Richmond County Record

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

FIFTY-NINTH YEAR | ARICHAT, CAPE BRETON, N. S., MAY 19, 1956 | No. 38

Ottawa News Letter

By
HON. R. H. WINTERS
Minister of Public Works

Dear Mr. Editor:

This past week has seen the lines forming for a major debate on pipeline policy. This is by no means the first time Canadian political life has become turbulent over projects whose magnitude springs from one of the great factors of our national life--our geography.

The proposal of Trans-Canada Pipelines to build a line from Alberta east, with an offshoot into the United States, is the latest in the long series of projects for utilizing our resources and at the same time linking widespread Canadian regions for the economic improvement of the country. Like the others in the past--the C. P. R. for instance--it is a project of such scope that it almost inevitably has become a national and a political issue.

Because there is an urgent need in other provinces for the power Alberta gas will provide, and because Alberta has a need for such markets, the government feels it is justified in providing the stimulus that seems to be necessary before private enterprise can swing the enormous financing required.

The project is so vast that it would have become a political issue, no matter what arrangements were worked out, but the Progressive Conservative and C.C.F. Members, for different reasons, of course, are attacking the financing proposals.

The position of the Progressive Conservatives in the general field is complicated, nowever, by the fact that the Conservative Ontario Government and Premier Frost in paticular are strong supporters of the Fedeal Government plan. Ontaio urgently needs power.

Their own expert on such matters, Carl Nickle, M. P., ior Calgary, auso supports the government and has made his position clear. I suspect that their tatics will shape up as designed more to delay than to oppose.

The C. C. F. is arguing in its customary socialist vein that this shoud be a state-owned project; that it should be built and operated by the Government.

All in all, you can anticipate hearing the word "pipeline" resounding from Parliament Hill for days to come.

This week also brought to Ottawa a distinguished visitor from Brazil, Vice President Joso Goulart. He led a goodwill delegation here after visiting the United States, and had met many of he Cabinet and government figures. Inasmuch as I had led a similar Canadian delegation to Brazil recently, I had the privilege of acting as his host and enjoyed renewing contact with such a young and virile country. Mr. Goulart himself, at the age of 38, is typical of the youthful drive now manifest in this South American nation.

Yours sincerely,

ROBERT.WINTERS

Ottawa, May 12, 1956.

———:o:———

NEW PROPELLERS FOR MV BLUENOSE

The MV Bluenose will be taken out of service on May 28 and 29 to change its propellers, Canadian National operators of the vessel have announced.

The Bluenose is going to Halifax so that the work can be done in advance of the inauguration of its accelerated summer service on June 26.

The new propellers have a different pitch which is hoped will minimize vibration, a company spokesman said.

This trim new vessel operates between Yarmouth and Bar Harbour, Maine.

———ooo———

Drive safely--just like you do when a police car is behind you.

To Open Alexander Graham Bell Museum

The fame of Dr. Alexander Graham Bell rings daily in countless homes and offices throughout the world but the success of his most famous invention has obscured his advancement and far-reaching research in other fields.

Few realize that the invention of the telephone was merely one creation of the searching mind of Bell. During his life, he made valuable scientific contributions to aeronautics, medicine, marine engineering, genetics and eugenics, electrical communications, and education of the deaf.

To set Bell's scientific work in true prespective, the Department of Northern Affairs and National Resources will open, on August 18, a museum dedicated to his achievements in many fileds, particularly aeronautics. The museum has been established at Baddeck, Nova Scotia, near the summer home where Bell lived for almost 30 years and near the simple graves where he and his wife are buried. Relics of Bell's experiments and authentic copies of his records have been presented to the museum by his daughters, Mrs. Gilbert Grosvenor and Mrs. David Fairchild, and will be on view to the public.

A humanitarian approach to science is evident in all Bell's varied research. He devoted his life to improve the lot of the deaf, an undertaking that incidentally yielded the principle on which the telephone is based. With associates from the Volta Laboratories which he established at Washington, he was the first to demonstrate the sound recording qualities of wax cylinders, which were far more practical than the metal foil cylinders used in Edison's photograph of 1877.

