Richmond County Record

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

An Independent Journal Devoted Solely in the Interest of Richmond County

SIXTY-SECOND YEAR | ARICHAT, CAPE BRETON, N. S., AUGUST 29, 1959 | No. 1

Statement by James Muir

Out-of-joint Interest Rates Create Monetary Impasse

(The Montreal Star)

Curtailment of credit and ra- on the chartered banks by a comtioning of loans have been forced bination of tight money and the six percent ceiling on chartered banks' lending rates according to James Muir, Chairman and President of The Royal Bank of Canada.

As a result of an interview recently, Mr. Muir made the following informal statement:

"It is clear from comments arising from some quarters and from articles appearing in certain papers that the statement made by the chartered banks last week relative to the present tight money situation is widely misunderstood.

"As far as we are aware neither the Canadian Bankers' Association nor any of its member banks have sought to increase bank earnings by asking for rise in the legal maximum rate of interest viz. 6 percent which the banks may charge on loans. This is a point which cannot be emphasized too strongly.

• • •

Effect on Banks

"'However, as the Canadian Bankers' Association statement intended to make clear, when the Bank of Canada's minimum lending rate rises above the legal maximum of 6 percent which chartered banks are allowed to charge, the banks are no longer able — through no fault of theirs—to implement Bank of Canada monetary policy by further increasing the going rate at which customers may borrow.

"It must be made clear to everybody that the Bank of Canada and not the chartered banks controls the volume of money and credit within our country. It is the Bank of Canada which decides when money and credit should be increased or tightened or left constant. The machinery which the Bank of Canada uses in order to carry out any given policy works through the chartered banks. For example, let us say the decision of the day is to circumstances the Bank of Canada increases the cash reserves make money easier — in these of the chartered banks. This makes them flush, and at such a time money becomes cheaper, i.e. the rate of interest is lower. This induces the banks to loosen up their lending policy — a situation which borrowers readily take advantage of, and so we have an expansion of business in almost every direction.

"Now let us examine what happens when a tight money policy comes into force, such as has been the case last fall. The Bank of Canada decreases the cash reserves of the banks and holds them in the face of a grow ing demand from bank customers for more loans. The net effect is the same in either case. Money and credit grow scarcer and inevitably dearer, the yield on Government Treasury bills rises the price of Government bonds drops which increases the yield, the "bank rate" rises and as part of the cycle, the rate of interest charged by the chartered banks to their customers has to go up. The higher bank rate is thus passed on to the public and this goes on and on until the cost of money to borrowers becomes unprofitable, at which point they start to trim their sails, and so what might be called a period of restriction or a calming down takes place in the whole economy and a boom or an unhealthy active condition is gradually brought to a stop.

Current Situation

"Now what is the Canadian picture at the moment? First, the Bank of Canada has pursued for months and is pursuing a tight money policy in a battle against inflation. This policy has driven up interest rates to levels seldom, if ever, seen before, but —and here is the nub of the whole question — these interest rates have hit an impregnable barrier, as it were, in the shape of the legal lending rate established under The Bank Act. From this point on, quite obviously the banks are rendered impotent so far as being able to assist in implementing the Bank of Canadas monetary policy through the forces of increasing interest rates.

"In view of all that has been said, how have the banks been able to continue to meet their clients demands or heavily increased loans since the inception of the tight money policy last fall? The answer is: Only by selling Government bonds from their portfolios in order to raise mash and in view of what we have said about the drop in the price of Government bonds, it requires no imagination to realize that this is a far from profitable business. However, the banks are, so far as we know, making no great complaint on this score. What we are concerned about is that common sense makes it clear that such a policy cannot continue indefinitely. Equally important, or perhaps, even more important, the fact confronts bank management that there is a point below which they cannot allow their holdings of Government bonds to drop and still preserve an adequate volume of liquid assets so that they will not depart from traditionally sound policies.

*****

Rationing of Loans

"At this point, so long as the money supply is not allowed to increase with the demand for loans, the chartered banks must resort to the curtailment of loans through the direct restriction (and rationing) of bank credit. This, of course, is a thankless task and in the process, the chartered banks and not the monetary authorities appear to the general public as the ones for all the hardships borne by those dependent on, but unable to get, a ready supply of bank credit.

"In other words, interest rate policy and control of the money supply are interdependent devices which the Central Bank may use to control bank credit. The first is inhibited, and at present rates made impotent by the ceiling on chartered bank lending rates. The second is effective but places the onus of credit restriction unfairly on the chartered banks.

"The whole purpose of The Canadian Bankers' Association statement, as I understand it, was simply to explain to the general public that the Bank of Canada, and not the chartered banks, is responsible for monetary policy and hence for the present curtailment of chartered bank loans."

W. R. BOLTON

OPTOMETRIST

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C. B. Vocational Agreements Ready Soon



Premier Robert L. Stanfield said in Halifax recently that the agreements for the new Cape Breton Vocational School have been prepared by the Department of Education and will be sent to Cape Breton for final approval shortly.

The agreements are expected to be very similar to other agreements signed by the provincial government and other counties in Nova Scotia.

———:O:———

FROM ONTARIO

Mr. and Mrs. Stanage Binet and little daughter, Adrienne, of London, Ont., and Reynolds Binet of Epperwash Ont., are on furlough at the home of their parents, Mr. and Mrs. Morton S. Binet.

Stanage is attached to the 2nd. Battalion Royal Canadian Regiment, while Reynolds is attached to the 1st. Battalion of the Royal Canadian Regiment, stationed at Epperwash, Ont.

We wish them all a very happy holiday.

———:O:———

TO LOUISDALE

Mr. and Mrs. Alcide Samson, of Halifax spent a holiday at Louisdale visiting the former's father, Albert Samson, one of the eldest citizens of Louisdale. Alcide is employed at General Seafoods Ltd., Halifax.

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NEWS ABOUT TOWN AND COUNTY



Expropriation Advt.

In this issue will be found an an advertisement under the statues of the Nova Scotia Expropriation Act, of lands situated in the Point Tupper, Sunnyside and Port Malcolm area, set aside for industrial development. This adv.. will appear in three consecutive issues of this newspaper.

———:O:———

Rockdale Visitor

Mrs. Charles Carroll of Rockdale, was a recent business visitor to Arichat.

———:O:———

On Holidays

Capt Morgan Tapper of Red Diamond III is on his annual holidays while the trawler is on annual refit at Sydney. We wish the genial skipper a happy holiday.

———:O:———

Brief Visit

Mrs. C. S, Malzard and her son-in-law Major Mike McTague were recent motor visitors here from Kentville where Mrs. Malzard was visiting her daughter, Mrs. McTague.

Major and Mrs McTague and baby daughter will be leaving for Germany before the end of the year.

While in Arichat the were the guests of Miss Laura Cutler. It was nice seeing Mrs Malzard and Mike.

———:O:———

From Sydney

E. R. (Teddy) Latimer of Sydney was a recent business visitor to Arichat. Ted is sales manager for Halifax Propane Co. Ltd. at their Sydney store which was opened a few months ago.

