartmouth Free Press.

N. S. Bureau Information Photo

Opportunity

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In the trained skill and courage of Canada's soldiers lies a wealth of insurance . . . "Freedom" insurance . . . for peace . . . against aggression.

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The Army Recruiting Office, 162A East Street, Charlottetown, P.E.I. — Telephone 3108

The Army Recruiting Office, Victoria Park, Sydney, N.S. — Telephone 3564

Recruiting Stations at Amherst, Annapolis Royal, Bridgewater, New Glasgow, Truro and Yarmouth, N.S.

West Arichat

Willie Poirier, R. C. A. F. stationed at Summerside, arrived home, we are sorry to report, with an arm injury.

Mr. Poirier motored to the States on Monday, accompanied by Joe Terrio, where they will visit relativs at Newton and Roxbury, Mass.

We wish them a very pleasant trip.

———oOo———

North America's first electric Turnover Toaster was built in Canada in 1914.

ST. PETER,S NEWS

BY ROBIN HOOD

It was good to see "Tales, Tidings and Tidbits" from MacTavish in a recent issue of the Record.

MacTavish covered his visit to St. Peter's in a very special manner in his salutation to a little lady. New friends, old friends and old scenes hold a special place in the heart of MacTavish and an old timer like myself surely enjoys reading his yarns.

Now with the deer season opened in full swing "Robin Hood" was obliged to leave the tall timbers and take refuge near the fire side and place on our head a red nightcap and if we escape the stray bullets of the hunters until the close of the season, we will consider curselves lucky.

Mrs. Clark Kaplan recently attended the Hadassah Convention at Sydney.

Mrs. Jack Adams is a patient at the V. G. Hospital.

A masquerade dance was held here recently with a Sydney orchestra in attendance.

Jacob Isaacson was a recent business visitor to Hawkesbury.

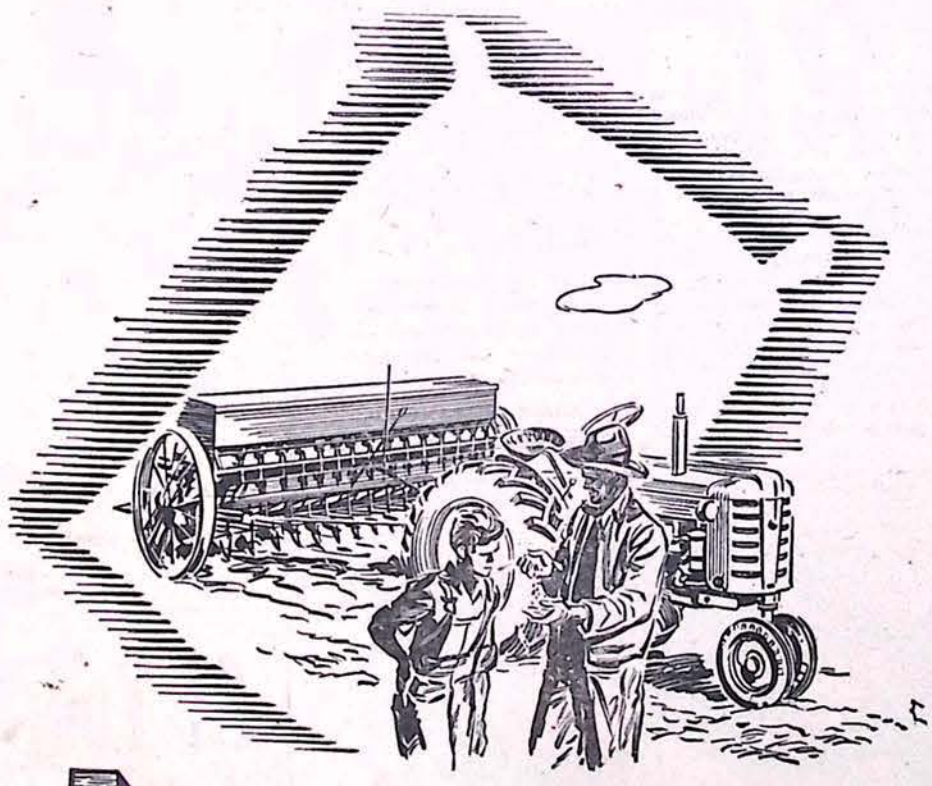
Mrs. John MacIntosh of Boston, Mass., who was visiting her mother in-law Mrs. Charles MacIntosh of this place has returned home. She was accompanied by Mrs. Mac Intosh who will visit her sons.

