Richmond County Record

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

SIXTIETH YEAR | ARICHAT, CAPE BRETON, N. S., NOVEMBER 3, 1956 | No. 10

Urquhart Re-Elected In Richmond--Conservatives Win 23 Seats in Province

Richmond County Returns

		Bondreau	Urquhart
No. 1	Arichat	112	116
No. 2	Arichat (Head of Harbor)	74	47
No. 3	Cape Auguet	21	14
No. 4	Petit de Grat	113	90
No. 5	Alderney	122	112
No. 6	Little Anse	66	98
No. 7	Rocky Bay-Pondville	38	59
No. 8	Poirierville	50	72
No. 9	D'Escousse - Poulamon	62	91
No. 10	Poulamon - Martinique	17	75
No. 11	West Arichat - Pt. Royal	60	61
No. 12	West Arichat - Janv. Isle	36	27
No. 13	West Arichat	114	102
No. 14	Louisdale East	31	169
No. 15	Louisdale West	99	84
No. 16	Evanston	28	58
No. 17	Grantville	15	64
No. 18	Port Malcolm	39	16
No. 19.	Point Tupper	87	91
No. 20	Black River	52	50
No. 21	The Points - Black River	12	18
No. 22	French Cove	81	34
No. 23	St. Peter's (West)	96	111
No. 24	St. Peter's (East)	110	115
No. 25	River Bourgeois - Seaview	37	56
No. 26	R. Bourgeois - R. Tillard	80	121
No. 27	R. Bourgeois - Southside	55	39
No. 28	Rockdale (West)	88	91
No. 29	Rockdale (East)	142	158
No. 30	L'Ardoise (Lower)	105	141
No. 31	Grand River	38	70
No. 32	Grand River	10	23
No. 33	Fourchu	31	47
No. 34	Framboise	64	51
No. 35	Loch Lomond	40	40
No. 36	Red Islands	44	49
No. 37	Soldier's Cove	37	17

L'ARDOISE

Dr. C. J. Murphy, Dr. E. N. Dupont, Webster, Mass., and Mr. J. Poulin, Conn., were successful deer hunters. They returned to their homes on Saturday with their quota. While here they were guests of Mr. and Mrs. Amable J. Martell.

Miss Marie Boyd, River Bourgeois was a recent visitor at the home of her brother-in-law and sister, Mr. and Mrs. Malcolm McNeil.

Conratulations are extended to Grn. and Mrs. G. N. Foster (nee Chrsitna Bona) on the recent birth of a daughter, Linda Marie at B.M.H. Army Hospital, Soest Germany.

Sgt. Joseph Monbourquette RRCEME, and Mrs. Monbourquette, Toonto, are motor visitors at the home of the latter's parents, Mr. and Mrs. Ben J. Berrette.

Mr. Gerald Berrette, Toronto, is a motor visitor at the home of hs parents, Mr. and Mrs. Jos. Berrette.

Friends of Dave Sampson, son of Mr. and Mrs. Henry T. Sampson, who underwent an emergency operation at St. Rita Hospital early Tuesday morning will be pleased to hear that he is making a speedy recovery.

Rev. Fr. George Fitzgerald of the order of Eudist Fathers, Willowbrook Seminary, Maryland, Wash., celebrated High Mass here on Sunday. Fr. Fitzgerald is a native of L'Ardoise and is receiving a warm welcome from his many friends.

Mr. and Mrs. Wallace Mufford Monreal, accompanied by his parents, Mr. and Mrs. C. Mufford St. John, N.B., were recent mo- and Mrs. Joseph Gracie and Mr. tor visitors at the home of Mr. and Mrs. James Aupy, Rockdale.

Mr. and Mrs. Edmund Evong, Sydney accompanied by their son and daughter-in-law, Mr. and Mrs. Fred Evong (newyweds) were week-end motor visitors at the home of Mr. and Mrs. John Middleton, Rockdale.

Mr. and Mrs. Leo Vaughn accompanied by their son and daughter-in-law of Jamaica Plain are motor visitors here.