J. Emile Benoit Ltd. of this place is distributor for Speedy Propane in Arichat.

———:O:———

From Brooklyn, N. Y.

Miss Genevieve Howell of Brooklyn, N. Y., who has been visiting fritnds at Halifax and Annapolis Royal spent several days in Arichat recently a guest of Mr. and Mrs M. J. Bourinot. Miss Howell is a cousin of the former. She is the daughter of the late Edwin (and Sophie Fixott) Howell and was engaged in the teaching profession in Brooklyn for over 46 years and is now retired.

Friends and relatives here were pleased to see Genevieve. She will spend the next few weeks in Annapolis Royal with Miss Bertie Donkin of that town.

Send Us The News

It is quite difficult to record all the arrrivals of summer visitors, however, you can co-operate by sending us the news of your guests or any other news you may wish to send along. This courtesy will be greatly appreciated by us. Thank You!

———:O:———

From Dartmouth

Mr and Mrs. P. I. LeVesconte of Dartmouth spent their holidays at the Dunphy homestead, guests of Mr Kennie Dunphy.

Mr. LeVesconte has returned to his duties on the staff of the Nova Scotia Compensation Board at Halifax.

Friends were glad to see them.

———:O:———

Celebrates 82nd Borthday

We congratulate our old friend, Charles P. Stone, who celebrated his 82nd birthday recently. We join with Charlie's many friends in wishing him happy returns.

———:O:———

On Holiday

Eric Latimer accountant at the Dartmouth Branch of the Royal Bank of Canada was a recent holiday visitor to his parents, Mr and Mrs Irving Latimer, while his wife was visiting her parents in Newfoundland.

———:O:———

From Montreal

Mr. and Mrs. Willie Richard, of Montreal were motor visitors here visiting at their respective homes, Mrs Jeffrey Richard and Mr. and Mrs. James Goyetche, Petit de Grat.

Willie operates his own business in Montreal, manufacturing steel ware for hospitals, hotels and other business places.

Before leaving Arichat some years ago Willie was employed by the late A. D. Samson of this place in the sheet metal business and is a skilled craftsman in his trade.

A popular couple Willie and Eva's many friends were glad to see them.

———:O:———

From Halifax

Mr. and Mrs. Gerard Theriault and family were recent motor visitors to Arichat. They were accompanied by Mr. Theriault's aunt, Miss Jeannette Hureau of the main branch staff of the Royal Bank, Halifax.

Former residents of Arichat, their friends here were glad to see them.

———:O:———

At Pondville

Prof. C. R. and Mrs. Dunphy and daughter of Truro have returned home after spending a few weeks vacation at Pondville guests of Mr Kennie Dunphy.

Prof. Dunphy is on the staff of Provincial Normal College, Truro.

———:O:———

From Truro

Mr. and Mrs. Allan MacRae, of Truro, were recent summer visitors, to their cottage at St. George's Channel.

Other visitors were their daughter and son-in-law, Mr. and Mrs. Robert Guthro and baby Susan.

Before returning to Truro we were pleased with a visit from Allan and his bright little grandchild, Susan.

———:O:———

Back on Duty

Eddie Edwards, representing the firm of J. E. Morse Co. of Halifax has returned to his duties atfer spending his annual holidays with his wife and family here.

———:O:———

From Lancaster, N. B.

Mr. and Mrs. Joseph Richard, annual holidays here with the of Lancaster, N. B., spent their former's brother, Theophile Richard of this place. While here they motored over the Cape Breton Cabot Trail.

Before coming to Arichat they visited the shrine of SSte. Anne du Buprere, Que.

Joe is a well known runner at Maritime sports events in recent years and also entered the Boston marathon on two occasions, placing 29th in the first attempt.

Provincial Results

A list of successful Grade XI candidates from Arichat are as follows: Emmanuel Joseph Boudreau, Mary Roma Boudreau, Yvette Marie Boudreau, Ina Claire LeBlanc, Elizabeth Matthews, Herman Joseph Marchand, Barbara Ann Cummings, Bernard Joseph Samson.

Congratulations are extended to the successful students.

———:O:———

On Sick List

The friends of Mrs Victoria Richard, former resident of Arichat were sorry to hear that she has been seriously ill in Halifax. Her daughter Mrs. James Thibeau accompanied by Mr. Thibeau flew by TCA from Stephenville, Nfld; also her son Joe Richard from Lancaster, N.B. to be with her.

Mrs Richard is at present much better and we hope will continue to improve.

———:O:———

From Halifax

J. Harry Thibeau, on the staff of Camp Hill Hospital, accompanied by his son Donald who is employed on the City Hall staaf, Surveyors Dept., both of Halifax were recent week-end visitors to Arichat. On their return trip to Halifax they were accompanied by Mrs. Louis Richard and two children Yolande and Ralph who will spend a couple of weeks in that city.

———:O:———

ENGAGEMENT

George M. Latimer wishes to announce the engagement of his daughter Christine, to Francis Vincent Boudreau, son of Mr. and Mrs. Newman Boudreau of Boudreauville.

———:O:———

ROCKDALE

Relatives and friends were shocked by the sudden death of a well respected citizen of this community, Mrs Amable Pottie, on August 11th at the age of 86 years.

She had enjoyed good health up to the time of her death. She is survived by two sons and five daughters. Her husband predeceased her fifteen years ago.

Funeral was held on Friday Rev. Fr. F. MacDonald officiating from Guardian Angel Church, at Requiem Mass.

Sympathy is being extended to the bereaved family.

Mr. and Mrs Jack Forbes were week-end visitors at the home of Mr. and Mrs Amos M. Martell returning to Halifax Sunday.

Also visitng from Halifax were Mr. and Mrs. Jack Pillow guests of Mrs Bonin of West L'Ardoise and Mrs. James M. Martell, Rockdale.

Lionel LaVoie son of Mr. and Mrs. Charles LaVoie of St. Laurent, Quebec spent his summer vacation at Rockdale with his aunt Mrs. Helair Martell. A vigorous and bright lad of lad, he travelled from Montreal by rail unaccompanied.