St. Peter's has been deprived of some worthy citizens during the past few months and 'Robin Hood' feels the personal loss of these old friends all of whom filled an important role in the business and social life of the community.

Old Timer your recent poems were much enjoyed and the tribute to "Jack the Piper" was exceptionally well received.

Our new drug store is an addition to the town and we extend our good wishes to the proprietor Donald Stone.

We close again and if our quill point holds out we will endeavour to be back before Christmas.



Ideas can be planted, too!

You don't have to teach that son of yours that to reap a harvest, he must sow the seed. It may not be so easy to convince him that saving money can also bring a rich harvest . . . of inner satisfaction and peace of mind. Teach him to manage his own financial affairs while he is still young. Plant in his fertile mind the idea that the *saving habit* is one of the surest roads to success. Encourage him to open his own personal account with The Royal Bank of Canada. We welcome his account, no matter how small.

FARM IMPROVEMENT LOANS are available for many useful purposes. Ask for our booklet on the subject at your nearest 'Royal' Branch.

"Financial Training for your Son and Daughter" is the title of a booklet which describes a practical programme for teaching your children how to manage their own financial affairs. You'll find it interesting and useful. Ask for your free copy at any branch.

THE ROYAL BANK OF CANADA

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All news items from districts in the County must bear the name of the sender. A pen name may appear on the notes, but beneath it the name of the author must appear so as the publisher may know these notes are sent in good faith.

(Authorized as Second Class Mail, Post Office Department, Ottawa.)

M. J. BOURINOT, Publisher

ARICHAT, Cape Breton, Canada.

NOVEMBER 13, 1954

IT TAKES COURAGE

To refrain from gossip, when others about you delight in it.

To stand up for an absent person who is being abused.

To live honestly within you means; and to deny yourself that which you cannot afford.

To refuse to do a thing which is wrong, though others do it.

To live always according to your convictions.

———:O:———

WORK

Let me do my work from day to day,
In field or forest, at the desk or loom, &
In roaring market-place or tranquil room;
Let me but find it in my heart to say
When vagrant wishes beckon me astray,
"This is my work; my blessing, not my doom;
Of all who live, I am the one by whom
This work can best be done in the right way.'

—Henry Van Dyke.

———:O:———

EDISON HELPED CANADA

Edison installed the generator for Canada's first industrial lighting plant at Cornwall, Ont., in 1883.

LOSS OF THE STELLA MARIS

By CAPT. GEORGE C. WHITELEY, O.B.E.

(The following story is reprinted from The Maritime Advocate and Busy East).

The Stella Maris was built in England by the British government for service in China. She was called HMS Starlight, a sturdy little ship of 300 tons gross. In the Halifax explosion she was lifted out of the water and landed in a meadow by the side of the road. She was bought by Farquhar Co. who fitted her out for the seal fishery. I was given command of her. When she reached St. John's I walked over to the coal wharf where she was taking her coal for the voyage. One of my men, Fred Cramm walked over with me. As we stood on the wharf Fred called my attention to a queer sight. On the line leading from the stern to the wharf was a procession of rats marching one behind the other. When they reached the wharf they jumped and disappeared. There seemed to be thousands of them. Apparently every rat in the ship had decided to go on shore. I asked Fred not to speak of it, as I felt if any of the men heard of it, we would have difficulty in getting a crew.