Eugenic experiments to breed strain of sheep that would bear several lambs instead of one, a surgical probe to locate bullets or shrapnel imbedde deeply in human bodies, the theory of radiation treatment for deep seated cancers, the principles of the iron lung and sonar---all these sprang from a mind that worked imaginatively to benefit mankind.

The Alexander Graham Bell Museum at Baddeck, on picturesque Cape Breton Island, is on the site where Canada's most interesting aeronautical experiment was formed. Here at his summer home, known as Beinn Bhreagh (Gaelic for "beautiful mountain"), Bell and four young men investigated the mysteries of powered flight.

Bell had long experimented with kites but a demonstration of Samuel Langley's propeller-driven model aircraft inspired him to devote more attention to building a machine that would carry a man through the air speedily and safely. His first project was building a kite that would be light enough to be supported by air yet strong and stable enough to carry both a pilot and an engine.

To combine lift and streng th, Bell developed a new type of cell based on the geometric form of the tetrahedron. By building strong frames in the four-sided triangular form of a pyramid and covering the frames with silk, Bell hoped to apply an ideal engineering concept of flying machines.

The tetrahedral cell was used in the "Cygnet," a giant kite which carried Lieutenant Thomas E. Selfridge of the U. S. Army aloft from Baddeck Bay in 1907. Although fulfilling the requirements of lightness and strength, the tetrahedral cell offered too much wind resistance to justify further flight tests.

After the fiight of the Cygnet, Dr. Bell and four eager aerial experimenters formed the Aerial Experiment Association. Dr. Bell was the leader, directing the energy and enthusiasm of his younger companions toward the construction of an airplane that woud fly under its own power.

Working with the famous inventor were J. A. D. McCurdy, an engineering undergraduate at the University of Toronto: F. W. "Casey" Baldwin' a mechanical engineer and one of Canada's greatest athletes; Glenn H. Curtiss, a young American motorcycle manufacturer whose work with gasoline engines was attracting internationl attention and Lieutenant Thomas Selfridge, the U. S. Army's aviation specialist who was doomed to be the first man killed in an aircraft accident.

The A.E.A. worked at Baddeck and Hammondsport, N. Y., the location of Curtiss' motorcycle plant. Their first engine-powered aircraft, the "Red Wing," was flown for more than 319 feet from Hammondsport. Baldwin, who was at the controls, became the first British subject to fly a heavier-than-air machine. Later expermental models introduced features that played vital parts in the development of aeronautics--the aileron, the wheeled undercarriage, and the pontoon for water take-offs and landings.

To Canadians, the most historic achievement of the Aerial Experiment Association was the flight of the "Silver Dart" on February 23, 1909. When McCurdy piloted his frail, graceful craft for a half-mile he made Canada's first flight and became the first British subject to fly in the British Empire.

By common consent, the research team dissolved in 1909 but for a short time the five daring experimenters tried aircraft manufacturing at Baddeck. The results were disappointing..attempts to sell their aircraft--or 'aerodromes' as Bell insisted on calling them--to the Canadian Army failed because of military insistence that aircraft were totally impractical for use in war.

The associations finally dispersed. Selfridge had died in the crash of a Wright aircraft in the U.S.A. McCurdy and Curtiss went "barnstorming" over the continent. Only Baldwin stayed with Bell to assist with experiments on hydrofoil boats.

Baldwin and Bell successfully applied an aviation principle to marine engineering. Propellers mounted above the boat provided the thrust, and hydrofoils--a series of small surfaces like aircraft wings mounted on the sides of the boat below hull-line overcame water resistance. When the hydrofoil boat attained cruising speed, it rose above the surface on its hydrofoils, in the same way as an airplane rises on its wings.