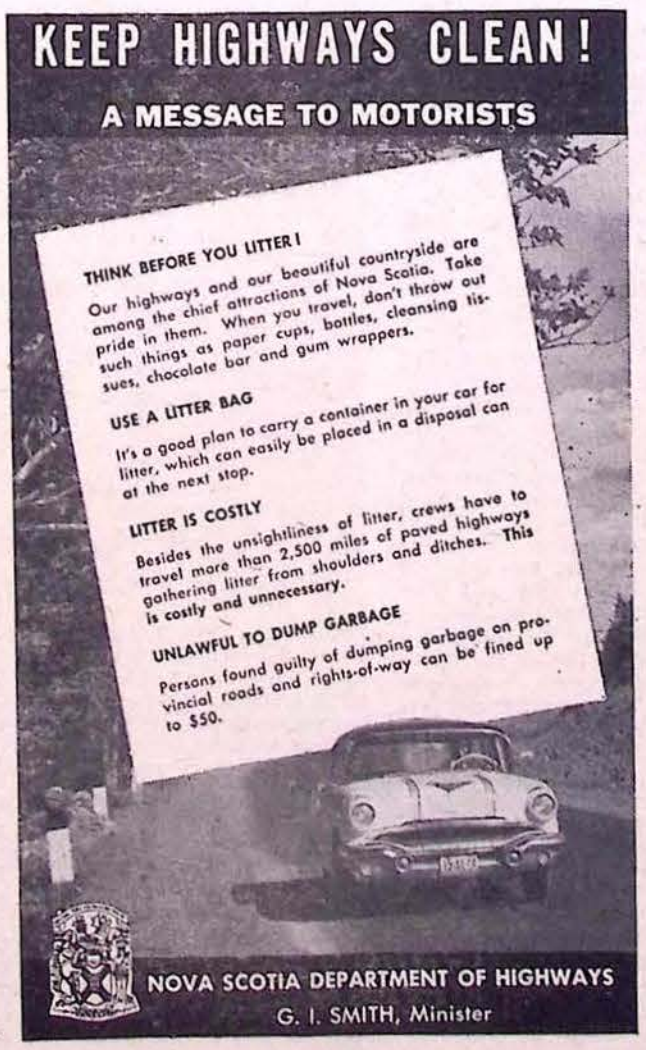
Jack Martell of Halifax spent several days at his home in Rockdale with his parents, Mr. and Mrs. James M. Martell.

Wilfred Martell, also of Halifax is spending his holidays at the home of his parents Mr. and Mrs. Henry W. Martell.

Both these young men are employed at the V. G. Hospital, Halifax.

Mrs. Mary Roberts and her grandniece Lorraine Peters spent two weeks here guests of Miss Annie Pottie. Miss Peters spent several days with Mrs. Charles Carroll, Rockdale, before returning to Sydney.

(Continued on Page 2)



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MARSHALL J. BOURINOT
Editor and Publisher

ARICHAT, Cape Breton. N. S.
AUGUST 29, 1959

KING PIN

The American game of ten-pins is an example of The American genius for evading the letter of the law. The game of nine-pins was brought from Europe by the Dutchmen who settled in what afterwards became New York State, and one of the legends of the wilder parts of that State is that the thunder to be heard among the mountain tops is the noise of the game being played by the ghosts of the old Dutch settlers. But early in the 19th Century, the puritanical city fathers of New York brought in a law prohibiting the game of ninepins. The enthusiasts brooded for a while and then brought in the extra pin; there was no law, they said, against tenpins. And that's what we have today, indoor game with its own skills."

Christopher Serpell, BBC U.S.A. corrtspondent speakin the overseas programme "Listening Post London."

———:O:———

ROCKDALE

(Continued from Page 1)

Allan Drake, age 6, was struck by a car while returning from a nearby store Friday evening on the highway near his home in Rockdale.

Doctor and RCMP were immediately summoned. Morrison's Ambulance rushed the boy to St. Rita's Hospital' Sydney. Extent of his injuries were not immediately determined. Latest report is that he is doing as well as can be expected and will remain in hospital under observation for several days.

He is the son of Mr and Mrs. Allan Drake who have just recently purchased a home here.

We are happy to learn about the arrival of Dr. Bogdan Erjavec M.D. who has established practice in Louisdale, covering most of the surrounding districts including work at St. Anne's Hospital, Arichat.

Dr. Erjavec will be in St. Peter's every evening from 8 to 10 p.m. at Dr. Morrison's former office.

We extend a welcome to him and his family and wish them every success and happiness in their new land.

———:O:———

The aim of education should be to convert the mind into a living fountain, and not a reservoir. —John M. Mason

NOTICE

Mr. Frank Elman, LL.B., Barrister, Solicitor, etc., will be at McDonald's Hotel St. Peters, and open for business on Thursdays, from 9 A. M. to 5 P. M.

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ARICHAT, Cape Breton

Province of Nova Scotia

In the matter of the Expropriation Act being Chapter 91 of the Revised Statutes of Nova Scotia 1954

-and-

In the matter of the Expropriation of the land and land covered with water herein described and situate in the registration district of the County of Richmond.

To the owner or owners of the land and land covered with water herein described and all others whom it may concern:

NOTICE IS HEREBY GIVEN that under the provisions of the said Expropriation Act there were on the 30th day of June, A.D., 1959, deposited and registered in the office of the Registrar of Deeds for the registration district of the County of Richmond, plans and descriptions of certain land and land covered with water, situate in the said registration district, signed by the then Minister of Lands and Forests and by J. D. McKenzie, Provincial Land Surveyor, the said description of the said land and land covered with water being as follows:

DESCRIPTION:

ALL those certain lots, pieces or parcels of land, and land covered with water, situate, lying and being at and near Point Tupper, Sunnyside, and Port Malcolm in the County of Richmond and Province of Nova Scotia, and shown outlined in Yellow on a Plan entitled, "Plan showing lands at and near Point Tupper and Port Malcolm, Richmond County, Nova Scotia, which it is desired to expropriate under the provisions of the Expropriation Act, Chapter 91 of the Revised Statutes of Nova Scotia, 1954, for the purpose of encouraging industry within the Province", the said Plan bearing date June 1, 1959, and signed by J. D. McKenzie, P.L.S., the said lots, pieces or parcels of land, and land covered with water, being more particularly bounded and described as follows; viz:

FIRST:

ALL that lot, piece or parcel of land situate, lying and being at or near Point Tupper, Sunnyside and Port Malcolm, in the County of Richmmond and Province of Nova Scotia, shown outlined in Yellow on the said Plan and more particularly bounded and described as follows: viz:

BEGINNING at Ordinary High Water Mark on the northeastern shore of the Strait of Canso at that point thereon at which the said Ordinary High Water Mark is intersected by the southeastern boundary line of lands owned by the Canadian Government Railways at Point Tupper, the said point of beginning, indicated by the letter "A" on the said Plan, being distant One Hundred and Twenty-Five Feet measured southeastwardly at right angles from the southeastern boundary line of Hamilton Street;

THENCE from the said point of beginning to run northeastwardly along the said southeastern boundary line of the Canadian Government Railways property, parallel with the said southeastern boundary line of Hamilton Street, Thirty Feet, more or less, unto an Iron Rail marking an eastwardly angle of the said Canadian Government Railways property, indicated by the letter "B" on the said plan;

THENCE to run northwestwardly along the northeastern boundary line of the said Canadian Government Railways property, One Hundred and Thirty Feet and Three tenths part of one foot unto an Iron Rail set on the said southeastern boundary line of Hamilton Street, indicated by the letter "C" on the said Plan;

THENCE to run northeastwardly along the said southeastern boundary line of Hamilton Street, One Hundred and Sixty Feet, more or less, unto the point of intersection therewith of the northeastern boundary line of LeMarchan Street, indicated by the letter "D" on the said Plan;