Mr. and Mrs. George Sampson Halifax are spending their annual vacation at the home of his parents Mr. and Mrs. Martin M. Sampson.

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NOVA SCOTIA

DEPARTMENT OF

AGRICULTURE AND MARKETING

HALIFAX, Nova Scotia

Acadia Gas Engines Ltd., of Bridgewater

(This is the fifth in a series of articles written exclusively for the weekly newspapers of Nova Scotia, dealing with various phases of the province's industry. These articles are the result of a four-week, 1800-mile tour of Nova Scotia by a Department of Trade and Industry writer. The articles deal with specific firms and are designed to give readers of the weekly press a general picture of large and small industry in the province.)

BRIDGEWATER--It was a feeling for the rough and hazardous life of the average Nova Scotia inshore fisherman of a half century ago that inspired an idea that not only put this town on the industrial map, but earned the gratitude of that hardy breed of men who go down to the sea in small boats to wrest a livelihood.

That idea was born in the brain of the late W. T. Ritcey. In 1908 he put that idea to work and thus began Acadia Gas Engines Limited. Mr. Ritcey builded greater than he knew because today, 48 years later, the firm's products are known in many countries of the world.

As the name suggests, this Bridgewater industry, situated on the banks of the lovely LaHave River, makes gasoline engines. But, keeping in tune with progress throughout the years, it has not only extended its gas engine production but also has gone into the ever-growing diesel engine field.

With 40 workers, in addition to an administrative staff, the plant is marketing a new line of products --- complete from raw material to finished article---that has made the trade name of Acadia Engines synomous with quality and efficiency.

Since the first year of the firm with its output of 35 gasoline engines, Acadia Engines has expanded its markets on an international scale and has increased the variety of its products. From its original intention of manufacturing small engines for fishing boats, the firm has jumped from one, two and three cylinder, two cycle engines, to four and six cylinder, four cycle engines, developing up to 87 horsepower.

A few years ago the firm entered the diesel field. After spending considerable money and time in research, the company settled on the Leyland engine as the most suitable unit for marine conversion. The company now converts Leyland engine block assembly into an Acadia-Leyland marine diesel engine.

Although it enjoys the reputation as the largest manufacturer and exporter of marine engines in Canada, the firm did not stop there. It now produces a variety of hoists, winches, driving gears, pumping outfits, pessels' heaving and stationary engines.

When the late Mr. Ritcey contemplated the hardships of inshore fishermen with their sailing boats, gasoline engines were in their infancy. True there was steam, but that type of power was not suitable for the small boats of the fishermen.

Mr. Ritcey saw a great future in the field of gasoline engines. He not only saw the engine as a great industrial possibility that would benefit his community, but in it, too, he saw its potential value to the fishing industry.

Not only was Mr. Ritcey a man of foresight, but also was he a man of energy. A company was formed and in 1908 Acadia Gas Engines Limited made its modest debut on the industrial scene.

At the beginning progress was slow. It was an age of great change. Seafarers who had, heretofore, thought only in terms of sail couldn't become gasoline-minded overnight. It wasn't long however, before Mr. Ritcey's engine was gaining a reputation for quality and dependabiltty. Fishermen were not long in learning that the little engine, with its funny "put-put" noise, made in the new plant in Bridgewater would take them to the fishing grounds and get them home safely again.

The Acadia enterprise started in a factory only 35 feet by 50 feet in size. It wasn't large, but it was large enough to handle the first year's modest output, but since that time the story has been one of steady expansion. Today's plant consists of a two-and-a-half storey adminstration building, the main factory consisting of three connecting buildings, foundry buildings, the testing building where all Acadia engines are tested before marketing, and other buildings for the storage of materials and fuels. These present a striking contrast to the original one-building operation.

While quality products provide a firm base for the operation, another secret of the firm's success lies in its happy management-labor relations. Workers at the Acadia plant are steady people. Majority of the employees have been there 10 years and there are many whose service exceeds 20 years. Most of them own their own homes and are among Bridgewater's most stable citizens. All this is in accordance with the founder's aim because he sought to establish an industry that would be a secure anchor for the people who served it.

