Richmond County Record

"BE JUST AND FEAR NOT"

An Independent Journal Devoted Solely in the Interest of Richmond County

SIXTY-FOURTH YEAR | ARICHAT, Cape Breton, Canada, MARCH 4, 1961 | NO. 27

Ramblings In The Past

By OLD TIMER

NOTES ON THE PARISH OF PETIT DeGRAT

The parish of St. Joseph's Petit de Grat, became a separate parish in 1912 when it acquired its first resident priest. It had actually been designated as a parish in Bishop Cameron's time, after a petition to the several consulations with the diocesan authorities, but it did not receive separate autonomy until 1912 when Father L. Chouinard was appointed pastor. Before that date parishioners had been spiritually served by the priests from Arichat, Rev. L. Gallant from 1900 to 1907 and Rev. A. E. Mombourquette from 1907 to 1912.

This was made possible by the fact that the people of the village had built their own church in 1904, at a cost of $4,800, under the supervision of contractor Edward Doyle. It was blessed on 31 Dec. 1904 although only the exterior of the building had been completed. The first mass was celebrated on 1 January 1905 by the Rev. L. Gallant. The interior of the church was completed in March 1905.

The glebe house was also built in 1904, Jean Poirier, D'Escousse, contractor. However, it was not used as such until 1912 when Father Chouinard became pastor. Previously it had been used as a residence by Edouard Comeau, fish merchant.

In 1914 the church was enlarged to its present size at a cost of $6,200, E. C. Doyle, contractor.

Father Chouinard resigned in 1916 and was succeedd by Rev. J. A. D'Auteil who was pastor until 1921. During his pastorate the church debt was liquidated and a small surplus realized, a hot water furnace and a bathroom was installed in the glebe house and a fund was started for the purchase of an organ for the church. At the time of his departure this fund amounted to $400.00.

Rev. Alfred Boudreau, now Monsignor and pastor at D'Escousse, was appointed parish priest in 1921,

In 1923 a new system of water pipes to the glebe house was installed, as the former line was too shallow and too prone to freeze in cold weather. An ordinary harmonium was also purchased at a cost of $450.00. Father D'Auteil's idea of purchasing a pipe organ was considered too expensive for the means of the parish.

Beginning in 1919 conditions in the village had begun to improve. In that year Loggie Brothers bought out the Balcolm property, repaired the wharf and re-opened the lobster factory. About 60 heads of families were earning their living away from home and contributing to the economy of the parish. Naturally there were years which were not so good due to the scarcity of fish and the low prices paid, but all in all conditions were good.

In 1923 Father Boudreau organized a Labor Day picnic in aid of the schools. Unfortunately he had the misfortune of advertising old fashioned dances on the grounds in the afternoon. His neighboring confreres did not take kindly to the idea and forbade their parishioners attending the festivities, with the result that only $500.00 was netted. However, every dollar collected helped to keep the parish on its financial feet.

In 1924 the National Fish Co., bought the Comeau property, unoccupied for several years. In the same year the roofs of the church and glebe house were covered with fire proof shingles.

In 1925 the new cemetery was opened, the old one being considered unfit for interments due to the excessively rocky conditions found.

Lightning rods were installed in 1925.

The exterior of the church was repainted in 1926. (Painter's wages —50 cents an hour). In the same year the consolidated school was opened . Started late in July after numerous meetings between the people and the school commissioners it was completed by the end of September at a cost of $4,500.00.

The first parish hall was also acquired in 1926, this being the north side school house, no longer needed after the opening of the new school. It was remodeled inside, the necessary furniture purchased, and used as a recreational centre by the parishioners.

In 1927 the members of a Royal Commission on Fisheries sat at Arichat. Father Boudreau, who had been instrumental in organizing a Fishermen's Union on Isle Madame and surrounding districts, presented the main brief for the fishermen to the commissiones. (Some time in the future a column will deal with this brief). Father Boudreau was also appointed as assistant organizer to Rev. Dr. Coady for the French Districts of New Brunswick.

The stone retaining wall in front of the church and the cement and stone walks were built in 1929. The glebe house was also enlarged and remodeled in the same year.

In 1931 a fishermen's co-operative was established under the name of Richmond Shorefish Ltd. The property of W. J. Jean had been bought for $1,200.00 and the company was capitalized at $5,000. A new lobster factory was built during the fall and with the help of the federal and provincial governments a small cold storage plant was constructed. It was quite a success from the start, so much so that the first direct shipment of fresh fish to Boston by boat was made in 1934—230,000 lbs. In spite of this the "hungry thirties" were taking their toll, and in 1935 many families were obliged to seek public relief during the winter.

The Second World War brought another cycle of prosperity. Several young men joined the services, the price of fish rose from 1c to 3½c a lb., work was abundant even during the winter, and the parish was able once more to get out of debt and accumulate a small credit balance.

A local census taken in 1946 by hte pastor showed 235 families with a population of 1100.

The main altar was remodelled in 1947, the two side altars built, ten stained glass windows installed and the church wired for lights. A hot air oil furnace to heat the vestry during the week was purchased in 1948.

The co-operative plant which had been inactive for a number of years was sold in 1950 to Booth Fisheries Coperation of Chicago. Construction of a new large plant was started in 1951. Wells were dug under the auspices of the provincial government to insure an adequate supply of water and the construction of a new road to the plant site from Arichat was begun.

On 2 March 1952 fire broke out on the property of Booth Fisheries and in less than an hour all the old buildings were in ruins. However, most of the new buildings were saved and shortly thereafter reconstruction was started. In the meantime Booth Fisheries operated from the plant of A. B. Martell. It was during this period that the first load of outside fish (120,000 lbs.) was brought in for processing. Thups began a new era of prosperity for the port which has continued to the present.

Father Boudreau was transferred to Margaree in 1953 and was succeeded by Father C. J. Forest, who administered the parish until 1960. During his tenure of office the new parish hall and recreational center was built and extensive interior alterations to the church were begun in 1960. These alterations will be completed in 1961. Rev. Father Forest died in 1960. A pion-Thus began a new era of prosper-Fisheries Corporation of Chicago, eer and tireless worker in the coopeative, he had been honored by St. F. X. University, and died mourned not only by the members of his congregation but by all who had known and had been associated with him.

Father Murphy who had been appointed curate to Father Forest continued as interim pastor until the appointment of Rev. J. J. MacDonald, the present pastor, in 1960.

Petit de Grat, one of the oldest transient fishing stations in Cape Breton, has had its ups and downs. But at the present time it is a thriving, prosperous and expanding community. Depending on the whims and vagaries of the sea its economy is more or less unstable. But with three firms—Booth Fisheries, Isle Madame Fishermen's Co-Operative and Atlantic Fisheries—processing fish, I believe that it is safe to predict a fairly rosy future for this port. May it continue to prosper.

———:o:———

March of Dimes County Schools

We are happy to publish the following report on the March of Dimes, for Richmond County Schools, which was so kindly supplied by Mrs. Gladys Trowbridge, Secretary, of St. Peters.