The two innovators built four hydrofoil boats. The fourth of these, the "HD-4", set a speed record of 70.86 miles an hour when it rocketed over the waters of Baddeck Bay in 1919. This record remained unbroken for many years and the research of Bell and Baldwin on hydrofoils is still being extended by contemporary marine engineers.

In the history of scientific progress, the kindly, bearded man who loved children, earned his place. His greatest and best known invention is the telephone but his diversified research indentifies him to posterity as a remarkable creative worker and a dymamic organizer of research groups.

Although an American citizen, Bell loved Canada and

(Continued on Page 4)

Visits Jersey In The Channel Islands

(The following article taken from the "Evening Post," a Jersey, Channel Island, newspaper, was sent to us by Miss Evelyn Campbell, Libarian, of Halifax. The article deals with Miss Constance MacFarlane who is at present visiting in the Channel Islands, sponsored by the Nova Scotia Research Foundation, of Halifax Miss MacFarlane is also interested in the Jersey people.

This is what the Evening Post, has to say:

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Visitor from Nova Scotia

SEAWEED IS HER BUSINESS

Visiting the Island this week is Miss Constance MacFarlane, of the Nova Scotia Research Foundation, Halifax, Nova Scotia, who is seeking additional knowledge concerning seaweeds and their uses. Having been to the Marine Research Station at Plymouth, Miss MacFarlane's further travels will take her to the north of England, Scotland and Norway before returning to Nova Scotia in June.

******

GOVERNMENT SPONSORED

A Government sponsored project set up in 1947, the Nova Scotia Research Foundation has as one of its tasks the furtherance of the commercial use of seaweed. Much of the seaweed gathered in Nova Scotia finds its way to America for processing into an ingredient for hand lotions, salad dressings and emollients of various kinds. The harvesting provides additional income for fishermen.

Yesterday Miss MacFarlane visited Mr Frank Le Maistre at Vinchelez, St Owen, and was most interested in his descriptions of the use of vraic in Jersey and how it is gathered. She was taken to LePulec, St. Owen, as a typical place for vraicking and she hoped to see more of the Jersey coast. The scientific side of the Island's seaweeds is being given by Mr. R. F. LeSueur F.Z.S,, who met Miss MacFarlane this morning, and she also hopes to obtain additional information about Guernsey.

******

MANY C. I. CONNECTIONS

In Nova Scotia, says Miss MacFarlane, there are many Channel Island connections, and Jersey and Guernsey names are met with on all sides, this being especially so at Arichat, on Isle Madame off Cape Breton Island, which was once a flourishing shipping centre. Miss MacFarlane mentioned names as Fixott, Malzard, Mauger and deGruchy, Duchemin, Jean and LeBrun, saying that many of these people possessed furniture and other house furnishings which had come from the Channel Islands. Norman-French still survived in parts of the country.

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Richmond County Record

Established 1897

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M. J. BOURINOT, Publisher

ARICHAT, Cape Breton, N. S.
MAY 19, 1956

Dundee Dew Drops

Wednesday evening May 16. Just now the rain is pouring down and the forecast for Thursday does not encourage us for much improvement in the weather. However, we may be thankful, there is no snow falling, as is today in Quebec. An early riser in Dundee saw snow on the ground at 4 a.m. Tuesday 15, but it disappearerd before 7 o'clock.

The many friends of Mrs. Sarah MacAulay, are pleased to know she is back to her home at The Points, after spending some time in St. Martha's Hospital, Antigonish. At the same time, we regret that she is still a bed-patient and needs the attention of some capable woman.

John Allan and his trio of friends from South Bar, were here for a week-end fishing trip and occupied the log cabin across the road. Some very nice trout have been fished from Black River recently.

Bert and Calder MacDougall spent "Mother's Day" with their mother, Mrs. A. B. MacDougall, Dundee. Other members of the family from across he border,showered her with greetings and gifts.

A. F.

GLADSTONE . MacKENZIE

A former Councillor of the Grand River district, N. Gladstone MacKenzie passed away suddenly at Hamilton, Ont. where he had been employed for the past several years.