Inasmuch as it is possible to be, Acadia Gas Engnes Limited seeks to be self-sufficient. From raw material to finished product gas engines. Simplicity and sturdiness are two features of Acadia is the policy in the making of its products. All parts necessary have been reduced to their simplest and strongest form and unnecessary parts have been eliminated, resulting in fewer places subject to wear and fewer parts to get out of order.

Markets for Acadian products are widespread. They are used in the British West Indies, South America, Iceland, Cuba, Commonwealth countries and in the Canadian provinces. Eskimos in the far north find the engines just as dependable as do the fishermen of Nova Scotia and Newfoundland.

In order to serve their large number of customers in Newfoundland, the company maintains a branch office, warehouse and repair shop in St. John's. In charge of the operation there is John S. Ritcey.

President of the company is Mrs. B. B. Ritcey, wife of the founder. She assumed office when her husband was forced to retire in 1943 because of ill health. G. I. K. Feindel is vice-president and general superintendent. Secretary and general manager is G. L. Weare. A. S. Forbes is production engineer, and the accountant is L. Bowen Smith.

In the plant proper are veteran hands to supervise the clock-like operation that has brought the company to the degree of efficiency it now enjoys. Foundry foreman is Spurgeon Fancy, while Earl Lowe is foreman of the machine shop. Donald Pierce is foreman of the assembly shop, and the important task of pattern making is the responsibility of Arnold Conrad.

In another two years, the Bridgewater firm will be marking its 50th anniversary. It continues to grow. Users of its products in many parts of the world testify as to the correctness of the company's claim that the equipment it produces is "always dependable."

As towns go, Bridgewater is relatively small, but it has something that no other town or city can boast; it has the largest manufacturers and exporters of marine engines in Canada. It has Acadia Gas Engines Limited.

—.—:o:—

Self-love is a cup without any bottom; you might pour all the great lakes into it, and never fill it up. O. W. Holmes

Urquhart Elected In Richmond

Earl W. Urquhart, was re-elected for the third consecutive time, in Richmond County, at Tuesday's general provincial election, with a majority of 371 votes over his Progressive Conservative opponent, William C. Boudreau, of Sydney.

Mr. Urquhart, during his term of office has represented this county with distinction and his re-election, was most deserving.

Although in the opposition, we are sure, Mr. Urquhart's voice will be heard on the floors of the legisature, championing the cause of his native Richmond.

The Progressive - Conservatives under the leadership of R. L. Stanfield, emerged the winners by a small majority of 3 seats.

Tory supporters throughout the County, and more especially where party candidates were elected in the province, were jubilant over the victory, the first in 23 years.

Both leaders, Premier Hicks and R. L. Stanfield, won personal victories, in their ridings of Annapolis and Colchester.

IN APPRECIATION

To the Electors of Richmond County:



May I, through the medium of the Richmond County Record, express my sincere thanks to the electors of Richmond for re-electing me to the House of Assembly. This is the third time that you have placed your confidence and trust in me and by so doing you have proven to me that you have appreciated in no small way, the many achievements I have obtained for the people of this county.

During the past seven years, I have devoted practically the whole of my time to the interests of this constituency and my record of service on your behalf is one in which I take great pride. In the years that lie ahead, I shall work for the people of my native County of Richmond with the same enthusiasm and vigor that I have in the past and you can rest assured that the needs of this county will constantly be placed before the government of the day quickly and efficiently.

To all those who contributed to a Liberal victory in this County—the electorate, party workers and our association---I am deeply grateful and indeed my one reaction is that of everlasting gratitude to the good people of Richmond County.

Yours sincerely,

EARL W. URQUHART

West Bay, Richmond County, N. S.

October 31st, 1956.

Richmond County Record

Established 1897

Subscription rates to any part of Canada $2.00; United States $3.00.

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

No responsibility is assumed by the Editor for the opinions expressed by correspondents.

M. J. BOURINOT, Publisher

ARICHAT, Cape Breton, N. S.

