Richmond County Record

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AN INDEPENDENT JOURNAL DEVOTED SOLELY IN THE INTEREST OF RICHMOND COUNTY AND ITS INDUSTRIAL AREA

SEVENTY SECOND YEAR — THE RICHMOND COUNTY RECORD, ARICHAT, N. S. — NOVEMBER 22, 1969

The Legend Of Sleepy Cove

"The dead 18 Century Victorian love story ceralled to life."

By
T. A. BOYLE

(Continued from last issue)

Then began one of the strangest and most terrible of battles. The take on the one side was that of the life of a loved one, on the other the satisfying of an unquenchable thirst for human blood, and the insatiable hunger for human flesh. The appalling spectacle of a slender young girl, weaponless, and armed with only her indomitable will and bravery, waging a battle with a monster shark, would have made the stoutest heart quake with fear for her safety. Victory is not always on the side of the just, and the powers of evil often triumph over the good. Barring then supernatural intervention there could be but one sequel to such a contest, death in the water under horrible circumstances.

That the monster had every advantage from the outset will be gleamed from the following enumerations of the various factors upon which the success or failure of the struggle depended upon.

To begin with the shark was fighting on its own ground, the full use of all its deadly powers unrestricted. The girl on the other hand was on a ledge, at times almost wholly immersed in the water. The only foothold the ledge afforded was the barnacles and other small shell-fish attached to its surface at the end nearest the water. Near the middle for a distance of perhaps six or seven feet, the surface was covered with a layer of seaweed and slime, presenting as much difficulty to negotiate as the scaling of a greased poll.

There it was that she slipped back, times without number, when, after securing foot holds with her naked feet upon the sharp pointed barnacles, she slowly and strenously worked her way forward, pulling and drawing her burden with her, only to lose at once the hard fought ground she thus gained, when her toes reached the greasy slippery place.

The shark was not to be denied, and with the tenacity of a bull dog it held on, expressing its rage at the attempted withdrawal of this tender morsel by violently shaking its victim. By some unknown agency, probably not unlike the wolf and other predatory animals, which invariably announce a kill to its fellows, the vicious fish had in some manner broadcasted the news of its find, as other sharks soon came on the scene, slashing at the victim. Maddened by the sight of that helpless body, and the scent of human blood, they were becoming bolder and bolder. Some of them even thrusting their dark coloured beaks over the edge of the ledge, where the girl stood waist deep in the water.

Her peril of being snatched from her very unsecure footing was great. The half conscious boy, sensing this danger, implored her to release him and save herself while there still was time.

His pleadings was in vain. Not for nothing was she born of generations of a sturdy sea-faring stock: the valiant blood of those brave people was coursing madly in her veins, as again and again she took up the unequal struggle, only to slip and slide at every attempt to cross that slimy place on the ledge.

Frantic now with the fear of what failure meant at this stage in the dreadful contest, desperation at last won for her plan. Beyond the slippery place, the ledge was cracked and irregular, offering firm footing. Instead of slowly, methodically working her way forward, with care lest she lose her footing and be dragged off the ledge with her burden, ere she regained her feet, she would now stake everything on one mad desperate rush, trusting to her speed and weight to carry her over that treacherous, glassylike surface. Well did she realize a fall there spelled certain defeat. Never could she dare hope to regain her feet on that shiny surface and death awaited her in the churning waters below.

The desperate plan was no sooner conceived then it was placed into execution. Digging her poor naked feet well into the shell fish to secure a firm start, and summoning every ounce of her now failing energy she suddenly launched herself forward, at the same time hoping and praying the quick movement would surprise the monster

EDUCATION PROGRAM



GERALD J. DOUCET
Minister of Education

Education Minister Gerald Doucet said recently that his department's new program to give formal educational credit for knowledge and experience gained outside school is proving to be "notably successful." Nova Scotia is the first Canadian province to institute such a program.

The Education Department's Continuing Education Program is intended to help adults who have not completed their formal high school education, but who have acquired considerable knowledge through working experience and otherwise in the years since they have left school.

157 such people have already written the department's first General Education Development Tests and of these 138 will soon be receiving Grade 12 Equivalency Certificates.