On March 10th we sailed with the fleet of twenty ships. It was a clair day, with a strong N.W. off shore wind blowing and very cold. A low vapor was over the water; a sure sign of cold weather. Soon the flying spray coming over the bow began to form into ice and as the day came to an end, the ship was covered with a white coating of frost, rigging decks, funnel and hull covered wth a coating of ice.

We kept on steering an NNE course which would take us outside the Funk Islands which stand 30 miles out to sea off Cape Freels. At midnight we stopped in a skirt of loose ice and all except the anchor watch went below for a rest.

At daylight we again got underway and continued N and made fair progress, although at times the ice was heavy.

All of the othef ships were out of sight. Several of the steel ships which were powerful ice breakers reported by wireless passing North of the Funks and meeting heavy ice.

Again at midnight we stopped in loose ice; no sign of seals. I had gone to my cabin and lay down with all my clothes on. I did not take my cap or mitts off,but lay just as I came off the bridge all standing and went sound asleep.

I had a very strange dream, so real it was that I woke up suddenly; I dreamt the ship had turned into an iecberg; everything was white; spars, bridge, hull boats, one mass of ice.

Looking at my watch I saw it was 3 a.m. I had been three hours asleep. Getting up I went on deck and as I passed the door of the wireless officer I called him, telling him as soon as he could to get his machine going as I wished to send a message.

The wireless on the Stella was connected with the main boiler in the engine room, and to send a message it was necessary to have steam on the main engine. He at once got up to get his engine working and I proceeded to the bridge. Laylight was just breaking; a cold clear daylight. I went to the foremast and climbed to thecrowsnest for a look. It was too dark yet to see with the spyglass, but I caught sight of a bright light which looked like a ship's mast head light.It was all of twenty miles, I thought, but it seemed to be an electric light, and as only the big steel boats had electricty, I felt sure it was one of the steel fleet.

Calling down to the bridge I asked the officer to ring up the engine room for full speed, and to ask the chief officer to come up. When he reached the lookout, I pointed out the light I had seen and told him to keep towards the light as it was one of the big boats we had a chance to take its wake and it would be a great help.

The ships made fair progress for a few miles. As eight bells struck the chief officer called down for me to come up. When I reached the barrel, he said, "Skipper, the ice is getting heavy and that ship we saw has not moved. I think she is jammed. If we go in much further we will also be jammed." I had a look with the glass. "You're right, Joe. Our best plan is to turn around and go back to the loose ice and try to get around this tight place. Turn around and take the wake we made coming in' And I went down to breakfast.

Joe got the ship around and picked up our wake and we made good speed coming back. The master watch took the barrel and Joe came to breakfast.

When I reached the bridge, I noticed we were steaming in a long lead between two large sheets and as I looked it seemed the big pans were coming together and closed the lead. "Yes," he replied. "She will come through." We kept on, and as we passed the point, the sheet on the port side caught the ship, but on the rebound she passed and just nipped though and just behind the two sheets met with a crash.

We had felt the blow she had received on the port side, but were not unduly alarmed. Suddenly the chief engineer rushed up "the water is coming in on the port side," he said. "Go down again and have a look on that side, and if it is not too bad we can list her over and get a poultice of hard bread over the leak," I replied.

He had not gone five minutes when he was back. "It is a bad hole in her," he said. "The water is over the flood planks and is rushing in. We have no time to lose if we are to get out of her." I ran to the wireless room and gave the operator the position and asked him to send out an SOS. He had been up since early morning when I had called and he got his machine going at once.

In the meantime I noticed the stern going up and the bow going down very fast. The men were gathering quietly on deck. I looked at the boats nested under the bridge. They were coated in ice. "No way to get these out," I thought. "Take too long. Our only hope is a pan large enough to hold all the men.' There was one such pan about 200 yards on the starboard bow and we headed for it. As she slipped alongside, her name on the bow was level with the water and her stern up in the air.