THENCE to run southeastwardly along the said northeastern boundary line of LeMarchan Street, Six Hundred Feet unto the point of intersection therewith of the Northwestern boundary line of McLean Street, indicated by the letter "E" on the said Plan;

THENCE to continue southeastwardly along the said northeastern boundary line of LeMarchan Street or the prolongation thereof, Two hundred Feet, more or less, unto the point of intersection therewith of the northeastern boundary line of the Right-of-Way of the old Cape Breton Railway owned by the Canadian Government Railways, indicated by the letter "F" on the said Plan;

THENCE to run southeastwardly along the said northeastern boundary line of the old Cape Breton Railway Right-of-Way, Six Hundred and Eighty-Five Feet more or less, unto an Iron Bolt set thereon at that point indicated by the letter "G" on the said Plan;

THENCE to run North Fifty Degrees Thirty-Nine Minutes and Nine tenth parts of one minute East, One Thousand Four Hundred and Fifty Two Feet unto a point, indicated by the letter "H" on the said Plan, distant Three Hundred and Seventy-One Feet and Seven tenth parts of one foot measured on a line bearing North Sixty-Three Degrees and Twenty-Five Minutes West from the southwestern or most westwardly corner of the Point Tupper School foundation;

THENCE to run South Forty-Six Degrees Twenty Minutes and Seven tenth parts of one minute East, One Thousand Nine Hundred and Seventy-Seven Feet and Five tenth parts of one foot unto that point at which the centre line of the Public Highway leading from Point Tupper to Sunnyside and Port Malcolm, commonly known as the Sunnyside Road, is intersected by the centre line of a small culvert, this last mentioned point being indicated by the letter "I" on the said Plan;

THENCE to run South Seventy-Five Degrees Fifty-One Minutes and Five tenth parts of One minute East, One Thousand Four Hundred and Eighty-Eight Feet unto a point indicated by the letter "J" on the said Plan;

THENCE to run North Forty-Eight Degrees Nineteen Minutes East, Seven Hundred and Fifty Feet, unto the southern side of that road commonly known as "Road Twenty" indicated by the letter "K" on the said Plan;

THENCE to run South Forty-Six Degrees Twenty Minutes East, along the said southern side of said "Road Twenty" Five Hundred Feet unto the point of intersection therewith, indicated by the letter "L" on the said Plan of the southwestwardly prolongation of the southeastern boundary line of lands owned by Vincent MacDonald;

THENCE to run North Forty-Eight Degrees Nineteen Minutes East, Nine Hundred and Twenty-Eight Feet, more or less, unto the point of intersection therewith of the southern boundary line of the Canadian Government Railways Right-of-Way of the Canadian National Railways Main Line leading from the Strait of Canso to Sydney, the last mentioned point being indicated by the letter "M" on the said Plan;

THENCE to run in direction generally eastwardly along the said southern boundary line of the Canadian Government Railways Right-of-Way, Eight Thousand Seven Hundred and Fifty Feet, more or less, unto that point, indicated by the letter "N" on the said Plan, distant Five Hundred and Seventeen Feet and Five tenth parts of one foot measured westwardly along the said southern boundary line of the Canadian Government Railways Right-of-Way from the intersection therewith of the centre line of Seacoal Brook;

THENCE to run South Thirty-Eight Degrees Twenty Minutes and Five tenth parts of one minute East, Eleven Thousand and Sixty-Seven Feet, more or less, unto that point, indicated by the letter "O" on the said Plan, distant Four Hundred Feet measured North from the centre line of the Public Highway leading from Sunnyside to Port Malcolm and commonly known as the Port Malcolm Road;

THENCE to run South, Four Hundred Feet, unto the point of intersection therewith of the said centre line of the Port Malcolm Road, indicated by the letter "P" on the said Plan;

THENCE to run South Thirty-Eight Degrees Twenty Minutes and Five tenth parts of one minute East, Six Hundred and Twenty-Five Feet, more or less, unto the point of intersection therewith of Ordinary High Water Mark on the northern shore of Seacoal Bay or Carribacoo Bay, indicated by the letter "Q" on the said Plan;

THENCE to run in direction generally southwestwardly along Ordinary High Water Mark on the said northern shore of Seacoal Bay or Carribacoo Bay, unto a point at the mouth of a small brook indicated by the letter "R" on the said Plan, the said point "R" being distant Three Thousand and Two Hundred and Seventy Four Feet and Five tenth parts of one foot measured on a line bearing South Seventy-One Degrees and Forty-Five Minutes West from the above mentioned point on the centre line of the said Port Malcolm Road indicated by the letter "P" on the said Plan, the said point "R" being also distant One Thousand Four Hundred and Thirty-Nine Feet and Five tenth parts of one foot measured on a line bearing South Thirty Degrees and Ten Minutes and Three tenth parts of one minute West from that point formed by the intersection of the centre line of the said Port Malcolm Road with the centre line of Seacoal Brook;

THENCE from the said point indicated by the letter "R" on the said Plan to run North Forty-Five Degrees West, Six Hundred and Six Feet and Seven tenth parts of one foot unto the point of intersection therewith of the northern boundary line of the said Port Malcolm Road, indicated by the letter "S" on the said Plan;

THENCE to run in direction generally southwestwardly along the several courses of the said northern boundary line of the said Port Malcolm Road, Nine Thousand and Sixty-Two Feet, more or less, unto the point of intersection therewith of the northeastern boundary line of the said Public Highway commonly known as the Sunnyside Road, indicated by the letter "T" on the said Plan;

THENCE to run North Eighty-Eight Degrees Eighteen Minutes and Two tenth parts of one minute West, Seventy Feet and Six tenth parts of one foot unto a point on the southwestern boundary line of the said Sunnyside Road, indicated by the letter "U" on the said Plan;

THENCE to run southeastwardly along the said southwestern boundary line of the said Sunnyside Road, Four Hundred and Sixty-Five Feet, more or less, unto the point of intersection therewith, indicated by the letter "V" on the said Plan, of the centre line of a small brook forming the southeastern boundary line of lands conveyed by J. Alfred Olsen to S. P. Chisholm by Deed bearing date December 18th, 1957, and recorded in the Office of the Registrar of Deeds at Arichat on December 27th, 1957, in Book Q2, Page 541;

THENCE to run in direction generally southwestwardly by the several courses of the said centre line of the said brook, Eight Hundred Feet, more or less, unto Ordinary High Water Mark on the said northeastern shore of the Strait of Canso, indicated by the letter "W" on the said Plan;

THENCE to run in direction generally northwestwardly by the several courses of Ordinary High Water Mark along the said northeastern shore of the Strait of Canso unto the point of beginning indicated as aforesaid by the letter "A" on the said Plan;

Bearings given in the foregoing description are with reference to Grid North on the said Plan and with reference to which the Centre Line of the Canadian Government Railways Main Line Right-of-Way leading from the Strait of Canso to Sydney at its intersection with the Paved Public Highway leading from Port Hawkesbury to Point Tupper bears North Forty-Five Degrees and Fifty-Seven Minutes and Three tenth parts of one minute West.