"I am very pleased with the first results of this program," Mr. Doucet said.

"This reinforces our belief that many adults who did not finish high school have since acquired, through formal and informal educational experiences, educational maturity at the high school level and often far beyond.

"For the first time these people will now have a paper to prove the value of their knowledge and hopefully doors of opportunity will open to them which have formerly been closed."

Eighty-three adults wrote in Halifax in late September. Seventy-five achieved the Grade XII level; four Grade XI; one Grade IX and three failed to achieve the required standard. In Yarmouth twenty-three wrote; nineteen achieved Grade XII; one Grade XI; one Grade X; one Grade IX; and one failed. In Sydney, with fifty-one candidates writing forty-four will receive the Grade XII equivalency certificates; five the Grade XI, and two failed.

Testing is scheduled for the following areas in the near future: Truro - November 14 and 15; Bridgetown - November 14 and 15; Port Hawkesbury, St. Peter's and Sydney - November 21 and 22; and Halifax - December 5 and 6.

Any person who has been a resident of Nova Scotia for at least six months. is 19 years old and has been out of school for at least one academic year is eligible for the program. Tests are held throughout the province at frequent intervals.

Applications may be obtained from any one of the six regional offices of the Continuing Education divisions located in Bridgetown, Halifax, Truro, Sydney, Yarmouth and Antigonish.

ACCIDENTAL DROWNING - LENNOX PASSAGE

An extensive search for the body of Edwin Landry ended Tuesday morning, when it was recovered from the waters of the Lennox Passage by local skin divers. The search was the result of a boating accident that took place on Sunday about one mile from Skinner's (Campbell's) Island.

The second occupant of the boat, Anthony Boudreau, was rescued from the cold waters by John Rogers, of Port Royal. Mr. Boudreau, a non swimmer, was wearing a life jacket. He told police he saw Landry swimming ahead of him, towards Skinner's Island, after the boat capsized, and lost sight of him about 100 yards from shore. It was in this approximate area the body was located.

Mr. Landry, 34, was the son of Mr. and Mrs. Ernest Landry of Petit de Grat. He was married to the former Corrine Dorey of Port Royal and was the father of one child.

REMEMBRANCE DAY MASS HELD AT WEST ARICHAT

To commemorate Remembrance Day, a Mass was celebrated at the Church of the Immaculate Conception, West Arichat, with Rev. Father Doucet officiating.

Veterans, Officers and Air Cadets of Isle Madame Squadron No. 678 attended the Service, after which the annual ceremony of laying wreaths at the Cenotaph at St. Joseph's Church, Petit de Grat, took place, and although the weather was inclement, a large number of Veterans and Citizens were in attendance.

Members of Branch 150, Royal Canadian Legion, Isle Madame, sponsored a banquet for members at the Legion Hall, in the afternoon. A large number of veterans and their wives were in attendance.

Miss Cornelia Boucher Co-Winner Miss Canada Talent Award

Cornelia Boucher has been advised by Ellen L. Fairclough, Chairman of the Board of Trustees, Miss Canada Scholarship Foundation, that she has been declared co-winner of the Talent Award and Scholarship as a result of Cornelia's participation in the Miss Canada Pageant held in Toronto from November 4th to 10th. The Scholarship is worth $250.00.

In addition to the Scholarship, Cornelia receives the following prizes:—

A Singer Sewing Machine; a bottle of Fabrege perfume worth $150.00; 2 pair of Kinney Shoes; Koscot cosmetics; Sea Queen of Canada Lounge wear; Universe Trading jewellery; 2 Niccolini Co. Coats; Gus Caruso Hair Stylists Beauty Care products and Styling; Lady Patricia Hair Care Hair dryer and products; Pretty Polly Products; for a total of $1,000 in additional prizes.

Miss Boucher has asked me to extend to the Highlands-Canso Athletic Association her deep appreciation for their faith in her and for the generous financial contribution made by the Association in sponsoring Cornelia as Nova Scotia's entry in the Pageant.

As a tangible demonstration of her appreciation she is prepared to put on a benefit concert during her Christmas break.