The first ten men jumped over the side, but I called to the rest to take anything they could grab and to throw some wood on the ice. I told the master watch to roll the half-full cast of kerosene-oil that stood near the rail, which he did. By this time all the men had jumped over and were calling, "Come out of her, she is going down." The wireless officer was standing by the rail waiting for me, and as we slipped over the rail on the ice, the ship gave plunge head-first and in a matter of seconds was gone.

It was just twenty-two minutes since the engineer had reported. I called the master watch. "Count the men, Fred, and then collect what food you find. Get it in one place. I see you have saved your gun. You may have use for it if there is need." "Eighty-five men, sir," he reported. "All hands safe."

The weather had clouded over and a light snow was falling. "Get the men to build a gorge so we can have some shelter if the wind breezes up, Joe." Soon we had all hands busy and it did not take long though there was very little to work with as the pan was flat and level. It was fairly thick and I felt it would last a few days.

As the night came down the men got close together to keep each other as warm as possible, but they had saved very little of their clothes; most of them jumping as they stood.

It was a long night, even for

(Continued on Page 4)

The Plouffe Family



Here they are, thos happy-go-lucky French-Canadians who are winning friends wherever there are TV sets in Canada. Based on Roger Lemelin's best-seller "Les Plouffe", the family became an institution in Quebec when it was introduced on CBC French radio and TV networks. In view of the enthusiastic public response which set new fan-mail records, the humorous and tender stories of the Plouffes are being presented on the CBC-TV network in English, using the same cast. Above, are Mama and Papa Plouffe, with their four grown-up children, Cecile, Napoleon, Ovide, and Guillaume. The CBC-produced "Plouffe Family" may be seen on all TV stations in Canada.

—Courtesy CBC.

FOR THE LAND'S SAKE

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in bulk carlots (30-ton minimum), delivered to the farmer's nearest railway siding, or at the plant or quarry.

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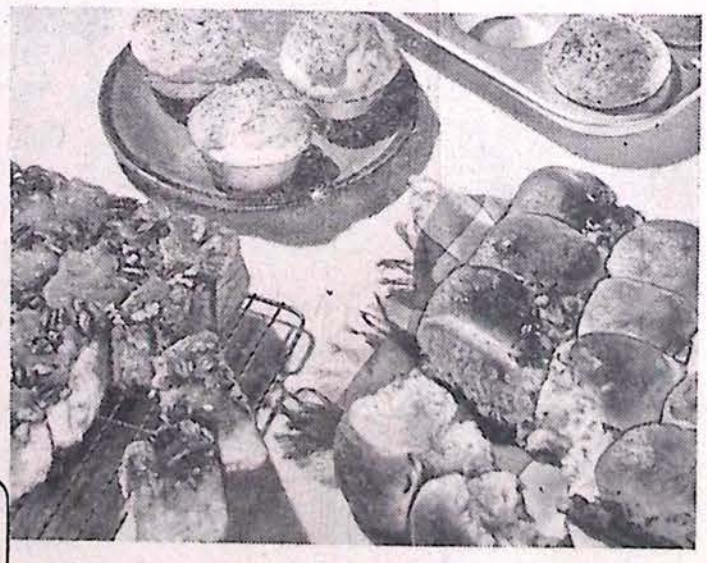


Easy as 1-2-3 with new Active Dry Yeast

Never did buns rise so light—so deliciously tender! And 3 table triumphs from the same dough! When you bake at home get perfect risings every time with Fleischmann's Active Dry Yeast.

BASIC ONE-RISING SPECIALTY DOUGH

Measure into a large bowl
1 cup lukewarm water
2 teaspoons granulated sugar
and stir until sugar is dissolved.
Sprinkle with contents of
2 envelopes Fleischmann's Active Dry Yeast
Let stand 10 minutes, THEN stir well, stir in
1¼ cups lukewarm water
3 teaspoons salt
Stir in
4 cups once-sifted bread flour
and beat until batter is smooth and very elastic.
Cream in a large bowl
¾ cup butter or margarine
Gradually blend in
¾ cup fine granulated sugar
Gradually beat in
3 well-beaten eggs
Add to yeast mixture, about a third at a time, beating well after each addition.
Mix in
3 cups more once-sifted bread flour
Divide soft dough into 3 bowls to finish as three specialties.