Acadiaville (W. Arichat)	$19.37
Port Royal,	9.07
Janvrin's Harbour	6.60
Arichat,	11.00
North Isle, Madame,	40.00
Martinique,	2.93
Pondville,	5.50
Petit de Grat,	31.22
Little Anse,	17.00
Louisdale,	18.54
Whiteside,	1.25
Walkerville,	7.50
Riverdale Consolidated,	5.88
Point Tupper,	13.00
Cleveland,	6.15
Kempt Road,	1.75
Seaview,	3.50
So. Mt., St. G. Channel	16.00
Lakeside,	10.63
St. Peter's	32.42
River Bourgeois,	31.95
Salmon River,	6.00
Johnstown.	871
River Bourgeois,	31.95
Salmon River,	6.00
Johnstown,	8.71
Stirling,	6.00
Forchu,	6.75
Framboise,	10.84
Grand River,	10.86
Grand Greve,	3.00
L'Ardoise,	46.58
TOTAL	$390.00
Less Ex. on cheque.	.15
	$389.85

———:o:———

Prayer is not overcoming God's reluctance; it is laying hold of His highest willingness.

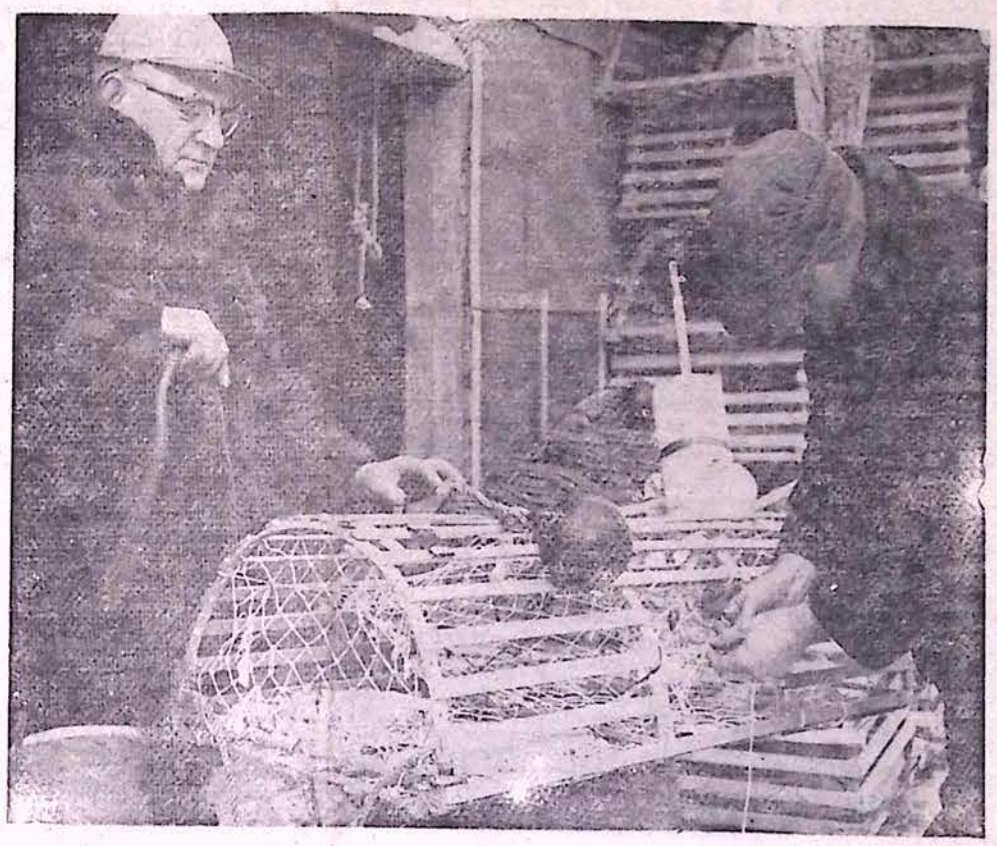
—RichardTrench

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Certain thoughts are prayers. There are moments when, whatever be the attitude of the body, the soul is on its knees.

—Victor Hugo

TEST ALUMINUM TRAPS FOR LOBSTERS



Clinton Perry, left and Charles Harris of Short Beach near Yarmouth, get one of their aluminum lobster traps ready for the water. The partners are proving that the metal traps can catch as many lobsters as the wooden ones and that the metal traps are much more durable.

(Nova Scotia Information Service Photo)

YARMOUTH—A little known experiment being carried out by two fishermen at nearby Short Beach may speed the approach of the day when Nova Scotia fishermen will adopt metal lobster traps.

Charles Harris and Clinton Perry both of Short Beach, are proving that the metal traps will catch as many lobsters as the wooden ones. What's more, the aluminum traps the partners are using, can ride out storms that would write off wooden traps.

The aluminum traps were developed by the federal Department of Fisheries. They were made available to the fisheries division of the Nova Scotia Department of Trade and Industry by the industrial development branch of the federal department. Mr. Harris and Mr. Perry agreed to demonstrate the aluminum traps for the Nova Scotia fisheries division.

Many old salts have strong prejudices against metal lobster traps. For one thing they are too expensive and besides, they just won't catch lobsters—at least that's how the story goes.

Mr. Harris and Mr. Perry, who are fishing the metal traps in competition with wooden ones, can show that there is no appreciable difference in the catch record of either type. They say there is a problem at the moment involving the cost of the metal traps, but it is something that would be brought in line by mass production.

The aluminum traps, which are still in the experimental stage and which are not being produced for sale, cost around $12 each, Mr. Harris said. The wooden traps which are made by the fishermen themselves are valued somewhere between $2 and $3, he added.

In the Maritimes alone, fishermen have about 2,000,000 wooden lobster traps valued at more than $6,000,000. Normal losses of wooden traps each year is about 25 per cent. If all fishermen used metal traps, losses would be greatly reduced according to Mr. Harris.

Illustrating this argument, Mr. Harris recalls that during one violent storm that hit early this lobster season, he and his partner had out 90 traps—45 metal ones and 45 wooden ones.

After the storm they recovered only two badly battered wooden ones and 22 of the metal ones. Some of the metal traps were found washed ashore miles away from where they had been set. These traps were all repairable, Mr. Harris said, whereas a wooden trap would have been damaged beyond repair.

Mr. Harris believes fewer metal traps would have been lost if wooden traps had not been set near them. It is belived that the wooden traps were washed across the ocean floor during the storm and tangled up with the metal traps cutting many of them loose.

The partners are fishing their metal traps from just off the wharf at Short Beach to about eight miles out. Mr. Harris said the traps are being fished in extremely dangerous places, in about 15 to 60 feet of water. About 15 fathoms of water is considered a safe depth for lobster traps, he said. He and his partner will experiment fishing in water upwards of 24 fathoms.

Except for the obvious difference, aluminum replacing wood, the metal traps look very similar to the wooden ones, both in shape and size.