Miss Boucher is performing at the Orient Lounge, Antigonish, from November 17 to 22nd and on November 23rd leaves for P. E. I. where she has been booked for concert and club engagements, plus T. V. and radio appearances in various areas of the Island, lasting for a three week period.

Cornelia will fly from P. E. I. to Halifax on December 14th to contribute her talents on the C.J.C.H. T. V. Christmas Daddies Program in aid of the Children's Aid Society. This T. V. program lasts from 12 noon to 7 p. m. on Sunday, December 14th. In the past, such performers as Rich Little, Frank Fontaine and the Beach Boys have appeared on this very popular Christmas Show. So far this year David Whitfield has also consented to appear.

Cornelia has also been asked to appear at a well known and popular Lounge in Halifax for one month's engagement and has been receiving numerous other requests for appearances, inside and outside of Nova Scotia.

WEST ARICHAT

Congratulations go to Mr. and Mrs. Adolph Boudreau (nee Brenda Dorey) on the birth of a son, at St. Martha's Hospital, Antigonish.

Born — To Mr. and Mrs. Paul Samson, at St. Martha's Hospital, Antigonish, a daughter.

The LION'S Corner

LOUISDALE LIONS CLUB SPEAKS OUT

LOUISDALE—Quite a number of people in our Louisdale Community have a negative attitude toward our Louisdale Lions Club. This is quite understandable as the organization is relatively new and has not had the opportunity to show its citizens the benefits which can be derived from a strong working force of 35 young community minded members. In Louisdale there are a limited number of men between the ages of 20 and 40 and our club has 31 members which fall in this age catagory. To me this represents a powerful group of Louisdalers with a common goal in mind—that being self betterment and a desire to improve our community. Why should such a group be critized with these motives in mind. Certainly it can be said that criticism is good once in a while but lets have good concrete criticism. No organization operates without making some errors, especially one that is inexperienced.

Our Louisdale Club is showing signs of progress; the members are starting to work together and results are beginning to show. Last Wednesday afternoon the Safety Committee with an R.C.M.P. representative met at the school and presented $100.00 worth of Patrol Suits to six pupils. These pupils were given directions on how to handle the chore of safety. Your child and mine should benefit from this safety program. Last Wednesday evening at a dinner meeting held at the French Village Restaurant the Lions Club donated the sum of $500.00 to the Louisdale School to commence a library for children. It is the club's intention to donate annually and increase this library over the years. Some other proects which the club are working on are as follows: An Elmer the Safety Elephant program for our children; this project should take place next week at our school. A Bicycle Safety project is being worked on and will take place in the spring. The Safety Committee is also looking at the possibilities of installing a strong guard rail on the highway in front of our school building. The children's play ground is still being discussed with the School Board and is almost ready to be erected —we guarantee its completion before the spring of next year. Minor hockey is being looked into and meetings have been held in Port Hawkesbury on the project. I understand we have about 80 of our boys to consider. A Christmas Daddy project is also underway by our Health and Welfare Committee.

Surely you can visualize from these commitments that we are

(Continued on page 2)

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The Hon. Allan J. MacEachen, Minister

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ARICHAT, C. B., Canada

NOVEMBER 22, 1969

HIGHWAYS A BARGAIN $ FOR $

Revenue from vehicle registrations and gasoline tax in Nova Scotia falls far short of meeting the rising costs of highway construction and maintenance, Highways Minister Hon. I. W. Akerley said today.

The demand and need for new high standard highways, and improve maintenance and safety factors pushed total highway expenditures in the province to over $71 million in 1968 while revenues from licensing and gasoline tax received by the province amounted to only $41.2 million he said.

Each highway dollar invested by a motorist in this province was subsidized by additional provincial and federal funds to the tune of some $30 million in 1968, giving highway users almost a 100 percent dividend for their investment in provincial highways.

Registration fees charged Nova Scotian vehicle owners in 1930 were only ten percent lower than the newly revised licensing rates for 1970.

Because of inflation, the 1969 dollar has less than 50 percent of the purchasing power it had in 1930, thus Nova Scotian's are proportionately paying less for today's modern highways than they were in the "good old days.. for mud roads and log bridges.