The late Mr. MacKenzie was well known in Arichat where he attended many terms of Council as the representative from Grand River.

For some years he served as Forest Ranger for the County.

Funeral took place at Grand River.

We extend sympathy to members of his family.

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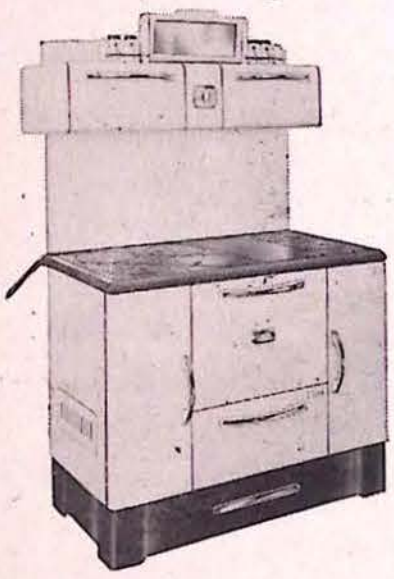
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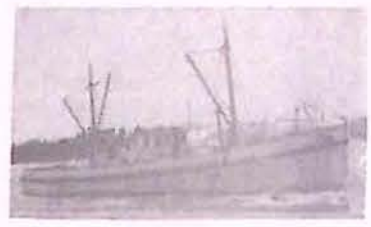
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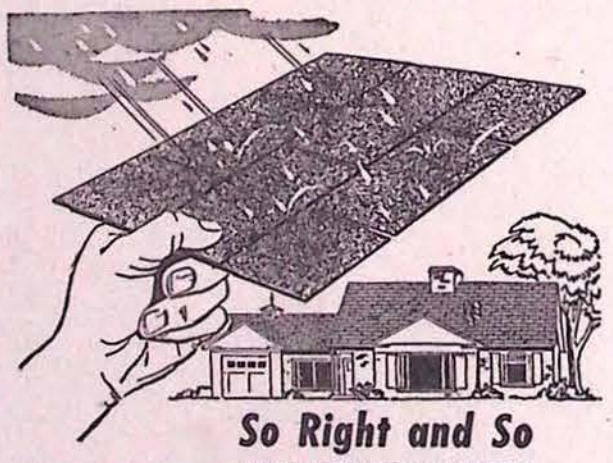
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And the way to make sure is so easy. You probably know it already. Just check these points and see:

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- Do you throw back the shorts?

If you do next year each short will be 15% longer and 50% heavier.

The lobster business is a big business in the Maritimes. It's one we can all be proud of. But we must make sure it *stays* big—we must help it grow bigger—by planning *today* for *tomorrow's* catch.

If you do that, your lobster pot *will be* . . . a real pot of gold.



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Sydney-Arichat Bus Schedule

(EFFECTIVE UNTIL FURTHER NOTICE)

MONDAY, WEDNESDAY and FRIDAY

Leaves Sydney 9 a.m. Arrives Arichat 12.30 p.m

Leaves Arichat 1.45 p.m., Arrives Sydney 5 p.m.

* * * * * *

TUESDAY, THURSDAY and SATURDAY

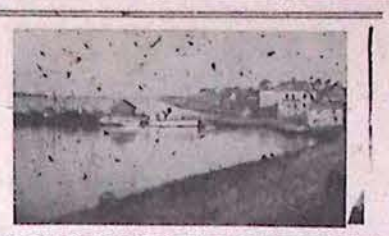
Leaves Sydney 9 a. m., Arrives St. Peter's 11.30 a.m.

Leaves St. Peter's 2.30 p. m., Arrives Sydney 5 p.m.

NO BUS ON SUNDAY'S

GORDON BUS SERVICE

NEWS ABOUT TOWN AND COUNTY



Return Home

Fishery Officer Edwin L. Power accompanied by his mother Mrs Daisy Power and Miss Ernestine Boudreau have returned home from Ottawa and the USA.