NOVEMBER 3, 1956

Ross Pringle

Ross A. Pringle, a Marathon, N.Y., businessman and former cashier of the First National Bank, died last Tuesday at his home at the age of 52.

The community received the news with deep regret and has extended its heartfelt sympathy to his family.

Mr. Pringle spent most of his life in the banking business and entered this service as a young man in his native Canada. Mr. Pringle was born June 23, 1904, the son of Danel and Sarah Ross Pringle, at The Points, N. S. He came from a large family and entered the bank in New Germany, N. S. before he was 20. Later he became associated with the Royal Bank of Canada which had a branch in Detroit, Mich. He returned to New Germany and later entered the insurance business.

Mr. Pringle and his family came to Marathon during World War II to join the First National Bank here of which his brother A. Robert, is president. After several years with the Marathon bank, Mr. Pringle joined the Industrial Wood products, a local industry, which he later purchased and of which he was president at the time of his death.

A Mason and an active sportsman, Mr. Pringle suffered a heart attack earlier this year and has been in ill health since that time.

His survivors include his wife, Glennis, their only child, Patricia a student at Syracuse university; three sisters, Mrs. Belle Bickford of Portland, Me., Miss Emma Pringle of Boston, Mass., and Mrs. Sadie Ross, also of Boston; and five brothers, A. Robert of Marathon; Kenneth, Weston, John and William of Cape Breton N. S.

Mr. Pringle's remains left for Syracuse at noon on Thursday and from there will go by train to Halifax, N.S. Masonic funeral services were held in New Germany Saturday at noon at the home of Mrs. Stanley Veinot, a sister of Mrs. Pringle. The body was accompanied by Mrs. Pringle and her daughter.

—————:():—.—

The greatest of all flatterers is self-love.

Rochefoucauld

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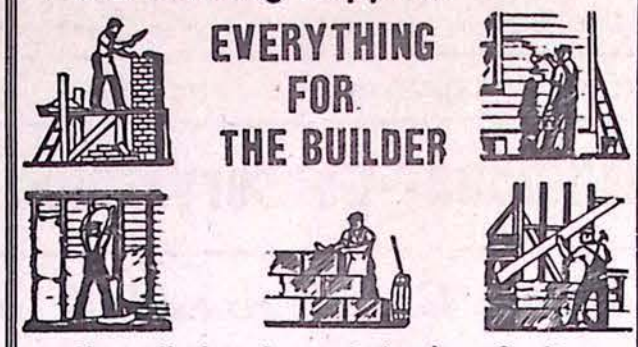
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Leaves Arichat 1.45 p.m., Arrives Sydney 5 p.m.

* * * * * *

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.

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CANADIAN NATIONAL

NEWS ABOUT TOWN AND COUNTY



Sudden Passing

The community of Petit de Grat, was shocked when it was learned that Harry T. Boudreau, had passed away suddenly, at his home on October 27th.

We extend our sympathy to the bereaved wife and family.

A fuller obituary will appear in our next issue.

—:O:—

"MAPLE LEAF UP"

A splendid article entitled: "Maple Leaf Up", written by L. W. (Vic) Gogen, of St. Peter's will appear in our next issue.

A veteran of two world wars, Mr. Gogen's article, will be dedicated to Remembrance Day.

—:O:—

Week-End Visitor

Clayton Pellerine of Halifax spent the past week-end at his home in Port Royal.

Clayton, who is employed by the city of Halifax, moved his family to Port Royal last spring. He purchased the Edmund Hollar property.

—:O:—

At West Arichat

Recent visitors at the home of Mr. and Mrs. Joseph LeJeune, West Arichat, were Mr. and Mrs Peter Dulude and Mr. and Mrs. Bill Maltown all of Woonsocket, R. I. They were on a hunting expedition.

—:O:—

From Lewis Cove

Mr. and Mrs. Angus A. MacLeod, of Lewis Cove Road, were recent motor visitors to Arichat. We were happy to see them when they called at the Record Office.