The text of Mr. Akerley's behind the scenes look at details leading up to the revision of Nova Scotia's motor vehicle registration rates is as follows:

Why have we increased the Registration rate for Commercial and Passenger Vehicles in Nova Scotia?

The answer is at once obvious, as well as being highly complex because of a proliferation of factors affecting the whole subject of Motor Vehicles and their operation on this Province's highways.

Let us establish the fact that until the new rate schedules for vehicle registration were announced by the Department this month, they were the lowest fees charged by any Canadian Province for Passenger and Commercial Vehicle licensing with the exception of Manitoba.

Let us also establish the cold dollar statistic that building new highways, providing for higher standards of construction to cope with all-weather, limited access travel by an increasing volume of traffic, and the incorporation of new safety features such as paved and more controlled interchanges—shoulders, improved illumination, cost money.

Thirdly—and very pertinent is the fact that our highway dollar today only buys half the amount of bridges and asphalt that it did a quarter century ago, in the face of higher labor and material costs.

Finally we must consider that our industrial and economic growth, the gradual evolvement of an increasingly lucrative tourist industry and the demands of our own travel-oriented population not only demands good highway systems, but makes them vitally necessary.

With these facts in mind we might well rephrase the question from, why have we increased vehicle registration fees, to, why were we so long in increasing them? and even more realistically, IF they have actually increased, how much more are we paying for our modern new highways than we were for the mud ruts and log bridges of the 30's?

Few people are aware that the vehicle restriction rates that Nova Scotian's were paying in 1930 were actually higher in dollars and cents than they were paying in 1969. If you care to compare dollar values in the depressed 30's with those in the booming 60's you would find that Nova Scotian's this year were paying less than 50 percent of the amount that their father's were paying in those days and in fact even with the revised rates for 1970, the eroded dollar value would make the new rates seem like a bargain in 1930.

The Registry of Motor Vehicle records show for example that in 1930 the vehicle registration rate for passenger cars was 90 cents per hundredweight—today under our new schedule the registration fee is $1.00 per hundredweight.

Those same 1930 records showed a minimum license fee for a passenger vehicle of $15.30. Under the new 1970 schedule, Nova Scotia car owners face a minimum fee of $15.00—actually lower than that in existence 40 years ago.

Our minimum fee in 1970 for a commercial vehicle weighing 4,000 pounds will be $29. To register that same truck in 1930 would have cost you $40.

Our chauffeur's license cost $5.00 in 1930—it's now $7.00 an operator's license cost you $2.00 today—and in 1930 it was $1.00 a restricted chauffeur's license in 1930 cost you a quarter—it still does.

To register a hearse or an ambulance in 1930 the price tag was $20. in 1970 the fee will be $25.

The motorcycle license fee in 1930 was $7.20, it was actually reduced in 1960 to $6.00 and under the 1970 fee schedule will cost $10.

A farm tractor cost $1.00 to license in 1930 and will cost $2.00 in 1970.

What criteria did we use in the new fee schedule? Well basically it represents an average of all vehicle licensing fees across Canada.

We are far below such Provinces as Quebec, and even lower than New Brunswick which has a comparable economic situation to Nova Scotia. Our neighbouring province's license fees are mostly parallel with ours but there is also an extra $4.00 charge in New Brunswick for the license plates.

Let's compare our vehicle registration costs here with other Canadian jurisdictions.

A 1,500 pound vehicle costs $18 to register in Newfoundland, $15 in Prince Edward Island, $20 in New Brunswick and Quebec and now $15 in Nova Scotia, where up to now it was only $11.

A 4,000 pound vehicle in Newfoundland costs $22 to register, Prince Edward Island $29, New Brunswick and Quebec $40 and a Nova Scotia vehicle $25 until the revision, which now places it at $40 also.

Similarly with a 6,000 pound vehicle the Nova Scotia rate was $38 and is now increased to $60.

It is difficult to draw comparisons with Ontario where registration fees are based on the number of cylinders each car possesses. Here the fees are $20 for a 4 cylinder car, $27.50 for a six cylinder car and $35 for an 8 cylinder vehicle, however, the range for passenger vehicle registration in Nova Scotia is about $15 to $45 which averages out quite closely.