EXCEPTING AND RESERVING out of the above described lot being expropriated the timber rights and the right of ingress and egress, more particularly defined in a Deed between Charles G. Hawkins, Nellie C. Hawkins, and Newton Zwicker, as Grantors and Sheldon P. Chisholm as Grantee, which said Deed is dated the 5th day of May 1958, and was recorded in the Office of the Registrar of Deeds at Arichat, aforesaid, on the 12th day of May 1958, in Book Q2, Page 228 et seq.

SECOND:

ALSO ALL that lot, piece or parcel of land situate, lying and being at or near Point Tupper in the County of Richmond and Province of Nova Scotia shown outlined in Yellow on the said Plan and more particularly bounded and described as follows: viz:

BEGINNING on the northern boundary line of lands owned by the Canadian Government Railways, being the Main Line Right of-Way leading from the Strait of Canso to Sydney, at that point thereon at which the said northern boundary line of the Railways Right-of-Way is intersected by the southwestern boundary line of lands granted by the Crown to William McKenzie, Senior, in the year 1864, the said point of beginning being marked "A2" on the said Plan;

THENCE from the said point of beginning to run northwestwardly along the said southwestern boundary line of the last named lands, Nine Hundred and Thirty Feet, more or less, unto the point of intersection therewith (marked "B2" on the said Plan) of the southeastern boundary line of lands granted by the Crown to William Purcell in the year 1864;

THENCE to run northeastwardly along the said southeastern boundary line of the last named lands and along the southeastern boundary line of lands granted by the Crown to E. S. Blanchard et al (in trust) in the year 1862, Two Thousand Five Hundred and Seventy-Four Feet, more or less, unto the point of intersection therewith (marked "C2" on the said Plan) of the southwestern boundary line of lands granted by the Crown to Donald E. McLean in the year 1847;

THENCE to run southeastwardly along the said southwestern boundary line of the last named lands, One Thousand Three Hundred and Twenty Feet, more or less, unto the Point of intersection therewith (marked "D2" on the said Plan) of the northwestern boundary line of lands granted by the Crown to Geoffrey Morrow in the year 1889;

THENCE to run northeastwardly along the said northwestern bonudary line of the last named lands, One Thousand Eight Hundred and Three Feet, more or less, unto the point of intersection therewith (marked "E2" on the said Plan) of the northeastern boundary line of the said lands granted by the Crown to Geoffrey Morrow being also the southwestern boundary line of lands granted by the Crown to Samuel T. Mander in the year 1889;

THENCE to run southeastwardly along the said southwestern boundary line of lands granted by the Crown to Samuel T. Mander, One Thousand Five Hundred and Fifty Feet, more or less, unto the point of intersection therewith (marked "F2" on the said Plan) of the northwestern boundary line of lands granted by the Crown to John Tyrell in the year 1828;

THENCE to run southwestwardly along the said northwestern boundary line of the last named lands, Four Hundred and Twelve Feet, more or less, unto the point of intersection therewith (marked "G2" on the said Plan) of the said northern boundary line of the Canadian Government Railways Right-of-Way of the Canadian National Railways Main Line leading from the Strait of Canso to Sydney;

THENCE to run in direction generally westwardly along the said northern boundary line of the Canadian Government Railways Main Line Right-of-Way, Five Thousand Five Hundred and Seventy-Five Feet, more or less, unto the point of beginning marked "A2" on the said Plan.

EXCEPTING AND RESERVING to the Nova Scotia Power Commission out of the two above-described lots being expropriated a Right-of-Way Sixty-Six Feet (66') in width (extending Thirty Three Feet (33') on each side of the centre line as established on the ground by the existing poles); and also all rights, privileges and easements of the said Nova Scotia Power Commission acquired under the provisions of the Rural Electrification Act (being Chapter 254, Revised Statutes of Nova Scotia 1954), or otherwise.

THIRD:

Also all that lot, piece or parcel of land, and land covered with water, at or near Point Tupper and Sunnyside in the County of Richmond and Province of Nova Scotia, shown outlined in Yellow on the said Plan and more particularly bounded and described as follows; viz:

BEGINNING at Ordinary High Water Mark on the northeastern shore of the Strait of Canso at that point thereon at which the said Ordinary High Water Mark is intersected by the southeastern boundary line of lands owned by the Canadian Government Railways at Point Tupper, the said point of beginning, indicated by the letter "A" on the said Plan, being distant One Hundred and Twenty- Five Feet measured southeastwardly at right angles from the southeastern boundary line of Hamilton Street;

THENCE from the said point of beginning to run southwestwardly along the said southeastern boundary line of the Canadian Government Railways property and the prolongation thereof, parallel with the said southeastern boundary line of Hamilton Street, One Thousand One Hundred and Forty Feet;

THENCE to run South Twenty Eight Degrees and Fifty-Eight Minutes East, Four Thousand and Two Hundred Feet.

THENCE to run South Sixty Degrees and Fifty-Seven Minutes East, Three Thousand Two Hundred and Ninety-Five Feet unto a point distant One Thousand and Ninety-Two Feet measured on a line bearing South Fifty-Eight Degrees and Fifty-One Minutes West from that point on the said line of Ordinary High Water Mark on the northeastern shore of the Strait of Canso, marked "L3" on the said Plan;

THENCE to run due South Two Thousand Feet;

THENCE to run South Forty-four Degrees and Thirty-Nine Minutes East, Three Thousand Five Hundred and Fourteen Feet;

THENCE to run due South One Thousand and Five Hundred Feet;

THENCE to run South Thirty-Seven Degrees and Fifteen Minutes East, Two Thousand Seven Hundred and Twenty-Six Feet unto a point distant One Thousand One Hundred and Seventy-Five Feet measured along a line bearing South Fifty-One Degrees and Forty Minutes West from that point on the said line of Ordinary High Water Mark on the northeastern shore of the Strait of Canso at which the said line of Ordinary High Water Mark is intersected by the Centre Line of a small brook, indicated by the Letter "W" on the said Plan;

THENCE to run North Fifty-One Degrees and Forty Minutes East, One Thousand One Hundred and Seventy-Five Feet unto the said point on the line of Ordinary High Water Mark indicated by the letter "W" on the said Plan;

THENCE to run in direction generally northwestwardly by the several courses of Ordinary High Water Mark along the said northeastern shore of the Strait of Canso, unto the point of beginning indicated as aforesaid by the Letter "A" on the said Plan;

Bearings given in the foregoing description are with reference to Grid North on the said Plan and with reference to which the Centre Line of the Canadian Government Railways Main Line Right-of-Way leading from the Strait of Canso to Sydney, at its intersection with the Paved Public Highway leading from Port Hawkesbury to Point Tupper, bears North Forty-Five Degrees and Fifty-Seven Minutes and Three tenth parts of one minute West.