Important for the fisherman, who has to manhandle the traps while keeping his balance on the slippery deck of a heaving, pitching boat, is the difference in weight between the two types. Out of water, the wooden traps weigh about 50 pounds; "wet" they weigh about 90 pounds. The aluminum trapsf with about 40 pounds of concrete ballast added, weigh about 63 pounds.

Although the aluminum traps are lighter in the water, the action of waves and currents does not affect them to the same degree wooden traps are affected.

Experiments with metal lobster traps are not new. Such experiments have been tried by the Department of Fisheries from time to time in the Maritimes since 1954. However, fishermen who rely on catching lobsters for a living, are unwilling to abandon their wooden traps in favor of metal ones. They are waiting until metal traps have proven their worth over a long range period and also the cost of new traps is decreased.

SUGAR and SPICE

By Bill Smiley



Our daughter, Kim, was ten years old today. Nobody grows as quickly as children. It seems such a brief time since she was a fat dimpled infant. Next thing I know she'll be telling me she's going to have a baby.

It's good to have a daughter. When our second child was on the way, I'd have been happy with another son, but I've always been glad it turned out to be a girl. A girl-child opens a whole new chapter in life for fathers. And mothers who don't have a daughter are missing something important. So get cracking, you people who have only a backyard full of boys, and produce a small female.

Ours has cost us a lot of money, given us some bad scares, and inspired many a headache. And there's promise of plenty of the same in the future. But she has also been a source of constant joy and pleasure in the last decade. She's on odd mixture—fiery and romantic one moment, realistic and sensible the next. I guess that's the woman in her.

The soft, little dumpling who used to toddle over to me and put up her arms to be picked up, hugged and kissed, has vanished, alack. Now, when she favours me with an embrace, it's like being attacked by a young kangaroo. She doesn't toddle any more. She leaps and bounces. She seems to have four legs and several arms.

On the credit side, our daughter has beautiful auburn hair huge brown eyes and a fabulous grin that lights up a whole room when she turns it on. She does well at school. She can skate and swim. She plays the piano and the recorder. She has a joyous eager nature a great excitement about life.

But we must be honest. While good-natured on the whole, she has inherited from her mother a roaring Irish temper, and some day she's going to set fire to the house or murder her brother with an axe. Actual flames have been seen to shoot from her eyes while in this mood. The fellow who marries her without ever having seen her in a rage will get a surpise that I'd love to be there to see.

There's another thing. She's what her mother calls a "slop". Her brother is one of these cool kids who can wear an outfit through a swamp and come out looking like Little Lord Fauntleroy. Not so Kim. She could be placed, all cleaned up, in hermtelcally sealed chamber of highly polished glass and emerge in twenty minutes looking as though she'd been working in a coal mine. It's fantastic, and it almost drives her mother insane.

* * *

If she wears leotards, they are wrinkled and baggy. She loses approximately one button a day from her clothing. She scruffs her new shoes. She falls in the mud in her new coat. She spills gravy on her new skirt. She gets water colors all over her fresh blouse. And she does it all with the most maddening ease and unconcern.

Along with this goes another feature that keeps us all on edge. Kim is constitutionally unable to move slowly. She starts down the stairs like somebody heading for an air raid shelter, and is as like as not to wind up in a heap at the bottom. She never saunters, walks or strolls. She bobs. She dances. She springs. She bounds. As a result, if she isn't falling down, she's knocking something over.

* * *

She has always been a horror to eat with. For years she didn't eat enough to keep a butterfly stout. Just sat there, mucking things about on her plate, pushing pickled beets onto the tablecloth, or knocking over her milk.

Now she eats like a healthy child, but it's worse than ever. When she's cutting her meat, we all duck our heads and hunch our shoulders. Anything is liable to fly in any direction, from a dill pickle into the butter, to a baked potato into the pie. And she still scores with her milk, whenever there is a fresh tablecloth.

* * *

Aside from these slight defects, however, she's a delightful creature to have in the house. She's wise as a witch. She' has a sunny nature. She is stubborn but forgiving. She's loving. She's comical in a completely unconscious way. She's wholehearted in everything she does.

She reads like fury and right now she shows signs of becoming a writer. We're always finding stories about the house. Here, for example, is a bit from the latest one:

"I am Rogoet Hartiel. I come from France and I wish I was back there. My father is an unhappy man who works in a small smoking store, with billards. My mother is cruel to everyone. She is drunken and mean. She whips us all and fights with my father. I HATE HER. My brothers and sisters are Rotax, my bratty brother of 5, Fessmick, my brother of 19, Parlentrome, another brother, my favourite one. He loves me very

(Continued on page 4)

Finds Fishing Potential Good

DUTCH CAPTAIN AND FAMILY TO SETTLE IN NOVA SCOTIA

LUNENBURG—The fishing potential of waters around Nova Scotia looks good to a Dutch fishing captain that he is preparing to settle down in Nova Scotia with his wife and five children.

Capt. Edwould de Vries, 51, whose home port is Ymuiden in the Netherlands, sailed his 65-foot long steel dragger "Marianne" across the Atlantic last August.

Fishing the Gulf of St. Lawrence his first port of landing was Souris, P.E.I. In Novemeber and December he landed his catches at Canso.

Results of this trip and one made in 1957, when he fished out of Souris, convinced the captain he could make a living in this area and he decided to come here to live.

Now fishing out of Lunenburg, Capt. de Vris is clearing the way to bring his family over to join him.

Capt. de Vries' eldest son, Cornelius, 19, accompanied him on the trip across the ocean and is fishing with him. Three other men rounded out the crew for the trip which took 12 days and 14 hours.

Capt. de Vries said the weather was good and the trans-Atlantic voyage was made without trouble.

Built in the Netherlands, the "Marianne" was completed in July. Her overall length is 65 feet. She is 19.09 feet in the beam and 8.92 feet deep. Her gross tonnage is 95 tons. Equipped with a main diesel engine that develops 360 horsepower and an auxillary engine her four blade propellor makes 1,800 revolutions a minute.

Capt. de Vries has had experience in many types of fishing in various waters. He has fished the North Sea and off Africa.

The "Marianne" is rigged for ottertrawling over the starboard side but the net is towed in a manner similar to the large stern trawlers. She can be switched over for scallop fishing, Danish seining, longlining, or to use drift net gear. The crew's quarters are amidships.

Brian Meagher, director of fisheries division of the department of Trade and Industry, and W. S. (Hines, naval architect with the division, visited Capt. de Vris aboard the "Marianne" at Lunenburg to look over the ship and meet the captain.

Mr. Meagher said operation of the steel dragger will be watched with interest by the fisheries division. The 65-foot boats in the Nova Scotia fleet are of wood construction.

Unlike Nova Scotia fishermen, who seem to prefer wooden vessels, most fishermen sailing out of the Netherlands have steel boats, Capt. de Vries said. He said fishermen in his native country found steel boats more durable and less expensive to maintain than wooden ones.