1. Butterscotch Nut Buns Melt 3 tablespoons butter or margarine in 8-inch square pan; brush sides of pan with fat; mix in 1 tablespoon corn syrup, ⅓ cup lightly-packed brown sugar and ⅓ cup broken walnuts or pecans. Combine in a shallow bowl ½ cup sugar, 1 teaspoon cinnamon and ⅛ teaspoon nutmeg. Cut out rounded spoonfuls of dough, coat with cinnamon mixture and place in pan; sprinkle with any remaining spiced sugar. Cover and let rise until double in bulk. Bake in moderately hot oven, 375°, about 35 minutes.

2. Cheese Pull-Aparts Line bottom of a greased 8-inch square pan with greased waxed paper. Cut half of dough into rounded spoonfuls; place in pan; sprinkle with 2 cups shredded cheese. Spoon remaining half of dough on top; grease tops. Cover and let rise until doubled in bulk. Bake in moderately hot oven, 375°, about 35 minutes.

3. Seed Buns Cut out rounded spoonfuls of dough and drop into greased muffin pans—each spoonful should about half fill a pan. Brush with melted butter or margarine; sprinkle with poppy seeds. Cover and let rise until doubled in bulk. Bake in moderately hot oven, 375°, 20 to 25 minutes.

At Your Service

Yes Men, a grand opportunity is yours to purchase that New Fall Wardrobe at great savings.

Suits, Topcoats, Jackets, Shirts, Pants, Sweaters, Pyjamas, Ties, Hunting Jackets, Gloves, Socks,

Looking for a Man's Gift? Then look over our Stock and you will find we have it here.

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FROM—



NEWS ABOUT TOWN AND COUNTY



MRS. HARRIET DeWOLFE

The death of Mrs. Harriet DeWolfe in her 94th year occurred at the home of her son Alfred DeWolfe with whom she resided.

The widow of the late Charles DeWolfe she is survived by three sons, Alfred, at home, Frank of Gloucester, Mass. and Leon of Montreal; also two daughters, Mrs. Gus Thibeau and Mrs. John Boucher, South Side.

The funeral took place from Notre Dame Church on Tuesday with Rev. Father A. P. Poirier officiating at church and grave.

We extend sympathy to the bereaved family.

———oOo———

From Baddeck

Mr. and Mrs. J. C. Robertson arrived from Baddeck the past week where Mr. Robertson is business manager for H. H. Latimer, Contractor.

Mrs. Robertson spent the summer at Baddeck with her husband.

They visited the latter's mother Mrs. D. H. Cutler. Mrs. Robertson left for her home in Truro on Thursday.

Friends were pleased to see them

———oOo———

New Schedule

The M. V. Arev, Capt. Hennessy is now operating on a new schedule and leaves Mulgrave on the arrival of the Express from Sydney.

Relieving at Bank

Mrs. Harold Oliver (June Latimer) is relieving Miss Cecile Gerroir, teller, at the Royal Bank while the latter is on her annual holidays.

———oOo———

Issue 151 Licenses

Albert LeBlanc, Vendor, for Deer Licenses, in Arichat informs the "Record" that he issued 151 licenses to deer hunters this season.

150 of these licenses were sold to residents and one license issued to a non-resident.

The number of licenses issued this year far exceed that of previous years.

To U. S. A.

Teddy Latimer, accompanied by Miss Cecile Gerroir, left during the week on a motor trip to Boston, and other parts of Massachusetts.

They will also visit Buffalo, N. Y. before returning home.

We wish them both a very enjoyable holiday in Uncle Sam's Domain.