HARDOWOOD FOR SALE--Stove lengths. Apply to ANTHONY RUSSO, Dundee, Rich. C., Phone 1-13 2i

BIRTH

BORN, To Mr. and Mrs. E. R. (Teddy) Latimer, (nee Cecile Girrior), on Thursday, November 1st a daughter, Marie Marjorie.

—:O:—

To Halifax

Lloyd Bourinot left for Halifax, where he will be employed on the staff of the Royal Print & Litho.

—:O:—

Arrives Home

John B. Terrio, arrived home recently from the Great Lakes where he had been employed on a Lake ship.

Mr. Terrio received injuries some time ago in an accident and was a patient in hospital for several weeks.

He is now much improved and will spend the winter with his wife and family of this place.

—:O:—

MRS FRANK SMITH

The funeral of Mrs. Frank Smith, (the former Bessie MacAskill, of West Arichat), took place from St. John's Church, Arichat, on Friday, with Rev. Erwin, of Glace Bay officiating.

The late Mrs. Smith, resided in Port Morien, for many years, and moved to Glace Bay, a few years ago to reside with her son-in-law and daughter, Mr. and Mrs. Allan MacIvor, where she was tenderly cared for.

Her husband predeceased her about three years ago. Surviving are two daughters, Mrs. Allan MacVicer, (Ina) Glace Bay and (Edna), married and residing in New Glasgow.

Mrs. James Dickie, presided at the organ.

To the bereaved daughters we extend our sympathy.

Returns Home

Theophile Richard, has arrived home afer spending the past few months on the Great Lakes, as a crew member of a Lake ship.

He will reman home until the spring.

—:O:—

On Holidays

Eric Latimer of the staff of the Royal Bank, Halifax, spent his holidays with his parents, Mr. and Mrs. Irvng Latimer of this place. He has returned to his duties after a very pleasant vacation.

—:O:—

Sporting Mountain Echoes

A nice batch of Echoes will appear in our next issue.

Thank you D. A. S.



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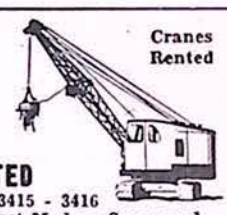
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Gems of Thought

SELF - LOVE

Self-love is more opaque than a solid body. Mary Baker Eddy.

******

There are different kinds of self-love. As an instinct, it is desirable and important. As a modification of true benevolence, it is commendable. But dolatrous affection, it is censurable.

Charles Simmons

*****

He that falls in love with himself will have no rivals.

Benjamin Franklin

******

Self-love is ofteo rather arrogant than blind; it does not hide our faults from ourselves, but persuades us that they escape the notice of others.

Samuel Johnson

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Ladies Hats, all shades 3.98 to 7.95
Ladies Sweaters 3.98 to 8.60
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Wedding

FOUGERE - GEORGE

The church of the Immaculate Conception, West Arichat was the scene of a pretty autumn wedding, recently, when Rose Marie Geore, only daughter of Mr. and Mrs. Wallace George of Janvrin's Harbour, was united in marriage to Joseph Bernard Fougere, son of Mr. and Mrs. Alzear Fougere of Boudreauville.

The bride entered the church on the arm of her father nad looked charming in a navy blue suit with light blue accessories. She wore a corsage of pink roses and carried a white prayer book.

Mrs. Celine Fougere was maid of honor and wore a light blue suit with navy accessories. Her corsage was of pink and white carnations.

Alfred Fougere, the groom's brother was best man.

After the ceremony the bridal party motored to the Arichat Hotel, where breakfast was served.

They motored to Moncton, N. B., on their honeymoon. They will take up residence in Boudreauville.

The Record wishes the young couple many years of happiness.