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Ship Discovered By Skin Divers

THINKS WRECK MIGHT BE FROM BOUNTY

SYDNEY, Australia — A wreck found off the north Queensland coast last month might be that of a Royal Navy ship which sank in 1791 while carrying mutineers from HMS Bounty, author-historian Colin Roderick said recently.

The hulk might be that of the frigate Pandora, judging by the size of the vessel and an inscription on the ship's bell, he said.

The Pandora carried 14 Bounty mutineers who were put in leg irons and cruelly treated throughout the voyage. Four of them went down with the Pandora, when officers refused to remove their manacles.

The wreck was discovered by Sydney skindiver Donald Smith, who found "a wooden vessel of old design in a remarkable state of preservation." He and fellow divers took the ship's bell up to the surface with them. Smith is making arrangements to salvage the wreck.

Smith found the wreck when his sloop's anchor stuck and he dived to release it.

"When I neared the bottom I was staggered by what I saw," he said. "Before me was the stern of a wooden ship, which seemed like a galleon standing proudly in the half-light."

The bell-two feet long and weighing 40 pounds—carried an inscription indicating that it was cast in 1711.

Smith's sloop, with the bell on board under guard, is now at Thursday Island, just off the northern tip of Queensland and about 130 miles from a small island named Pandora Entrance.

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MARSHALL J. BOURINOT
Editor and Publisher

ARICHAT, Cape Breton, Canada

MARCH 4, 1961

Of Many Things

By AMBROSE HILLS

GOOD SIGN

A storekeeper who had heard his customers talking a lot about the unemployment problem, the farm problem, the industrial problem, etc., etc., finally had an inspiration. He prepared a big sign and put it up on the wall where everyone could read it. It was a very provoking sign which read:

"Are you helping towards the solution or are you just part of the problem?"

To answer that question a man is forced to take a look at himself. Is he leaning on society, or is he contributing to it? Is he asking for handouts or is he giving? Does his scheme for the welfare of the country call for any sacrifice on his own part; or is it a scheme to force others to sacrifice? Such a sign made customers less inclined to talk glibly about solutions to serious problems.

There is another statement that might well be set up in bold type and used as a sign for all to read. It's a quotation from a salesman, who said:

"There is nothing wrong with the Canadian economy that a 20 percent increase in sales wouldn't cure."

That makes sense. Today we are not able to manufacture and sell enough Canadian products to absorb the manpower once employed on farms but now seeking city work. Farm policies over the past twenty years have led to surplus after surplus, and there is no realistic solution in sight. Somehow our manufacturing industry must take up the slack. More Canadian goods must be made and sold on world markets.

How can these sales be accomplished? Only by becoming more efficient, by keeping our quality high and prices low. Any person who is not working towards that solution is part of the problem.

YOUR RED CROSS SERVES FOR YOU

RICHMOND COUNTY HOME & SCHOOL NEWS

NORTH ISLE MADAME HOME AND SCHOOL ASSOCIATION REPORT ON FOUNDER'S DAY

Founders Day meeting got off to a good start, with twenty four members present.

The usual business was quickly dealt with. When the call was made for new business, the subject of using the school bus to transport members to and from the monthly meetings was brought up for discussion. This was quickly settled with all in favour. So there is no longer any excuse for poorly attended meetings.

A very good start for Founders Day! Raffle tickets which had been sold, prior to the meeting, were now drawn, the lucky winner receiving a large cake. The proceeds is our Founders Day contribution.

The Education Convener now got under way with her contribution, four members of Grade VI gave us a good display of the "wonders of magnetism" which was well received by all present.

It was now Programme Convener's turn, and having a "mock microphone" set-up, she proceeded to interview members on their attitude toward Home and School organization in D'Escousse, and its growth, which could well be summed-up in three words:—Birth—Reincarnation and growth.

Next, of course, came a Sing-Song, and everybody entering into the full spirit of the occasion, let themselves go.

Then the call for refreshments, to wind up a most enjoyable evening.

H. A. CONNOR
Founders Day Convener.

FOUNDERS DAY CELEBRATED BY ST. PETER'S HOME AND SCHOOL ASSOCIATION

The February meeting of the St. Peter's Home and School Association centred around Founders Day. A "Know Your Executive" guessing game conducted by Mrs. Paul White made the members of the Association aware of the duties of their Executive, and at the same time provided a pleasant social hour on the program.

Excerpts were read from minutes of early meetings of Baddeck Parents' Association, which was the first of its kind organized in Canada, and it was interesting to note that members of this association, from which grew our present day Home and School, were concerned, as we are today, with the welfare of the child, and interesting also to compare present day requirements with those of last century.

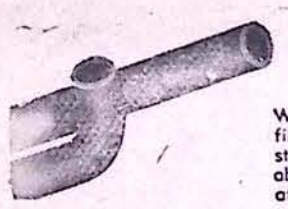
A Birthday cake, complete with candles, was donated by Mrs. Gerard Touesnard and served by Mrs. Katherine MacRae, President of the Association.

It was decided to hold an Easter Bonnet Tea on March 22nd. Committee in charge, Mrs. Esther Campbell, Mrs. Don. Stone and Mrs. Angus Rankin.