We also took a long look at commercial registration rates in an analysis under taken following receipt of a brief from the trucking industry. Here, as in the passenger vehicle registrations - we found numerous inequities. The brief asked for licensing arrangements on a pro-rated basis, depending upon periods of use for a truck, such as a quarter, half or three-quarters of a year, and even on a monthly licensing basis. On this basis we projected licensing fees with various licensing probabilities in mind. For example, we found that if 75 percent of commercial vehicles were registered for a full year, 15 percent for a half year and 10 percent for a quarter year that Nova Scotia would lose almost $700,000 in licensing fees. With a 50 percent registration in a full year and 25 percent each on a half and quarter year basis the province would have lost $1.5 million dollars in license fees. At the top of the list we found that permitting a wide-open policy which might result in 25 percent truck registration for a full year, 25 percent for a half year and 50 percent on a quarter year basis we would drop $2,317,346 in revenues.

Obviously, such a situation would be untenable.

Even on the basis of a pro-rated fee calculated on a one-twelfth charge for every month unexpired on a license, the decreased revenue amounted to over one and a quarter million dollars.

What we finally did was revise the entire fee schedule providing that commercial vehicles may only be registerd in thousand pound increments. We eliminated numerous inequities, established fees in line with the Canadian average ranging from $29 for a truck weighing 4,000 pounds or less to $634 for a vehicle weighing between 49 and 50 thousand pounds.

How do these compare with other areas?

Well in Quebec for example the commercial vehicle registration fee is $1.50 per hundred weight for vehicles weighing 5,000 pounds or less. This represents a $75 fee as against $31 in Nova Scotia under our revised schedule.

For vehicles over 5,000 pounds, Quebec charges a flat $75 fee plus $2.75 per hundred-weight. Therefore, a 42,000 pound truck in Quebec costs a $1,092.50 registration fee as compared to $538 in Nova Scotia under our new fee or $439 under our old schedule.

Truck registration fees have increased from as low as $6.00 for a 16,000 pound vehicle to as much as $99, in the 42,000 pound classification.

We also revised axle weight restrictions to provide safer and we feel more efficient trucking operations on our highways. The maximum single axle load is now 18,000 pounds. Tandem axles permit a 32,000 pound load, and the maximum gross weight of any axle combination is 74,000 pounds.

In addition there are a variety of other weight classifications which we feel provide Nova Scotia with the best aspects of gross vehicle loadings, as well as axle weight loads, depending on the type of truck involved. Nova Scotia also provides truckers a bonus of 1,000 pound tolerance over registered weight limits for each single axle and a 2,000 pound tolerance for each tandem axle, on their vehicle.

From a safety viewpoint, and to protect costly highways and bridges we feel the new rates will benefit everyone and for the first time create a standardization of weight regulations between the provinces of Nova Scotia and New Brunswick.

Since a major revision of all registration fees was obviously necessary, the changes have been made in direct relation to fees elsewhere in Canada while at the same time attempting to provide an improved rate structure to eliminate numerous inequities.

As a result, while rates have increased by approximately 25 percent on an overall basis, specific vehicle fees have changed in varying proportions. In some classifications there have been reductions while in others which were far out of line, the revision has increased the registration fee by as much as 90 percent.

All funds collected from Motor Vehicle registrations, driver licensing and from fuel taxes become part of the general Provincial revenues.

Each Department operates under previously approved budgets, with expenditures not necessarily related to the amount of monies directly generated by its activities.

In the case of the Department of Highways (including Registry of Motor Vehicles), for example - the total gross expenditures from all sources in the past year represented $71,419,641.67 (which included grant assistance from all sources including the federal government). The net expenditures by Nova Scotia on highways and highway operations was $53.8 million dollars, during that period.

Now let us look at the overall revenue picture from sources relating to highways. First consider the revenue derived from gasoline tax. During the 12 month period it represented a total of $31.3 million dollars, (it should be noted that administration of the gasoline tax while a responsibility of the Highways Minister as a member of government, does not fall under his jurisdiction as Minister of The Highways Department).