At Ottawa Mrs. Power had the honor of attending the RCMP ceremonies where her son Lawrence (Buddy) was vested as a Constable in the RCMP.

Mrs. Power and her son Edwin visited her daughters Mrs. John Forrest (Marion) and Mrs. Maurice Whittingham (Bertie) in Mass,. Miss Boudreau was a guest of her uncle Leonard DeCoste of Gloucester.

They report a most delightful motor trip.

———:o:———

ARTHUR U. SAMSON

The recent passing of Arthur U. Samson, of Lower L'Ardoise has removed from that district a man, who was well and favorably known having served the district in the Municipal Council for several terms.

Arthur U., as he was familiarly known by his friends had been a patient in the VG Hospital, Halifax, for several weeks.

Our L'Ardoise correspondent will send us a fuller obituary of the late Mr. Samson.

We extend our sympathy to the bereaved wife and family.

———oOo———

Attends Funeral

A. G. Samson, of Toronto attended the funeral of his late lamented brother Arthur U. Samson at L'Ardoise.

Sympathy is extended Mr. Samson in his bereavement.

Held Over

We were obliged to hold over until next issue some local and County news.

———oOo———

CLEMENT CUTLER

We regret to report the death of Mr. Clement Cutler, age 86 years at his home in Truro.

A full obituary will appear in our next issue.

We extend sympathy to Mrs. Cutler and daughter Helen.

———:o:———

From Moncton

Mr and Mrs. Jack Dingle and baby son of Moncton, N.B. spent the week-end at the home of Mrs. Dingles parents Mr. and Mrs. Charles E. Latimer.

They were accompanied on their return by Mrs. Latimer who will spend a week as their guest in Moncton.

———:o:———

At Duke of York

J. J. Latimer, owner and operator of the Duke of York Cranberry Meadow, arrived from New Glasgow to re-open his house at the Meadow.

Mr Latimer is an experienced operator and the variety of berries produced at this meadow are rated as the best in Eastern Canada.

We are happy to see our old friend Joss.

NOTICE

A meeting of the Municipal School Board of the County of Richmond is called for TUESDAY, JUNE 5th, 1956. To be held at the Municipal Annex Building, Arichat--beginning at 10 A. M.

E. C. DOYLE,
Secretary-Tresurer.

MRS. CLIFFORD FOUGERE

The sudden passing of Mrs. Clifford Fougere at the age of 35 years occurred on Saturday at Isle Madame Hospital, Arichat.

The late Mrs. Fougere is the daughter of Mrs. Amos Landry Petit de Grat. Mr. Landry passed away suddenly a few months ago.

Mrs. Fougere had given birth to a baby girl a few hours before her death.

Surviving besides her husband are five small children; also her mother, Mrs. Amos Landry; two sisters Marie and Christena; three brothers Arthur, George and Emile all of Petit de Grat.

Sgt. Fougere of the RCAF Summerside, PEI was enroute to Petit de Grat to spend the weekend and only heard the news of his wife's passing on his arrival early Sunday.

We extend our sincere sympathy to the bereaved husband and family.

———:o:———

To Halifax

Mrs. Agatha Boudreau and family spent the week-end in Halifax guests of Mr. and Mrs Frank Peeples.

———:o:———

From Yarmouth

Mrs. M. Edwards arrived from Yarmouth where she spent the past several months with her daughter and son-in law Mr. and Mrs. Harold Huskilson..

Before returning home she visited her son and daughter in-law Inspector and Mrs. C. R. Edwards, Bridgetown.

Mr. Edwards had the misfortune of receiving injuries in a car accident the past winter and is at present in hospital. We wish Clifford a speedy recovery.

Killed in Germany

Mr. and Mrs. Basil Proctor of Lower River Inhabitants received the sad news of the death of her son, Clement Proctor, age 19 years, of the RCAF stationed in Europe.

The cause of his death was the result of a car accident.

Sympathy is extended Mr. and Mrs. Proctor in their sad bereavement.