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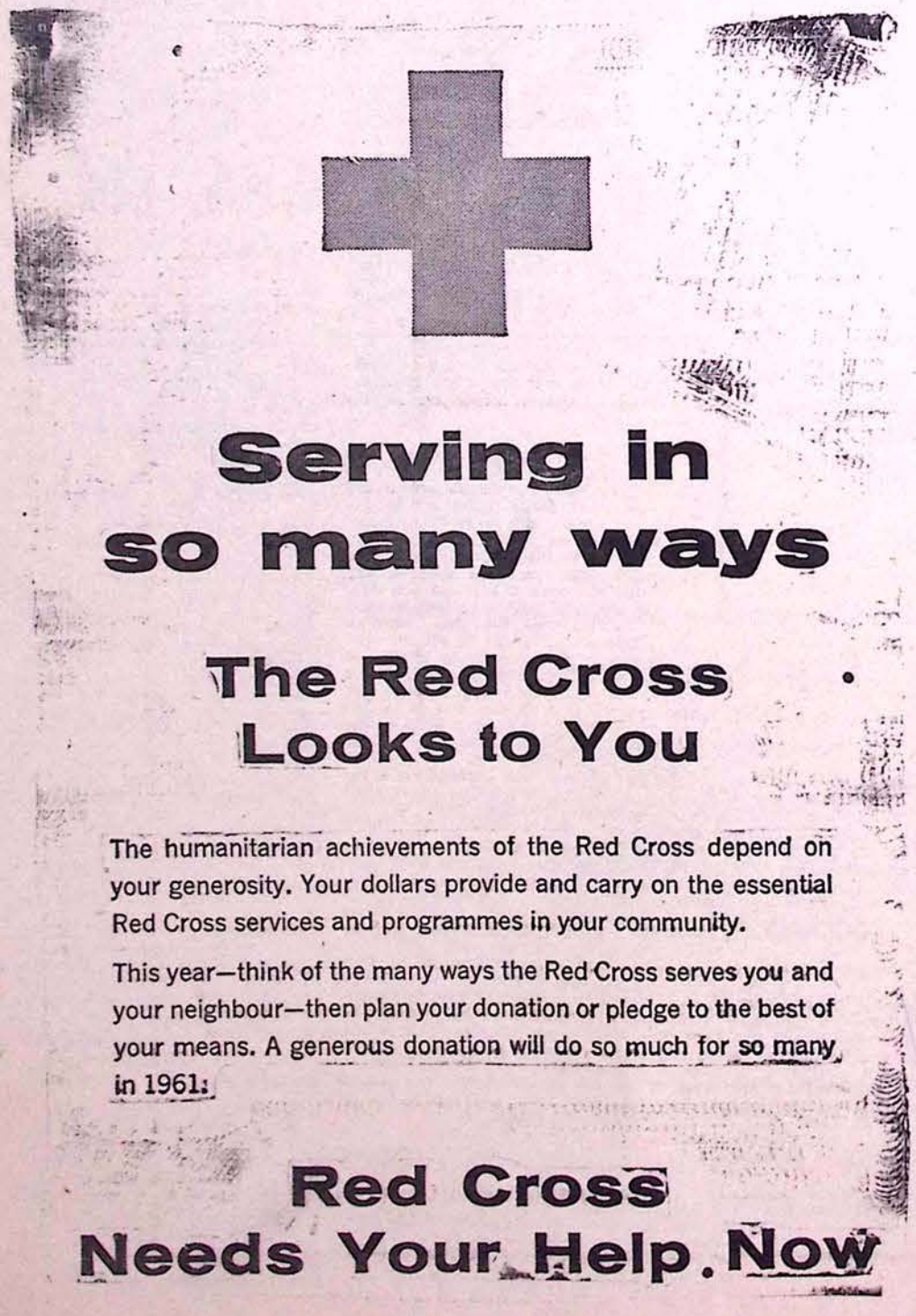
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Diary of a Vagabond

BY DOROTHY BARKER

I was simply fascinated. I watched his meticulously clipped mustache bob about like the business end of an animated tooth brush. This gentleman sitting beside me was sputtering a protest. The fringe of white hair that framed his bold pate hung over his ears in feathery scallops.

It reminded me of a doily we once owned. We inherited this bit of decoration from my grandmother and for all the years of my childhood it reposed under a pot that contained a huge aspidistra.

It was a legend in our home that each spring grandmother had removed the doily, squeezed it in warm suds, boiled it in sugar and water until it was stiff as a board and then returned it to its place of honour in the living room.

This creation, I was told, was called hairpin work and my mother faithfully carried on the laundry tradition once a year. That is until one day, when someone told her she should wash the leaves of the aspidistra with milk. The plant soon disappeared and so did the doily. Mother was no horticulturist and obviously no lover of the art of hairpin embellishments for her parlor.

But to get back to my travelling companion. He was a type, the kind of person I have come to recognize as a chronic complainer. His objection on this occasion was to the lilt of a transistor radio. It belonged to two young people in the seat opposite ours. They were, I judged, University students commuting from campus to their suburban homes. They were oblivious of all other passengers on the train. The lad studied from a text book while he clung to the right hand of his companion. She worried her touselled mop of hair and beat time to the music on the windowsill of the coach with the fingers of her free hand. I think the tune was called "He'll Have To Go."

A thoroughly silly song I must admit, but their youth and apparent happiness were rather to be envied than critized for thoughtlessness.

The elderly gentleman raged his discontent over the music for miles. I hadn't said a word as he mouthed his vehemence. I couldn't agree with him because, for the life of me, I couldn't understand why a person should get so wrought up over a temporary intrusion on his aesthetic taste. I thought all of us, whether we admire such co called music or not, have learned to take juke boxes, the blare of TV and, more recently, transistor radios in our stride.

This incident brought to mind a hurricane, the playoffs in the west between Edmonton and Winnipeg for the right to contest the Gray Cup and a train that was an hour late because of the storm. I had been advised by the room clerk in the Fort Garry, Winnipeg, that it would be useless to take a taxi from the hotel to the station only a block away. His reasoning was, that I would get just as wet trying to climb in and out of a cab as I would if I ran to the station.

At the time I was wearing a cute little polka dot hat atop a fresh hairdo. Over this I tied one of thse plastic affairs for protection. I buttoned up my comfortable and utilitarian burberry; the one my New York columnist friend had ridiculed as "strictly pre-war", grabbed my train case in one hand, an over-sized purse in the other and swung out through the doors of the hotel into a whirlwind deluge.

Before I could get my second wind the ties of the plastic bonnet were strangling me, my hat was tucked in a sodden mess beneath my coat. For a while it was a toss up whether I, or Mother Nature wuld win the struggle against my metal odds that I would never reach the station door.

I did, of course, only to discover the train I was to board for the coast was somewhere down the tarck to the east, having its own argument with the storm. Masses of people jammed the station, all steaming wet and bedraggled. Little rivers of water ran down my nose off my burberry and into the tops of my plastic rain boots. I was disconsolate, drenched, disheartened and discouraged. Then I heard cheers! In the heart of that crowd someone had just scored a touchdown! The little transistor, held in the palm of a crewcut traveller warmed me with excitement of that playoff game. Listening, the hour sped like lightening and I was soon in a dry, air-conditioned roomette with a solicitous porter hanging up a dripping burberry and assuring me he would have my shoes dried and polished by morning

Would I have the railroad ban transistors? Hardly, for there have been other occasions too, when I have been travelling, that I have enjoyed listening to someone else's radio.

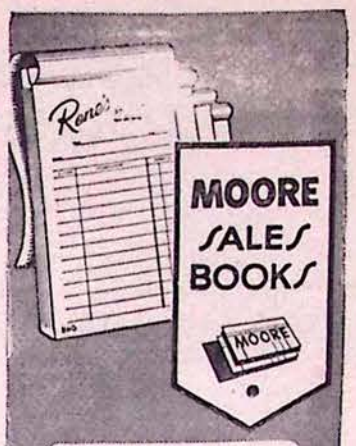
There will always be the protesting type, who has forgotten to keep in step with the times. In many respects I honestly don't blame them, trash is trash whether set to music or captured between flimsy covers of a dime novel. Perhaps I am one of the lucky ones, I can mentally turn off my hearing and have pleasant things to think about even while amidst the din of jazz I don't particularly like. The same goes for the pornographic novel. I don't have to read it.

And what of our young people, someone is probably objecting in Saskatchewan, Nova Scotia, Quebec or wherever this column is read. Don't they need to be protected against being exposed to such rot? Mine safely survived a post war frenzy of raucous jazz and salacious literature with no ill effects. Perhaps I am lucky that they inherited my boasted ability to sift the good from the bad. I am sure most young people are capable of this. I am also sure they are not going to the dogs by listening to a youth with a tuneless voice croon "Put your sweet lips a little closer to the phone."