Add to this the total amount of monies collected from licensing of motor vehicles, including such sources as fines and motor carrier fees approximately $9.9 million dollars, and you arrive at a total revenue from motor vehicle sources of $41.2 million dollars.

Compare that with gross expenditures of $71.4 million on highways during the same period and you note a $30 million differential, and even without federal grants and other aid the net expenditure from the province's financial coffers of $53.8 million still represents a $12.6 million operational deficit which had to be paid out of general revenues of the province.

Even with the revised registration fee schedule which will bring an additional $3 million in revenues, it is obvious that operation of a motor vehicle on provincial highways is still a cash bargain for the vehicle owner. The motorist is getting more than he's paying for in direct and indirect taxes paid to the province of Nova Scotia, for use of our highways.

THE LION'S CORNER

(Continued from page 1)

not a Mickey Mouse group. We have dinner meetings and each member pays for his meal and any beverage he may choose to partake. To date we have received excellent co-operation from the school principal Mr. Ray Marchand and our Pastor, Rev. C. P. Gerrior and we publically thank them. Our club looks forward with young and vigorous ideas and hopefully will receive some co-operation from the community in which we are working to improve and keep up with the times.

Lions Bulletin Editor
MEL BURT

Classified Ads.

WANTED— Family Dwelling with 4 bedrooms and bath. Prefer a large building situated anywhere on Isle Madame to rent or buy.

For further particulars apply to Richmond County Record, Phone 29 Arichat, N. S.

—o—

Repairs made to Household Electrical Appliances. Contact: Cline Bourinot, Arichat N. S. or Phone 273 Arichat Exchange.

—:o:—

LOTS FOR SALE at Rocky Bay, Richmond County, well located on main highway. Apply to Mrs. Clara Perry, Rocky Bay, N. S.

—o—

FOR SALE

Rubber-Tired Four Wheel Truck. Can be hitched to Tractor or can be used as a horse drawn wagon. All new tires. Price $150.00. Apply to John Rogers, Port Royal, Richmond County, N. S.

—:o:—

FOR SALE—One slightly used 1969 SKI-DOO. Apply to Lloyd Mauger, Cape La Ronde. Phone 54-14 Arichat Exchange.

FOR SALE

½ Ton 1965 Mercury Truck. In good condition. Will sell for $800.00 Apply to — Willard Fougere, Port Royal, Richmond County. N. S.

—:o:—

FOR SALE—Dwelling centrally located in Arichat, known as the Joseph Goyetche property. For further particulars contact: Mrs. Hubert Doyle, Pondville, Richmond County, N. S.

—:o:—

FOR SALE

1963 Ford - Galaxie 500. Convertible. In A-1 Condition. New Motor, with a 4 speed transmission. Mag Wheels and Hood Scoop. For further particulars — Apply to Ronnie LeJeune, Port Royal - or Phone 256-2 Arichat Exchange.

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NEWS ABOUT TOWN AND COUNTY



PRAISES HIGH QUALITY OF NOVA SCOTIA MINK

Thimot Fur Farm, Little Brook, Digby County won the grand championship in the annual mink show held recently at the Nova Scotia Agricultural College in Truro.

Reserve grand went to Cabot Trail Mink Ranch, Breton Cove, Cape Breton.

The Thimot mink was a dark female and the reserve grand was a dark male.

Highest number of points awarded in the two-day show went to Cabot Trail Mink Ranch who chalked up a total of 14,628. They were followed by John Logan of Upper Musquodoboit with 9,889.

Chief Judge, Dick Westwood, of West Jordan, Utah, was especially impressed with the dark mink and said that "these top dark mink would hold their own in any show in North America. They are an exceptionally outstanding class." He said the judging was tough because of the quality of the little animals.

Mink ranching is a $2 million industry to Nova Scotia and it is growing in both quantity and quality. President Musgrave said Nova Scotia's mink compares favorably with any in Canada for their good quality. Last year there were 107,000 pelts marketed mainly through the Canadian mink breeders sponsored sales. The bulk goes to Montreal auctions.