FOURTH:

ALL those certain lots, pieces or parcels of land, and land covered with water, situate, lying and being in the Port Malcolm, Sunnyside and Bear Island area in the County of Richmond and Province of Nova Scotia and shown outlined in Red on a plan entitled, "Plan showing lands at and near Point Tupper and Port Malcolm, Richmond County, Nova Scotia, which it is desired to expropriate under the provisions of the Expropriation Act, Chapter 91 of the Revised Statutes of Nova Scotia, 1954, for the purpose of encouraging industry within the Province", the said plan bearing date June 15, 1959, and signed by J. D. McKenzie, P.L.S., the said lots, pieces or parcels of land, and land covered with water, being more particularly bounded and described as follows; viz:

ALL that certain lot, piece or parcel of land situate, lying and being in the Port Malcolm, Sunnyside and Bear Island area, in the County of Richmond and Province of Nova Scotia, more particularly bounded and described as follows; viz:

BEGINNING at Ordinary High Water Mark on the northwestern shore of Seacoal or Carribacoo Bay at that point thereon at which a small brook empties into a Cove in the said Bay, the said point of beginning, indicated by the Letter "R" on the said plan being distant Three Thousand Two Hundred and Seventy-Four Feet and Five tenth parts of one foot measured on a line bearing South Seventy-One Degrees and Forty-Five Minutes West from that point on the centre line of the Port Malcolm Road indicated by the Letter "P" on the said plan, the said point "R" being also distant One Thousand Four Hundred and Thirty-Nine Feet and Five tenth parts of one foot measured on a line bearing South Thirty Degrees and Ten Minutes and Three tenth parts of one minute West from that point formed by the intersection of the said centre line of the Port Malcolm Road with the centre line of Seacoal Brook, as shown on

(Continued on Page 3)

Notice of Expropriation

(Continued from Page 2)

the said Plan;

THENCE from the said point of beginning indicated by the Letter "R" on the said plan to run North Forty-Five Degrees West, Six Hundred and Six Feet and Seven tenth parts of one foot unto the point of intersection therewith of the northern boundary line of the said Port Malcolm Road, indicated by the Letter "S" on the said Plan;

THENCE to run in direction generally southwestwardly along the several courses of the said northern boundary line of the said Port Malcolm Road, Nine Thousand and Sixty-Two Feet more or less, unto the point of intersection therewith of the northeastern boundary line of that Public Highway commonly known as the Sunnyside Road, indicated by the Letter "T" on the said Plan;

THENCE to run North Eighty-Eight Degrees Eighteen Minutes and Two tenth parts of one minute West, Seventy Feet and Six tenth parts of one foot unto a point on the southwestern boundary line of the said Sunnyside Road, indicated by the Letter "U" on the said Plan;

THENCE to run southeastwardly along the said southwestern boundary line of the said Sunnyside Road, Four Hundred and Sixty-Five Feet, more or less, unto the point of intersection therewith, indicated by the Letter "V" on the said Plan, of the centre line of a small brook forming the southeastern boundary line of lands conveyed by J. Alfred Olsen to S. P. Chisholm by Deed bearing date December 18th, 1957, and recorded in the Office of the Registrar of Deeds at Arichat on December 27th, 1957, in Book Q2, Page 541;

THENCE to run in direction generally southwestwardly by the several courses of the said centre line of the said brook, Eight Hundred Feet, more or less, unto Ordinary High Water Mark on the northeastern shore of the Strait of Canso, indicated by the Letter "W" on the said Plan;

THENCE to run southeastwardly, eastwardly, northeastwardly, northwardly and northwestwardly along the several courses of Ordinary High Water Mark on the said shore of the Strait of Canso and the said shore of Seacoal or Carribacoo Bay unto the point of beginning indicated as aforesaid by the Letter "R" on the said Plan;

FIFTH:

ALSO ALL that certain lot, piece or parcel of land, and land covered with water, situate, lying and being in the Port Malcolm, Sunnyside and Bear Island area in the County of Richmond and Province of Nova Scotia, shown outlined in Red on the said Plan and more particularly bounded and described as follows; viz:

BEGINNING at Ordinary High Water Mark on the northeastern shore of the Strait of Canso at that point thereon at which the line of Ordinary High Water Mark is intersected by the Centre Line of a small brook which forms the southeastern boundary line of lands conveyed by J. Alfred Olsen to S. P. Chisholm by Deed bearing date December 18, 1957, and recorded in the Office of the Registrar of Deeds at Arichat on December 27, 1957 in Book Q2, Page 541, the said point of beginning being indicated by the letter "W" on the said Plan;

THENCE from the said point of beginning to run in direction generally southeastwardly, eastwardly, northeastwardly, northwardly, northwestwardly, and northeastwardly, by the several courses of Ordinary High Water Mark along the said northeastern and northern shore of the Strait of Canso and the said shore of Seacoal or Carribacoo Bay unto the point of intersection therewith of the northeastern boundary line of lands shown outlined in Yellow on a Plan entitled "Plan showing lands at and near Point Tupper and Port Malcolm, Richmond County, Nova Scotia, which it is desired to expropriate under the provisions of the Expropriation Act, Chapter 91 of the Revised Statutes of Nova Scotia, 1954, for the purpose of encouraging industry within the Province", the said Plan bearing date June 1st, 1959, and signed by J. D. McKenzie P.L.S., the said point of intersection being indicated on both the first and last hereinbefore mentioned Plans by the Letter "Q";

THENCE to run South Thirty-Eight Degrees Twenty Minutes and Five tenth parts of one minute East along the southeastwardly prolongation of the said northeastern boundary line of the last mentioned lands, One Thousand and Fifty Feet;

THENCE to run in direction generally southwestwardly, southeastwardly, southwestwardly, southwestwardly and northwestwardly, along a line which is at all points distant One Thousand Feet measured at right angles from the nearest point of Ordinary High Water Mark on the said northern and northeastern shore of Seacoal or Carribacoo Bay and the Strait of Canso, unto the point of intersection therewith of a line bearing South Fifty-One Degrees and Forty Minutes West from the said point of beginning, indicated by the letter "W" on the said Plans;

THENCE to run North Fifty-One Degrees Forty Minutes East, One Thousand One Hundred and Seventy-Five Feet unto the said point of beginning indicated by the letter "W" on the said Plans;

EXCEPTING AND RESERVING all that lot of land known as Bear Island, situate, lying and being at the South entrance to the Gut of Canso in the County of Richmond aforesaid, containing one-fifth of an acre and as described in Crown Grant Number 20601 from His Majesty the King in Right of the Province of Nova Scotia, to His Majesty the King in Right of the Dominion of Canada, and recorded in the Crown Lands Office at Halifax on July 27, 1905, in the Railroad Book at Page 288:

AND FURTHER EXCEPTING AND RESERVING to the Nova Scotia Power Commission out of the above described lots to be expropriated, a Right-of-Way Sixty-Six Feet (66') in width (extending Thirty-Three Feet (33') on each side of the centre line as established on the ground by the existing poles) and shown colored Green on the said Plan dated June 15, 1959; and also all rights, privileges and easements of the said Nova Scotia Power Commission acquired under the provisions of the Rural Electrification Act (being Chapter 254, Revised Statutes of Nova Scotia, 1954), or otherwise.