———:O:———

New Roof

A new aluminum roof has been placed on the north side of the Municipal Building. The work was in charge of Carl Burton, of this place.

———oOo———

To Halifax

Percy Jollymore, Office Manager Booth Fisheries, accompanied by Leonard Baisley, Plant Engineer, were recent business visitors to Halifax.

———oOo———

To Stirling

Mrs. C. S. Malzard is visiting her son-in-law and daughter, Mr. and Mrs. William Wright, at Stirling.

———:O:———

Business Visitors

J. A. MacInnis and his son, Phil MacInnis, St. George's Channel, were business visitors here during the past week.

They report a very successful Community Fair in their district, as well as splendid exhibits of cattle at the Ayrshire Show, held recently.

———oOo———

From Stirling

Gustave Comeau, of the office staff, Mindamar Mine, Stirling, was a visitor to his family here, over the week-end.

———:O:———

To Halifax

Mrs. Ethel McGrath, and her daughter, Naomi, who have been residing at their home here for the past several months, will take up residence in Halifax for the winter and will be leaving here on Monday.

———:O:———

Returns Home

Albert Edwards, of this place, who spent several days with his sons, Raymond and Inglis at Halifax, returned home on Saturday.

Mr. Edwards was recently bereaved in the death of his wife.

———:O:———

"Who seeks a faultless friend,
rests friendless."
"The friends thou hast, and their
adoption tried,
Grapple them to you with hooks
of steel."

—Shakespeare.

Business Visitors

U. J. Harrington, of Halifax, Commissioner, Dept. of Municipal Affairs, addressed the Arichat-Isle Madame Board of Trade, at their regular monthly meeting at the O. L. A. Convent Hall, in regard to the "Village Supply Act", for the IsleMadame area.

Accompanying Commissioner Harrington, was Mr. Stewart, Solicitor for the Municipal Affairs Department, who outlined the legal terms of the Act.

A large number of members of the Board were in attendance.

The meeting was presided over by J. Emile Benoit, President of the Board.

AGENTS WANTED

WOULD YOU LIKE selling from door to door? JITO needs a good dealer in good vacant territories and make you benefit of a substantial discount. 225 products at your disposal: toilet articles, medicines, culinaries, tea, coffee, etc. Assortment of Christmas gifts. $18. required. Money reimbursed in case of failure.

JITO: 5130, St.-Hubert, Montreal.

STORE FOR SALE In Petit DeGrat

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RICHMOND COUNTY RECORD

ARICHAT, N. S.

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ANTIGONISH, N.S.

Outstanding Designs

We are now ready to give you quick service. Come and see our catalogue of beautiful designs to suit every purse.



Write or Phone for catalogue or if you wish we can call on you.

C. A. BOUCHER

FUNERAL DIRECTOR

ARICHAT, C. B.

Attends Meeting



Rev. A. P. Poirier, Pastor of Notre Dame Parish, was a visitor to Cheticamp on Sunday last, where he attended a large rally of L'Assomption Society.

At this rally Father Poirier was one of the chief speakers to address the members.