WAS COURT MARTIALLED

The Captain of the Pandora, court-martialled after the loss of his vessel, left the Royal Navy and retired to Restronguet in England, where he built an inn.

The Pandora Inn, on a quiet creek in Cornwall, still maintains unchanged its 18th century appearance, and is a popular centre for yachtsmen. Among the many seagoing relics and trophies in the Pandora is a full-rigged model of the frigate that gave the inn its name.



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PROVINCE OF NOVA SCOTIA

WARNING

PUBLIC HIGHWAYS

HIGHWAYS ARE NOT CLOSED NOW:—

but at a later date the Minister of Highways will publish a notice closing all highways in the Province to the following classes of traffic, namely:—

(a) Traffic by any vehicle having a SINGLE AXLE weight in excess of 8,000 pounds gross load where such axle is equipped with two pneumatic tires.

(b) Traffic by any vehicle having a SINGLE AXLE weight in excess of 10,000 pounds gross load where such axle is equipped with four or more pneumatic tires.

(c) Traffic by any vehicle having a TANDEM WEIGHT in excess of 12,000 pounds gross load with no single axle of the tandem pair exceeding 7,500 pounds where such tandem axle is equipped with two pneumatic tires.

(d) Traffic by any vehicle having a TANDEM WEIGHT in excess of 15,000 pounds gross load with no single axle of the tandem pair exceeding 9,400 pounds where each tandem axle is equipped with four or more pneumatic tires.

(e) Traffic by any vehicle having a triple axle assembly weight in excess of 15,000 lbs. with no single axle of the triple assembly weight in excess of 15,000 lbs. with no single axle of the triple assembly exceeding 7,000 lbs. where each axle is equipped with two pneumatic tires.

(f) Traffic by any vehicle having a triple axle assembly weight in excess of 18,000 lbs. with no single axle of the triple assembly exceeding 8,000 lbs. where each axle is equipped with four or more pneumatic tires.

Pursuant to the above a vehicle such as a truck, truck-tractor, trailer or any combination thereof may have a total gross weight which is the sum of the gross weights of all its axles.

This warning is now given in order that those concerned may make arrangements in advance.

G. I. SMITH
Minister of Highways

February, 14, 1961.
Halifax, Nova Scotia

How do I save?



I'm a working girl, so saving isn't the easiest thing in the world. But I've found how to make it easier . . . I use the "Royal's" 2-*Account Plan*. I like the way it keeps my saving and my spending quite separate.



I use a *Personal Chequing* Account to pay bills. My *Savings* Account is strictly for saving. I'm really getting ahead, now I've stopped dipping into savings. They're building up, earn interest too . . . it works!

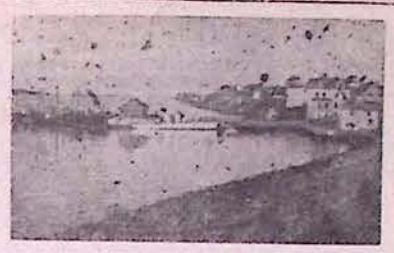
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NEWS ABOUT TOWN AND COUNTY



ATTEND MEETING OF CAN. CANCER SOCIETY

Mr. and Mrs. Xyste Landry, of Boudreauville were chosen delegates by the Isle Madame Unit of the Canadian Red Cross the Canadian Cancer Society, attended the Annual Meeting of the Nova Scotia Division at the Nova Scotian Hotel on the 16, 17 and 18 of February. Mr. Landry was newly appointed Campaign Chairman, succeeding Mr. Norman J. Samson a member of the Board of Directors, Mr. Wilfred Corbett, treasurer of the Isle Madame Unit. Mr. Corbett and Mr. Samson attended the Friday evening and Saturday sessions. Mrs. Clarence Forgeron, Secretary of the Unit, accompanied by her husband Capt. Forgeron, who were visiting in the city also took in the Friday Session.

——:O:——

RECENT VISIT TO HALIFAX

Capt. and Mrs. Jos. Mayo were recent visitors to Halifax, where they visited members of their family in that city.

Cape Mayo who is in command of the trawler, Gene Fletcher has resumed his duties and has cleared for the banks.

The Fletcher is a new trawler added to the fleet and was built in Holland. Capt Mayo made the Atlantic crossing in the Fletcher during the past fall. This is a modern trawler and has already landed several big fares of fresh fish.

——:O:——

HARBOR ICE BLOCKED

Arichat Harbour is still in the grip of King Winter and both entrances are blocked with ice.

We understand that the government icebreaker, "Wolfe", is expected to arrive shortly to break a passage to the Government wharf to allow ships of the "Blue Peter Lines", St. John's Nfld., to dock and take on a fish cargo from the Booth Fisheries Plant at Petit de Grat, consigned to the American Market.

With such a large number of trawlers fishing out of Petit de Grat, and at times this harbor is blocked with ice and whereas a large icebreaker is unable to gain entrance to this harbor, it is important that Arichat Harbour be kept open all winter, so as these trawlers may gain entrance in the event of a ice blockade at Petit de Grat.

Booth Fisheries is a very important industry and practically the whole economy of Isle Madame is dependant on this plant.

——:O:——

NOTHING RECEDES LIKE SUCCESS

Herbert R. Mayes was fired from his job of editing at 58 years of age. At his age, it looked like curtains. However, the publishers of another magazine which was having a rough time decided to take a chance on him. He was so eager to show his former publishers what he could do that he tore into the job with a will. It paid off. He found being fired was good for him, and he coined the expression, "Nothing recedes like success."

There's truth in it. Too much success can make a person smug. Says Mayes, in a Pageant magazine story, "Most people can do a lot better than they are doing. What they need is a push and a challenge."

Another interesting thing about Mayes. When he was married, he and his wife made a deal. He was to be free to walk out on a job any time he thought he should, regardless of what it might do to their standard of living. That didn't mean he was to quit a job out of pique but to gamble on change if he felt it was necessary. That sense of freedom helped to make him a fine editor. He drives himself hard at office and home and he likes it, because he does it voluntarily. A man driven by his own motivation seldom tires; it is the man in the rut who tires.

I know a big business firm which found that to be true. They decided to let each employee make his own decision about how he could be more productive. Many an employee who formerly chugged along at a lazy gait came up with good ideas on how to improve his own output. The entire firm benefited, and the employees of that company are among the happiest and most energetic workers anywhere.

To have a feeling of independence based on your own estimate of what you can or cannot do is a great driving force, making life zestful and joyful. Freedom, spiritually and economically, is like top-grade gasoline—it propels you forward smoothly and efficiently. It was the jet-like force which built the New World so speedily. It could if given a chance, keep it forging ahead.

Unfortunately, "nothing recedes like success," and far too many of us prefer a secure rut to the dynamic forward drive of freedom.

——;O:——

First of all a man must see, before he can say.

ATTEND ANNUAL MEETING OF NOVA SCOTIA DIVISION OF CANADIAN RED CROSS

The annual meeting of the Nova Scotia Division of the Canadian Red Cross Society, was held at the Lord Nelson Hotel, Halifax on February 22nd.