———oOo———

St. Peters Visitor

John N. Morrison of St. Peters was a motor visitor to Arichat during the week. We were glad to see John and to hear that our mutual friend D.A.S. of Sporting Mountain is in good health.

Mr. and Mrs. Morrison resided in Seaview prior to moving to St Peters and were close friends of their genial neighbour D. A. Sutherland.

———oOo———

To Evanston

Mr. and Mrs. Wallace Kinslow (nee Eunice Edward spent two weeks recently visiting at the home of Mr. and Mrs. Basil Proctor, Lower River Inhabitants.

They report a very pleasant visit.

———:o:———

From Halifax

Mr. and Mrs P. I. LeVesconte of Halifax, and their daughter Laleah who is at present on her holidays after attending an art school in Boston, Mass., during the past term, visited at the home of Mrs. LeVesconte's mother, Mrs. May Dunphy, Pondville.

———:o:———

From Halifax

Mr. and Mrs. Archie Morrison accompanied by Miss Agnes Boudreau, Donald Boudreau, Mr. and Mrs . Amos Boudreau and daughter Karen were week-end motor visitors from Halifax guests of Mrs. Louise Paon and family.

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TENDERS

SEALED TENDERS addressed to the undersigned, and marked as to contents will be received in the office of the Secretary until 3.00 p.m. (E. D. S. T.), WEDNESDAY, June 6 1956, for Contract 24-56-CBH, Grading, Provision of Culverts, Base Course, Mile 5.3 to Mile 10, from Cheticamp Park Entrance, Superstructure McKenzie River Bridge, and Seal Coat Neils Harbour to Effie's Brook (approx. 8.2 miles) and the Middle Head area, Cabot Trail, Cape Breton Highlands National Park.

Plans and specififfation can be seen and forms of tender obtained at the offices of the Chief, Trans-Canada Highway Division, Hunter Building, Ottawa, Ontario; Mr. J. S. Harris, Supervising Engineer, Trans-Canada Highway Division, 461 King Steet, Fredericton, N. B., and Mr. H. F. Peters, Supervising Engineer, Trans-Canada Highway Division, Federal Building, Halifax, N. S.

To be considered each tender must be accompanied by a security in the form of a certified cheque or Bonds as specified in the form of tender and made on or according to these forms and in accordance with conditions set forth therein.

The Department through the above offices, will supply plans and specifications for the work on deposit of a sum of $50.00 in the form of a CERTIFIED bank cheque or money order payable to the order of the RECEIVER GENERAL OF CANADA. 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.

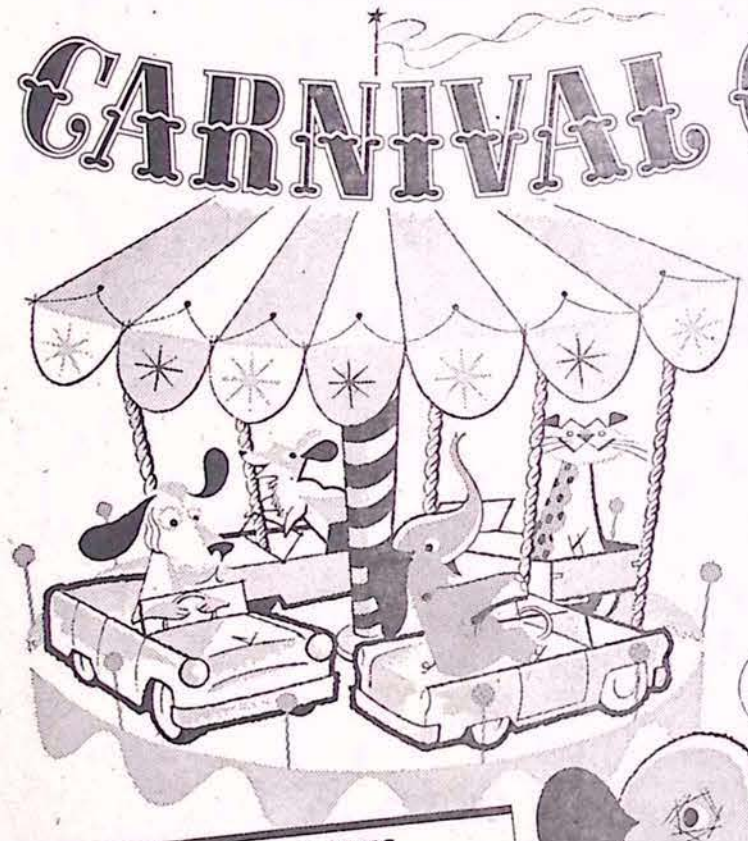
ROBERT FORTIER,
Chief of Administrative Services and Secretary.
Department of Public Works,
Ottawa, May 3, 1956.