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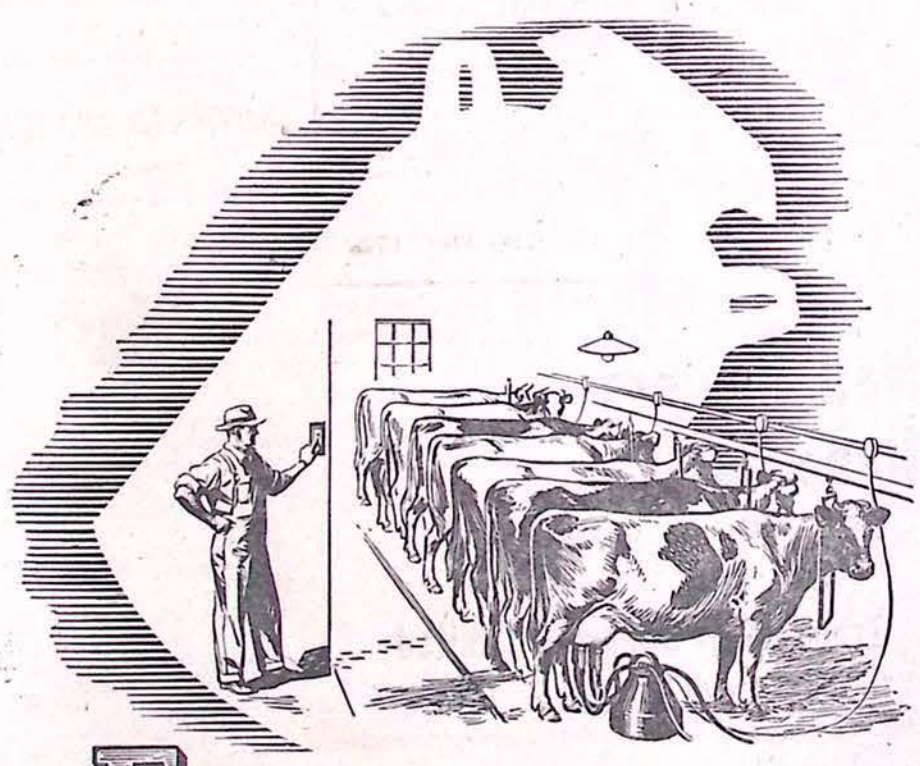
FOR SALE:—Kitchen range in perfect condition. Apply MURDO MacCUSPIC, Grand River, C. B.

NOTICE

* * *

Until further notice my practice will continue according to schedule appearing in this paper.

Dr. C. G. CUSACK, Dentist.
Arichat, N. S.



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The Registrar

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TRURO

The Loss Of The Stella Maris

(Continued from page 2)

March. When morning came, some of the men asked for a fire and a drink of tea. But I decided to wait. We had very little food and it was better to take time to sort it and figure how to use it. We held on till four p.m. when I decided to start a fire if we could. We gathered the few bits of wood the men had thrown out and cut up a seal we killed over the lot poured the kerosene-oil from the half-cask we had. It was difficult to light. When we at last got it going all that came was a huge volume of black smoke, which rose up into the sky. There was very little flame but enough to heat the water in the one and only kettle. Several times during the night I had asked the wireless man if he had succeeded in sending the SOS and always he answered, "Yes, sir, I know it went out as I had been ready for your message you had asked me to send when I was called, but I had no time to repeat as the engine became flooded as soon as I had sent the SOS but I feel sure it went out in the air."

I must now take you to another ship and tell you what happened of the twenty ships in the fleet--one ship only, the S.S. Prespero, (Capt. Burgess), heard our call. The wireless man, George Serrick, was lying in his bunk smoking a cigarette. He had the earphones on his head. He afterwards told me he did not ever remember lying down in the bed with the phones on his ears. At the SOS call he jumped to his machine and called again and again. He kept calling but got no reply. Running up on the bridge he reported SOS Stella Maris sinking.

Captain Burgess started but after half an hour stopped. He feared in the thick weather he would pass us and thought it better to wait for a clear. At four p.m. Murphy, the barrel man on Prespero reported he could see smoke and gave the bearing to the bridge and the ship started again.

Back on our pan--at five-thirty one of my men, lying on the ice suddenly started up with a shout. "I can hear a voice calling." I said to Fred Cramm, the master watch, "Fred boy, this is the beginning of our trouble, that man is going crazy.' But the chap kept saying he could hear a voice. All the men gathered around and kept silent, listening. Soon another man said "yes, I hear it now," Again everybody stood silent listening and sure enough it was a man scunning a ship steaming in ice. It is the custom to guide the ship clear of heavy pans. The barrel man will call "Starboard". That is repeated by the men on the bridge and again it is repeated by the four men at the wheel sometimes all together. Then a long drawn out STEADY again repeated by all. Then port-never two starboards or two ports--just one and then steady so as to keep the ship as near as possible on a straight course.