Mrs. J. P. Bell, presided and made the meeting possibly the best in recent years.

In attendance at the meeting was Very Rev. A. P. Poirier, V. F., of Notre Dame Parish, Arichat; Rev. Albert Doucet, of Immaculate Conception Parish, West Arichat; Rev. C. P. Girroir, of St. Louis Parish, Louisdale.

Among other elections—the Very Rev. A. P. Poirier was named Honorary Vice-President; Rev. Albert Doucet, was named executive member and Rev. C. P. Girrior was named Regional Vice-President for Inverness-Richmond.

——:O:——

CHARTER MEMBER'S NIGHT FOR K. O. C.

At the regular monthly meeting held recently in St. Peter's, by the Laurence Kavanagh Council, a feature of the meeting was the presentation of Charter Member Certificates to the original members of the Council. Certificates were presented by Grand Knight Edwin Power. An appropriate address giving the historical background, the development of the two clubs and their formation into a Council was given by Rev. J. J. MacDonald, P. P., Petit de Grat, who outlined the many interesting events that took place leading up to the formation of the Council.

The Worthy Financial Secretary, W. Corbett also presented to Past Grand Knight, John Currie, a certificate in recognition of his work as Past Grand Knight of the Council.

——;O:——

CNR SENDS THE LAW TO NEWFOUNDLAND

MONCTON — The CNR has dispatched the law to Newfoundland. John Law, to be exact, and he's a policeman.

One of six investigation department appointments made in the railway's Atlantic Region was that of John Bertram Law, of Yarmouth, promoted to special agent at Port aux Basques, Nfld.

A native of New Carlisle, Que., John Law has been a peace officer for 15 years. He was with the RCMP for five years before joining the investigation department of the CN at Moncton in 1950. Since then he has served at Halifax and Yarmouth.

ROBINS REPORTED

Dr. Chas. A. Herbin, reported the first robin to the Record seen on his lawn the past week.

Arthur Terrio, Fishery Officer reported 3 robins and now we are inclined to believe that Spring is not only around the corner—it is here!

Dr. Herbin tells us that robins make their appearance much earlier on the South Shore of Nova Scotia, in fact weeklies in that part of the province has reported robins some time ago.

——:O:——

RETURNS HOME

Albert Edwards who spent several weeks in Halifax visiting his two sons, Raymond and Inglis has returned home after a very enjoyable visit.

——:O:——

Returns From Hospital

Miss Anne Jane Mauger, who was a patient at St. Anne's Hospital here for a month returned to the home of Mr. and Mrs. M. J. Bourinot, with whom she resides.

We join with Miss Mauger's many friends in wishing her a speedy and complete recovery.

——:O:——

What we see depends mainly on what we look for.

—John Lubbock

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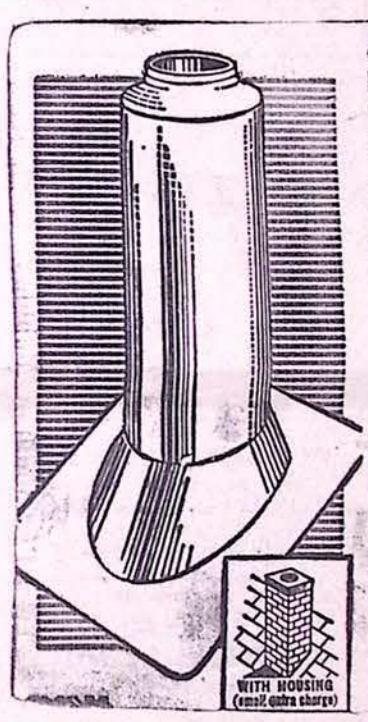
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Notice To All Motor Vehicle OWNERS and DRIVERS

The Registration Year is the CALENDAR YEAR and all Motor Vehicle Plates

Expire December 31, 1960

EXTENSIONS OF USE ARE AS FOLLOWS:

Commercial Plates January 31st, 1961
Passenger Plates March 31st, 1961

Operators Licenses At end of Birth Month Fee $1.00
Do not apply for renewal of your Operator's License until the month of birth as shown on your present license.

Chauffeurs Licenses December 31st, 1960 Fee $5.00

1961 registrations will be available on and after December 20th, 1960.

1960 passenger vehicle plates will be used for 1961, revalidated by a DECAL STICKER which is to be placed on the inside of the windshield at top centre in front of the rear view mirror so that it may be read from the outside. For windshields with centre divisions place sticker to right of top centre.

All other registrations will be new plates with black numbers on canary yellow background bearing year 1961.

PLEASE APPLY NOW

while your present plates are valid, and we can give good service

REGISTRY OF MOTOR VEHICLES
E. S. Campbell, Registrar
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Sugar and Spice

(Continued from Page 1)

dearly, I love him dearly. And last is my sister Maralienna. I am not very pretty, but I can make myself lovely if I feel like it." And so on. A tough life eh?'

Other fathers of daughters will excuse me for going on like this. We love our sons just as much, but it's a different relationship, because they're males and not so goofy. All I know is that I would'nt trade my ten-year old female child for a new Cadillac, four billion dollars and a one-way ticket to heaven.

———:o:———

Gems of Thought

Consistent prayer is the desire to do right.

—Mary Baker Eddy

The prayer that begins with trustfulness, and passes on into waiting, will always end in thankfulness, triumph, and praise.

—Alexander Maclaren

I have been driven many times to my knees by the overwhelming conviction that I had nowhere else to go.

Abraham Lincoln.

Practice in life whatever you pray for, and God will give it to you more abundantly.

—Edward Bouverie Pusey

How little do they see what really is, who frame their hasty judgment upon that which seems.

—Robert Southey

Only he who can see the invisible can do the impossible.

—Frank L. Gaines

PETIT DeGRAT

Mr. and Mrs. Leon A. Landry, arrived home from East Boston, Mass, where they were visiting relatives and friends. They report a very enjoyable holiday.
confined to bed with the flu is

Mrs. Amedee Boudreau who was around again in her usual good health.

Leon M. Landry, assistant manager, of Booth Fisheries Canadian Co., Ltd., was a motor visitor to Halifax, on business, during the past week.

Mr. and Mrs. Francis Fougere, accompanied by Clarence Fougere and Vincent Boudreau, were motor visitors to Sydney recently.

Friends of Miss Cornelia Boudreau will regret to learn that she fell recently and sustained a broken foot. She has her foot in a plaster cast, and is resting comfortably at the home of her parents, Mr. and Mrs. William H. Boudreau.

Sincere sympathy is extended to the family of Mrs. Ambrose Landry of Boudreauville on the death of her husband recently at their home. Besides his wife, he is survived by three sons, Louis G.; Amedee and Alfred aff of Boudreauville; three daughters: Mrs. G. J. Marchand (Genevieve); Mrs. Alexander A. Boudreau (Mary), Boudreauville and Corrinne in Halifax.