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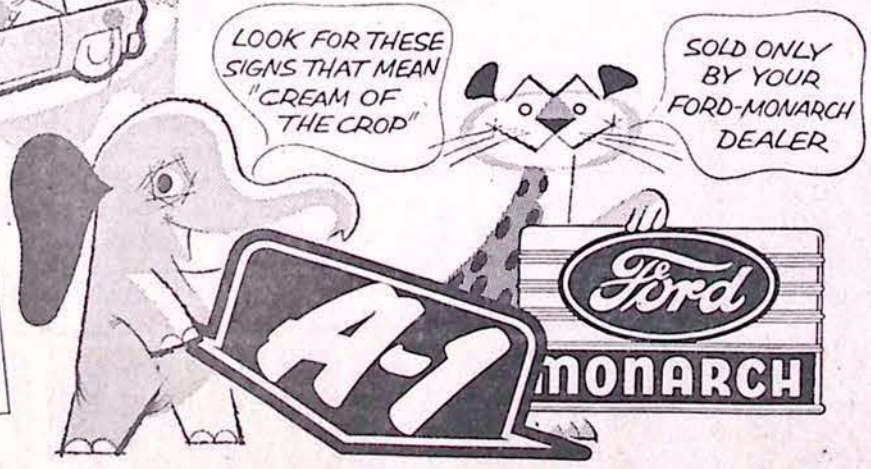
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See CLARK KAPLAN, ST. PETER'S, C. B.

Isle Madame Sub-Dealer See LEO MARTELL

MARTELL'S GARAGE PONDVILLE, C. B.

L'ARDOISE

Guardian Angel Church was th scene of a pretty wedding recently at a Nuptial Mass when Miss Rita Martell, daughter of Mr. and Mrs. Dominck Martell, was united in marriage to George Monbourquette, son of Mr. and Mrs. Urban Monbourquette, West L'Ardoise. The ceremony was performed by the pastor, Rev. Fr. P. A. LeBlanc. The birde was charmingly attired in pink ballerina nylon and lace dress, with pink accessories, with corsage of pink roses. The groom was supported by his brother,Maxie Monbourquette. Following the ceremony the briday party motored to the brides home where dinner was served to a number of invited guests. The toast to the bride was proposed by Rev. Fr. P. A. LeBlanc and was responded to by the groom. After which the newly-weds left for a short trip to Halifax, before returning to their home in West L'Ardoise. The bride was tendered a miscellanous shower at the home of her parents prior to her wedding and was the recipient of many lovely gifts including china, electrical appliances, linens and other items. The gifts were opened by Miss Clara MacNeil and greeting cards read by Mrs. Quentin Samson. Refreshments were served by Mrs. Wilfred Bouley, Mrs. Matt Ferguson, Mrs. Fabie Briand and Miss Clara MacNeil. Best wishes is extended to Mr. and Mrs. Monbourquette for a long and very happy wedded life.

Mrs. Quentin Samson, Supervisor of Census for Richmond and part of Cape Breton Counties recently attended a three-day course at the Isle Royale Hotel, Sydney.

Mr. and Mrs. Cyril Mrtell, Sydney, were week-end visitors at the home of his parents, Mr. and Mrs. Ernest Martell.