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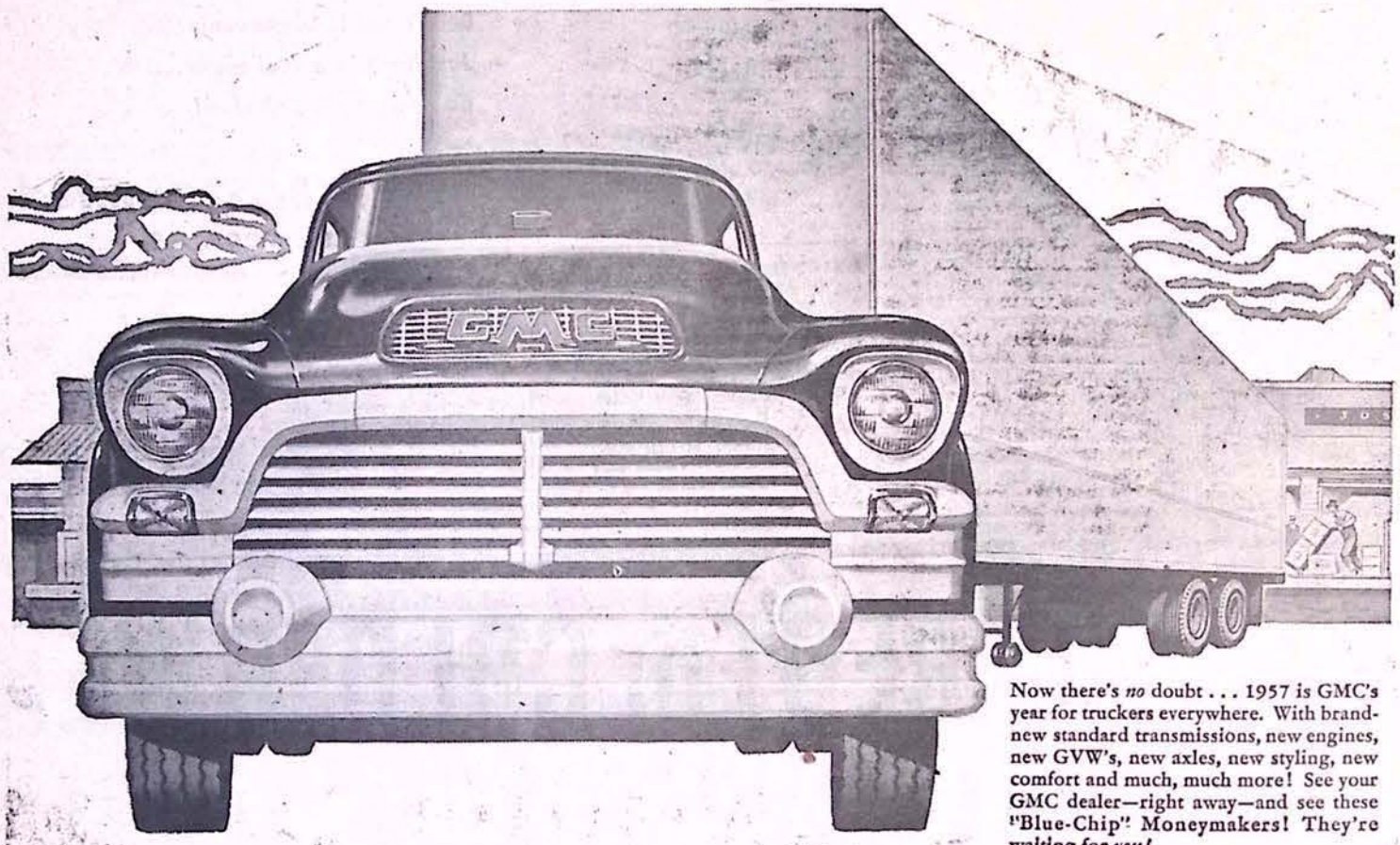
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1957 Pontiac "Surprise Package"



Longer, lower and more graceful looking, the 1957 Pontiac is described as the "surprise package" of the automotive year. Offered in six series, with a wide range of six and eight-cylinder power teams, including a 283 h.p. engine with fuel injection, Pontiac for 1957 has a new long-low hood styling with a broad integrated front bumper and grille. A brand new range of brilliant interiors is also available. Up front, Pontiac's steering wheel and instrument panel are freshly restyled. The steering wheel features clean-cut functional lines of "safety-scoop" styling. Shown above is a Laurentian two-door convertible.