That the said land and land covered with water have been taken and expropriated under the provisions of the said Act for a public purpose of Nova Scotia namely, for the purpose of encouraging the development of any industry within the Province the said land and land covered with water being deemed by the then Minister of Lands and Forests, being the Minister designated under Section 3 of the said Act, necessary for the said purpose.

That every person having any claim to compensation must file the same in the office of the Minister of Lands and Forests within six months after such deposit and registration.

DATED at the City of Halifax this 21st day of August, A. D., 1959.

E. D. HALIBURTON
Minister of Lands and Forests for the Province of Nova Scotia.



Tales About Old Time Fishermen

FEARFUL EXPERIENCE ON BOARD SCHOONER "HOWARD"

(The days of the sailing ships are gone—but the memory of the fishing fleets of Gloucester, Boston and our own Lunenburg, Nova Scotia, will remain in the hearts and minds of the fishermen who still remain We brought to our readers the experiences of Capt. Dick Murphy, of Guysboro and we now bring the story of the Schooner "Howard", written by J. W. Collins.—Ed.)

There are few, indeed, who have never experienced it, that can form any adequate idea of what it is to ride out a gale—a regular "sneezer"—at anchor in mid-ocean, where even the staunchest ocean steamers are like playthings of the mighty elements. As a rule, a fishing vessel rides like a seagull, gallantly breasting the waves that go seeting andswishing by, although the violence of the wind often makes the little schooner tremble like an Autumn leaf, as it rises on the top of a huge wave to plunge the next moment down its opposite side. Nevertheless, an "unlucky sea" will occasionally break on board, and, if the man on watch is not on the lookout for it, he is likely to be injured if not washed overboard. But, whatever the danger to individuals, a lookout must be kept, for in a gale many most serious perils threaten, which can only be successfully met by utmost care and vigilance.

It frequently ha pens that after a long day (often eighteen or nineteen hours) of fatiguing work at fishing, the weary crew, with the exception of the watch, turn in for the much needed sleep. It may be scarcely an hour later when the watch goes below and, waken him. says: "Cap'n, it's giving the skipper a shake to blowing again like great guns, and I think she needs the rest of her cable; you'd better turn out and look at it." Of course there is no shirking this duty, and the skipper, knowing he is not called without good reason, tumbles out of his bunk, puts on boots and sou'-wester, and goes up in the companion-way, greeted, the moment he trusts his face outside, by the full force of a nor'-west snow-squall. The roaring of the waves as they go rushing by, through the rigging, added to the the dismal howling of the wind darkness of the night, intensified by the blinding effect of snow and hurling spray, leave no choice but to order the watch to "call 'em out, for'ard," while at the same time the shout, "Come! rouse out here! we've got to give her the whole string," wake the heavy slumbers in the cabin, and disgusted men crawl on deck with the half-asleep and thoroughly many objurations and odd, but innocent remarks.

"What kind 'er weather d'ye call this!" one growls out; while nther exclaims, "If I had the job, and couldn't make any better, I'd give up the contract and hire out to a farmer."o The air with which the closing sentence is uttered plaintly tells that, in the mariner's estimation, the lowest degradation one could possibly reach would be to "hire out to a farmer."

But this is only cheap talk, and, notwithstanding the danger form shipping seas, the crew soon muster around the windlass, and suffiicent cale is veered out for the occasion, often amounting to three hundred and fifty or four hundred fathoms, if there is a heavy gale, and the vessel is in deep water, though on the shoal part of the Bank, in thirty to fifty fathoms, much less cable is required.

In ordinary gales fishermen are rarely anxious for their safety, for, like veteran soldiers, they come to think little of their perils, and while the storm howls, the vessel rolls, staggers, rises and plunges again, the crew off duty will will frequently gather in the cabin and "pitch in for a sing," and at such times groups of four often improvise a low table on the cabin floor, and have a game of "Seven Up," or "Euchre." Exclamations of "Swing for his Jack," "That makes us game," nd the like, are sometimes interrupted by a dash of water down the companion-way which obliges everybody to scramble to their feet to save themselves and the precious cards cords from a wetting.

But furious hurricanes often sweep acrohs the Banks with al-

(Continued on Page 4)

SEALED TENDERS addressed to the undersigned and endorsed "TENDER FOR WHARF CONSTRUCTION, JANVRIN'S HARBOUR, RICHMOND COUNTY, N.S. will be received in the office of the District Engineer, Halifax, N.S. until 3:00 p.m (ADST) on Wed., September 9, 1959.

Plans and specification and forms of tender can be obtained at the office of The District Engineer, Department of Public Works, P. O. Box 875, Ralston Building, Halifax, N.S.

The lowest or any tender not necessarily accepted.

J. A. BROWN,
District Engineer.
Dept. of Public Works (Canada)
Halifax, N. S.
August 20, 1959.

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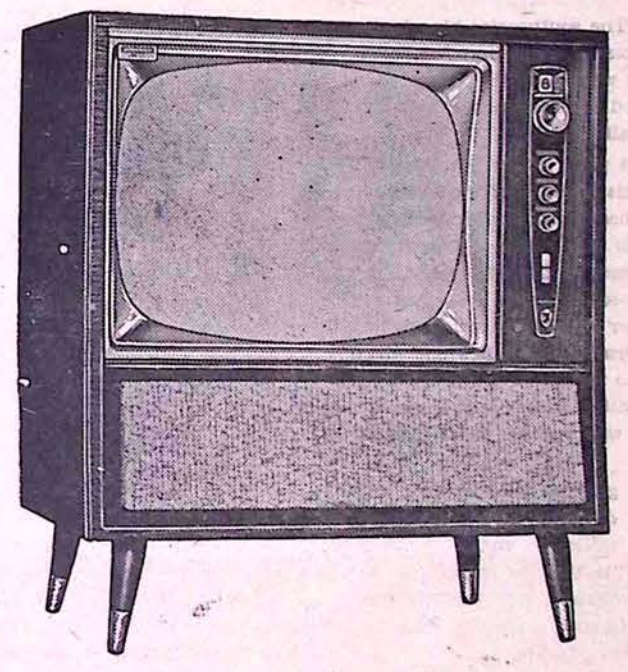
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ARICHAT, N. S. Phone 148
L. A. SAMSON, Phone 1-3, Petit de Grat, N.S.

NURSES
The Provincial Department of Public Health wishes to announce that substantial training bursaries are available for Registered Nurses wishing to take the course in Public Health Nursing this Fall, to be employed by the Public Health Nursing division, Department of Public Health, Nova Scotia, on completion of the Course.
For further information, and application forms, apply to Director, Division of Public Health Nursing, Department of Public Health, Provincial Building, Box 488 Halifax, Nova Scotia.
3034

Tales About Old Time Fishermen

(Continued from Page 3)

most resistless fury, carrying destruction and death with them, and appalling even the stoutest hearts. Such was the terrific gale of September 9th and 10th, 1876, in which many staunch vessels succumbed to the power of the wind and waves, carrying down with them the hardy and daring men who formed their crews.