Anthony Landry was a motor visitor to Whiteside recently guest of friends.

Mrs. Alcide Landry arrived home from Halifax after spending two months with he husband in the Capital City. Alcide is a Third Engineer on the Imperial Oil tanker, "Maplebranch."

BORN—To Mr. and Mrs. Anthony Samson at St. Ann's Hospital, Arichat, a son.

Sincere sympathy is being extended to the surviving relatives of the late Mrs. Ernest H. Boudreau who passed away at St. Ann's Hospital, during the past week.

Mr. and Mrs. Curtis Babin and two children, Betty and Michael, were guests of his brother and sister-in-law, Mr. and Mrs. Alex Babin here and also visited at the home of Mr. and Mrs. Xyste Landry at Boudreauville.

Wilfred Boudreau accompanied by John Samson, Manager of Isle Madame Co-Op. Ltd., Lawrence A. Samson, Simon S. Landry, Harry LeBlanc and John H. Landry were delegates to the Annual Convention of the U. M. F., at Amherst.

Help Our Crippled Children

'Our' crippled children, those in Nova Scotia alone, number more than 7,000 new cases being registered at the rate of 150 per month.

When your healthy, uncrippled little boy or girl runs to meet the mailman as he is delivering your Seals, please remember 'our' children — those who are physically handicapped through disease, accident or birth defect — those children who have as foster 'parents', 32 Nova Scotia Service Clubs and groups such as Lions, Kiwanis, Rotaries, Order Eastern Star Chapters, Rebekah Lodges, Women's Auxiliary, Canadian Legion, Women's Institutes, Home and School Associations who will conduct this local campaign.

Of the funds raised by the groups in your community 50 percent is retained by this group to provide direct assistance for your children in the form of medical treatment, braces, crutches, wheelchairs; the other 50 percent is administered by the Nova Scotia Society for the Care of Crippled Children to provide those services which can be most effectively and economically operated on a provincial level. These services include Mobile Diagnostic Clinics, Speech Therapy programme, Field Service, Research of the Amherst Rotary Club Crippled Children's Camp at Tidnish.

With the 1961 provincial objective set at $150,000.00 and this Seal Appeal the only way the public is being approached you are asked to please make a remittance before this Campaign ends on Easter Sunday, April 2nd, 1961.

You may send your donation to the following address: Nova Scotia Society for the Care of Crippled Children, P. O. Box 311, 154 Quinpool Road, Halifax, Nova Scotia.

If the Campaign is being sponsored by some organization in your Community, then support the fund through such an organization.

———:O:———

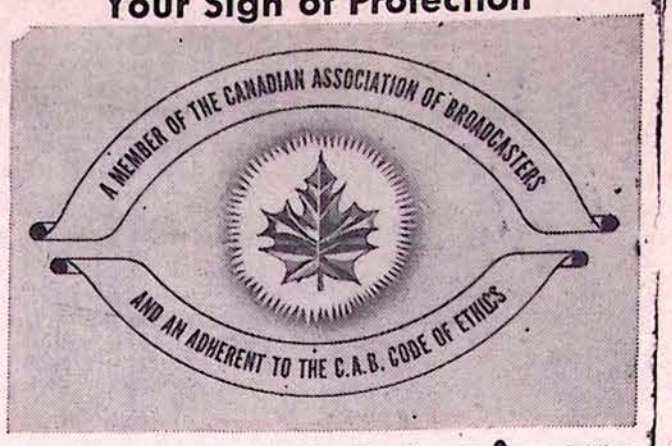
Love never loses sight of loviness.

—Maory Baker Eddy

A wise man sees as much as he ought not as much as he can.

—Montaigne

Your Sign of Protection



162 of Canada's private TV and radio stations are joining forces this month. Under a new Code of Ethics, that will be strictly enforced by the stations themselves, each promises to send nothing over the air that doesn't meet the highest possible standards of ethical broadcasting. So watch your TV screen for the adherence symbol shown above. Listen for it on radio. It's your sign of protection.

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Leave Sydney Monday, Tuesday, Wednesday and Thursday at 5 p.m.

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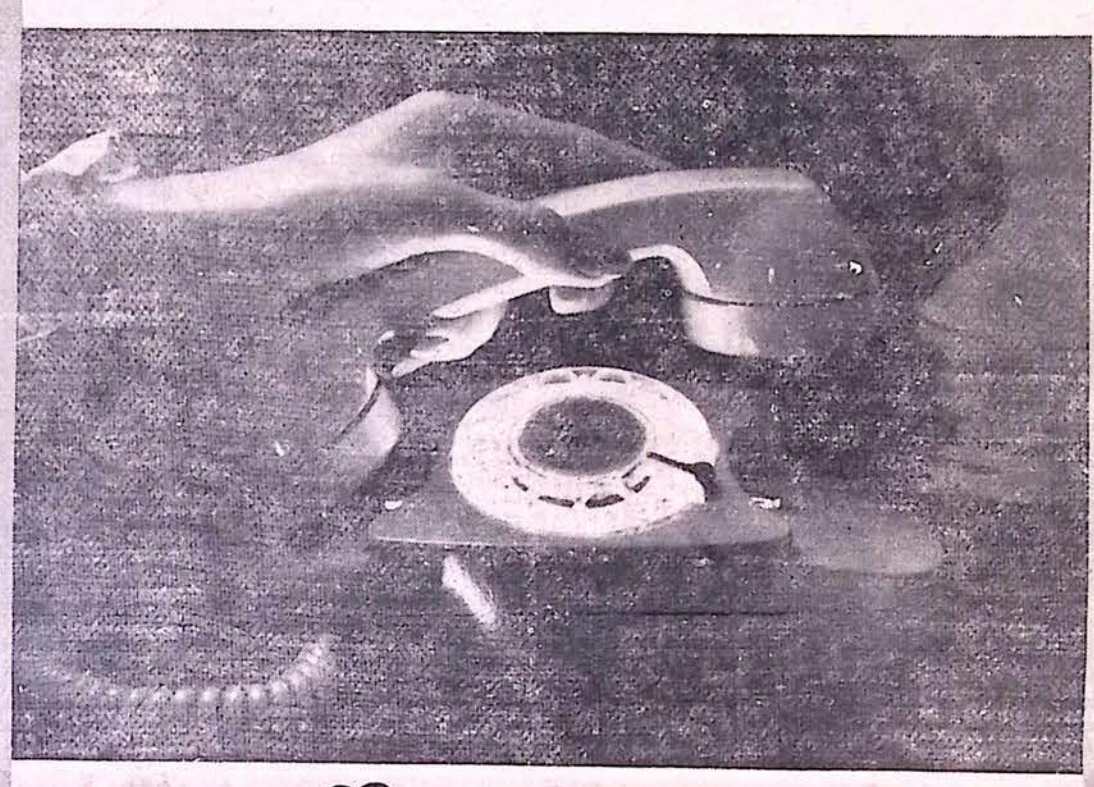


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