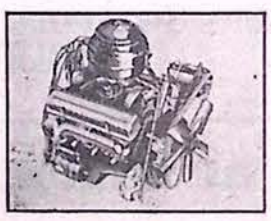
Now there's *no* doubt . . . 1957 is GMC's year for truckers everywhere. With brand-new standard transmissions, new engines, new GVW's, new axles, new styling, new comfort and much, much more! See your GMC dealer—right away—and see these "Blue-Chip" Moneymakers! They're waiting for *you!*

GMC BLUE-CHIP MONEYMAKERS for 1957

with Speed-Line Styling, "Performance Packed" Power-Trains . . . Engineered for Team-Work—Engine to Axle



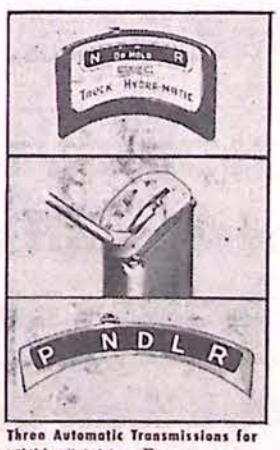
GMC Custom and Deluxe Cabs have a spectacular all-'round panoramic view. And there's new comfort and color—a new seat—a new non-glare instrument panel.



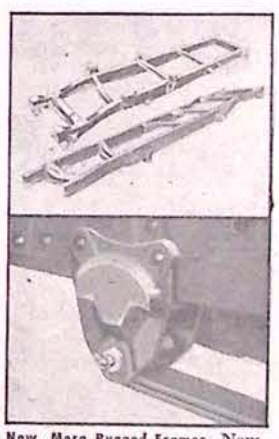
Power to Spare in GMC V8's. GMC for 1957 offers you a performance-proved selection of V8 power units with up to 210 horsepower to handle any job.



Big Line-up of GMC 6's for '57. Many truckers swear by a 6—and no wonder, with the rugged power plants GMC has to offer! Up to 148 driving horsepower.



Three Automatic Transmissions for "Shiftless" Driving. Proven, popular and powerful, Hydra-Matic, in Standard and Heavy Duty models, really saves wear and tear on trucks *and* truckers. On 9700 through W-9900 Series, there's optional Powermatic employing completely new principles in automatic power transmission. Powerglide, for light duty work on Sedan Delivery vehicles, is the simplest, least complicated of all automatics.

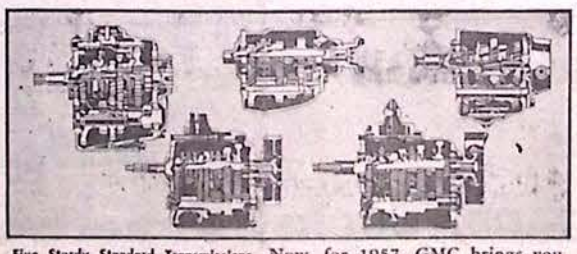


New, More Rugged Frames. New load-carrying capacity is another sign of '57 GMC newness—new safety, too, with a stronger-than-ever-frame design. Welded channel sections, reinforced with alligator-jaw cross-pieces, provide maximum strength for GMC's backbone!

Threaded Spring Shackles. Easier-to-service suspension points up GMC's eye on the future for truckers. Spring shackles are now threaded for easy removal and replacement.



New Rear Axles. GMC's wider-than-ever range of Hypoid rear axles makes it easy to find just what you need—custom-created to fit your job.



Five Sturdy Standard Transmissions. Now, for 1957, GMC brings you everything that's new in standard transmissions. Truckers everywhere know the reliability of famous 3-speed Synchro-mesh, the Heavy Duty Synchro-mesh and the 4-speed H.D. But GMC also has two new 5-speed units . . . the New Process transmission for medium duty work, and a real workhorse—the all-new Spicer 5-speed Heavy Duty truck transmission.

WATCH FOR THE FULL LINE-UP OF HEAVY DUTY GMC TRUCKS ... COMING SOON!

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