The writer was then in command of the schr. HOWARD—one of the very few, if not the only vessel, to hold on and ride out the gale at anchor. The vessel was on Banquereau, and the following axtract from a letter gives the principal incidents of the occasion:

On the morning of the 9th of December we made sail before daylight and got all ready to set our trawls, but by the time it was lairly light it blew up smart from the southeast and began to snow. We lay by for awhile around the **Andrew Leighton** and dories, some of which were out. After an hour or two, finding the wind increasing fast, we ran in depth of sixty fathoms where we anchored and got all ready for a on the Bank until we reached a gale. The southeaster blew heavy, but was of short duration, being about what Winter southeasters jumped in to west-northwest, and generally are.

The night of the 9th the wind towards morning of the 10th blew very heavy; so hard indeed that, fearing the riding-sail would go to pieces, we hauled it down. The riding-sail, which belonged to another vessel, and which we had temporarily, was a new one which had no reef in it, as did our own. The latter had been left ashore, as it was too old for a Winter trip.

The gale incrased in fury, and after daylight blew extremely hard, while, to make matters worse, the tide set out to run to the southward, hawsing the vessel up in such a mannre that she lay almost in the trough of the sea. There was a fearful sea going, too, I think the worst I ever saw; but we did not ship any A.M. Just before that huor I went heavy water before eight o'clock, up in the companion-way and spoke to the man who had the watch, and who was busy aft by the wheel-box clearing the log-line, or some other small gear which had been fouled up by the water washing it about deck. He was stading with his back to the sea, totally unmindful of his danger. As I went below I said to him, "Keep a good lookout for yourself,o George; keep you eye to wind'ard, for there are some nasty seas coming along." All right, skipper, I'll look out for mystelf," he replied in a cheerful tone. His watch was just out, and the man who succeeded him was nearly ready to go on deck as I went below.

(Continued next issue)



WHICH SHOW NEXT — Max Ferguson has to be careful not to forget his schedule. Once known only for his Rawhide skits on CBC radio, he's now active in Tortont television. Though not heard on the full network, he has a daily TV interview program and appears as a guest on many other shows.

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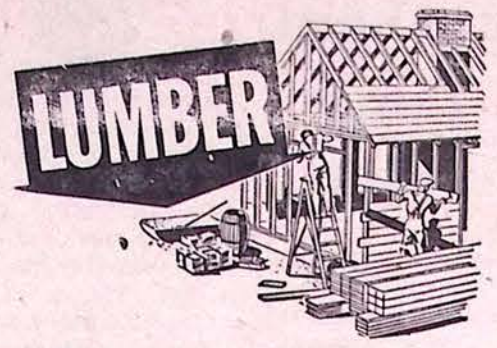
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WANTED—Sober, reliable man with Panel Truck as Driver Salesman for Arichat and surrounding district. Earnings according to ability. Write JOHN WINSTANLEY, 71 Hudson St., New Waterford, C. B.

FOR SALE—Piano, double mower, boat keel, stem, wagon, sleighs, cattle and well-bred sheep. Apply to D. F. Matheson, L'Archeveque, Richmond County, C. B,

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WANTED: 2 boarders, boys or girls; modern conveniences; near school. Apply MRS. NARCISSE GOYETCHE, Arichat, N. S. Phone 110

FOR SALE: 2 acres of land at Petit de Grat formerly owned by Mrs Alvena Marchand; well located. For particulars apply to MRS LEONARD JOHNSTON, P. O. BOX 910, CHATHAM, N. B.

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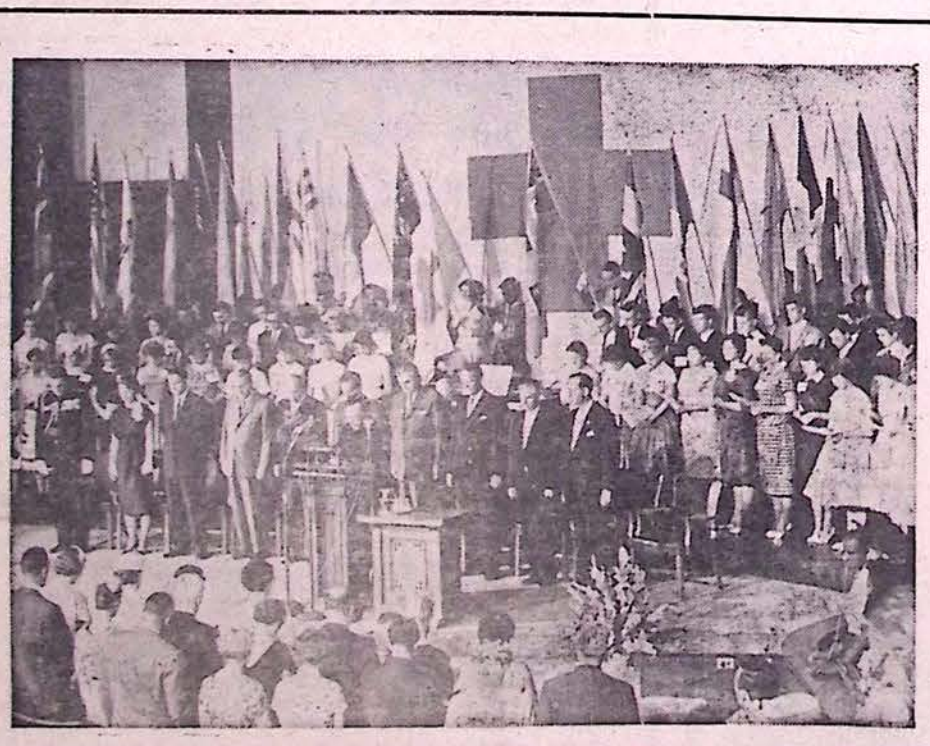
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The Prime Minister of Canada, the Right Hon. John G. Diefen baker, addressed the 200 delegates of the International Red Cross Study Centre in Toronto at a colorful opening ceremony. He is seen here during the invoca tion., in the centre of the stage Behind the Prime Minister is the choir who sang "Welcome to All Nations" and the 41 flags of the 41 participating nations.

SEALED TENDERS addressed to the undersigned and endorsed "TENDER FOR WEST BREAKWATER REPAIRS, PONDVILLE RICHMOND COUNTY, N.S. will be received in the office of The District Engineer, Halifax, N.S. until 3:00 p.m. (ADST) on Wed., September 9, 1959.

Plans and specification and forms of tender can be obtained at the office of The District Engineer, Department of Public Works, P.O. Box 875, Ralston Building, Halifax, N.S.

The lowest or any tender not necessarily accepted.

J. A. BROWN,
District Engineer.
Dept. of Public Works (Canada)
Halifax, N. S.
August 20, 1959.

EARL W. URQUHART

LL. B.

BARRISTER, SOLICITOR

NOTARY, ETC.

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