It was this long, drawn out STEADY that came down on the wind. It was snowing very thickly with a light SE wind. Suddenly the ship burst through and her short jibboom pointing for our pan caused us all to run. As soon as she stopped the men boarded her.

The night the ship stopped after picking us up I was lying on a couch in the Captain's room and the swell began to heave is and to be more comfortable. Capt. Burgess rang up the bridge to steam in a mile or two to get the ship to lie quiet as the swell was lifting heavy pans around the ship against her hull.

At daylight I went on deck. The barrel man, Murphy, was just coming down. "What is it like up where we were yesterday, Murphy?" I asked. "What is it like? There is not a pan of ice as big as a walnut," he replied. "If we had not reached you before the swell hove in you would have been all gone, that is sure. You can thank Mr. Marconi for your life like a good many more."

Three things contributed in saving our lives. First, the fact that I had called the wireless officer when I did. Second, holding back lighting the fire until four p.m. and thus giving Murphy the smoke signal at the only clear period of the day. Thirdly the fact that the wireless officer on SS Prespero lay on his bunk with the phones on his head. The ships now carry two wireless men who are on duty most of the time, but at that time only one was carried.

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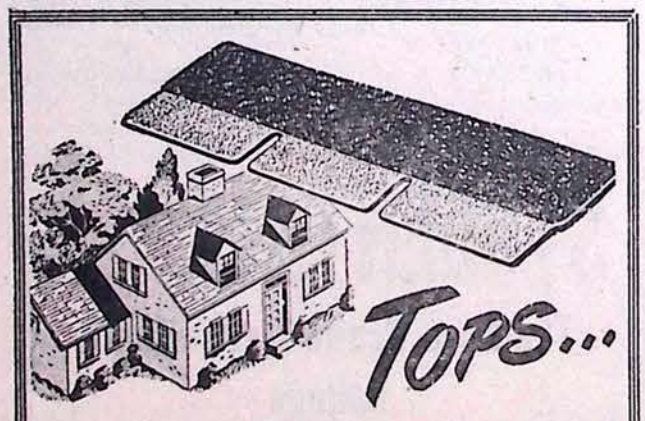
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River Bourgeois

(Continued from Page 1)

mouth and Mrs. Richard Kelly of Louisburg who were visiting their mother Mrs. Sampson, have returned to their respective homes.

Basil Sampson has returned to Halifax after spending a two week vacation with his family here.

Gerald Burke of Halifax is visiting his parents Mr. and Mrs. S.F. Burke.

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WEST ARICHAT, C. B.

SEALED TENDERS addressed to the undersigned and endorsed, "TENDER FOR BREAKWATER REPAIRS, PORT MORIEN, CAPE BRETON COUNTY, N. S." will be received in the office of the Secretary, until 3.00 p. m. (E. S. T.), WEDNESDAY, DECEMBER 1, 1954.

Plans and specification can be seen and forms of tender obtained at the office of the Chief Engineer, Department of Public Works, Ottawa, Ontario, at the office of the District Engineer, Public Building, Bedford Row, Halifax, N. S., and at the Post Office at Port Morien, N. S.

Tenders will not be considered unless made on or according to these forms and in accordance with the conditions set forth therein.

Each tender must be accompanied by a security as specified in the form of tender.

The Department, through the Chief Engineer's office, (H. and R.), or through the undersigned, or through the office of the District Engineer at Halifax, N. S., will supply blue-prints and specification of the work on deposit of a sum of $10.00, in the form of a cheque or money-order payable to the order of the Minister of Public Works. The deposit will be released on return of the blue-prints and specification in good condition within a month from the date of reception of tenders. If not returned within that period the deposit will be forfeited.

The lowest or any tender not necessarily accepted.

ROBERT FORTIER,

Chief of Administrative Services and Secretary.

Department of Public Works, Ottawa, October 29, 1954.