Mr. and Mrs. Thomas Gillmore, Dartmouth, spent the week-end with her father, Mr. Fred Samson.

Mr. and Mrs. Leonard Landry and Alphonsus Peters, Halifax were motor visitors here on Sunday. They were accompanied on their return by Mrs. Landry and the latters parents, Mr. and Mrs. Daniel Peters. Friends of Mr. Peters will regret to learn that he is a patient at the V. G. hospital. All hope for his speedy recovery.

Miss Annette Sampson, of Sydney, was a recent visitor at the home of Mr. and Mrs. Harry Landry.

Lieut. Joseph Monbourquette, Chatham, N. B., was a recent motor visitor at the home of his in-laws, Mr. and Mrs. Peter Clannon.

DR. ALEXANDER GRAHAM BELL

(Continued from Page 1)

spent some of the happiest periods of his life at Baddeck, Nova Scotia, and Brantford, Ont. It is fitting that the Canadian Government devote its first public scientific museum to the aviation experiments of Bell and his associates of the Aerial Experiment Association.

One of Canada's worst disasters was a four-day Great Lakes storm in 1913 in which 300 seamen drowned.



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TENDERS

SEALED TENDERS addressed to the undersigned and endorsed "TENDER FOR BREAKWATER EXTENSION AND GROYNE, SOUTH BAR (SYDNEY HARBOUR), CAPE BRETON COUNTY, N. S.", will be received in the office ofthe Secretary, until 3.00 p. m. (E.D.S.T.), WEDNESDAY, MAY, 23, 1956.

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 Offices at Sydney and North Sydney, N. S.

To be considered each tender must be accompanied by a security in the form of a certified cheque or Bonds as specified in the form of tender nd made on or according to these forms and in accordance with conditions set forth there in.

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 a specification of the work on deposit of a sum of $20.00, in the form of a CERTIFIED bank cheque payable to the order of the RECEIVER GENERAL OF CANADA. The deposit will be released on return of the blue-print and specification in good condition within a month from the date of reception of tenders. If not returned within that date 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, April 25, 1956.

SEALED TENDERS addressed to the undersigned and marked as to content will be received in the office of the Secretary until 3.00 p.m. (E. D. S . T.), WEDNESDAY, MAY 23, 1956, for Contract No 15/56-CBH--Grading, Provision of Culverts and Base Course, Mile 0 to Mile 5.3 (approx.), Cabot Trail, Cape Breton Highlands National Park.

Plans and specifiifation can be seen and forms of tender obtained at the offices of the Chief, Trans-Canada Highway Division, Hunter Building, Ottawa, Ontario; Mr. J. S. Harris, Supervising Engineer, Trans-Canada Highway Division, 461 King Steet, Fredericton, N. B., and Mr. H. F. Peters, Supervising Engineer, Trans-Canada Highway Division, Federal Building, Halifax, N. S.

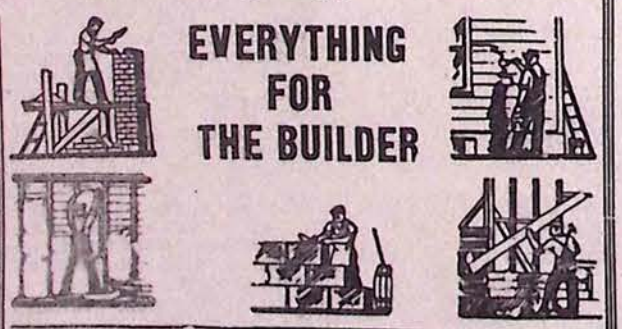
To be considered each tender must be accompanied by a security in the form of a certified cheque or Bonds as specified in the form of tender and made on or according to these forms and in accordance with conditions set forth therein.

The Department through the above offices, will supply plans and specifications for the work on deposit of a sum of $50.00 in the form of a CERTIFIED bank cheque or money order payable to the order of the RECEIVER GENERAL OF CANADA. 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, April 25, 1956.

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