Trophies were presented at the banquet held on Saturday evening and at field days held in October for the highest priced bundles of mink sold from Nova Scotia last year.

The high bundle of dark males from Nova Scotia went to the "Bluenose Group" of breeders from Colchester, Halifax, Hants and Guysborough Counties. They received $54 a pelt.

The high bundle of dark females went to the LeBlanc Bros., Little Brook with $29 per pelt.

Enterprise Fur Farm, owned by George Gould, Lunenburg took top price in both the female and male "mutations". They received $31.50 for the "home pearl males" and $18.50 for "home pearl female" pelts.

The most mink in any particular area of Nova Scotia are at Havelock, Digby County where brothers Earl, Austin and Donald Mullen have separate farms raising 30,000 mink.

The breeders and guests were welcomed to the show by Charles Douglas, director of livestock services for the province of Nova Scotia.

Class champions and reserves are as follows:

White - champion and reserve - Neil Urquhart, West Bay; Violet - champion - Enterprise Fur Farm, Rhodes Corner; Reserve - Donald Urquhart, West Bay; Hope - champion - Charles Wright, Valley; Reserve - John Logan, Upper Musquodoboit.

Pearl - Champion and reserve - Austin Nickerson, Rocky Bay, Richmond County; Sapphire - Champion - Lewis Logan, Upper Musquodoboit; Reserve - Charles Wright, Valley; Silverblue - Champion and reserve - Malcolm MacLean, West Bay.

Brown - Champion and reserve - Lewis Logan, Upper Musquodoboit; Reserve - Gerald Logan, Upper Stewiacke; Darks - Champion - Thimot Fur Farm, Little Brook; - Reserve - Cabot Trail Mink Ranch, Breton Cove, Cape Breton.

—o—

Joins Air Force

Edward Rideout, youngest son of Capt. and Mrs. Sam Rideout, has joined the Royal Canadian Air Force, and left recently to take up training at Cornwallis Air Base.

We wish Ed every success.

Visiting Parents

Alvin Barnes, a Petty Officer on the C. G. S. Ice Breaker "St. Laurent", is spending his holidays visiting his parents, Mr. and Mrs. James Barnes, of this place.

Alvin has been in the employ of the Department of Transport for some time and was recently transferred from the 'Labrador' to the 'St. Laurent', and his promotion in the service speaks well of Alvin's ability as a seamen.

We wish him continued success.

—:o:—

From Trenton

Mr. and Mrs. Eddie Edwards of Trenton, were motor visitors to Arichat, on Monday.

Mr. and Mrs. Edwards were former residents of Arichat and moved to Trenton several years ago. Eddie is a representative of J. E. Morse, Co., and covers several counties on the mainland of the Province as well as the town of Port Hawkesbury.

Friends were pleased to see Eddie and Eva.

—:o:—

To Moncton

Mr. and Mrs. Charles E. Latimer and Mr. and Mrs. Arthur Latimer motored to Moncton, N. B., during the week to attend the funeral of Mrs. Latimer's nephew.

While in Moncton, they visited their son-in-law and daughter, Mr. and Mrs. Jack Dingle.

—:o:—

Patient At St. John General

John J. Mauger of Cape La Ronde, is a patient at the St. John N. B., General Hospital.

Mr. Mauger is employed by A. P. Green Co., and was in St. John when he was taken ill.

His wife and daughter, Mrs. Roddie Bonin (Jean), visited him in St. John, and we are happy to report that he is recovering and will be arriving home shortly.

GRANT FOR ARICHAT HIGH SCHOOL

A $10,300 grant to help provide equipment for clerical and business education courses at Isle Madame High School in Arichat, was announced this week by manpower minister Allan J. MacEachen.

The money will go towards the cost of desks, adding machines, cauculators, record players for use in shorthand instruction, and other similar equipment.

The equipment is for use in vocational training classrooms of the district high school, which were constructed with the aid of a grant of $150,000 from the government of Canada.

The money was provided through an agreement signed with Nova Scotia in 1967 and under which the federal government committed some $51.4 million for building and equipping vocational training facilities in Nova Scotia; of this total amount, some $47.7 million has been allocated and $34.7 million has actually been paid out to the province.

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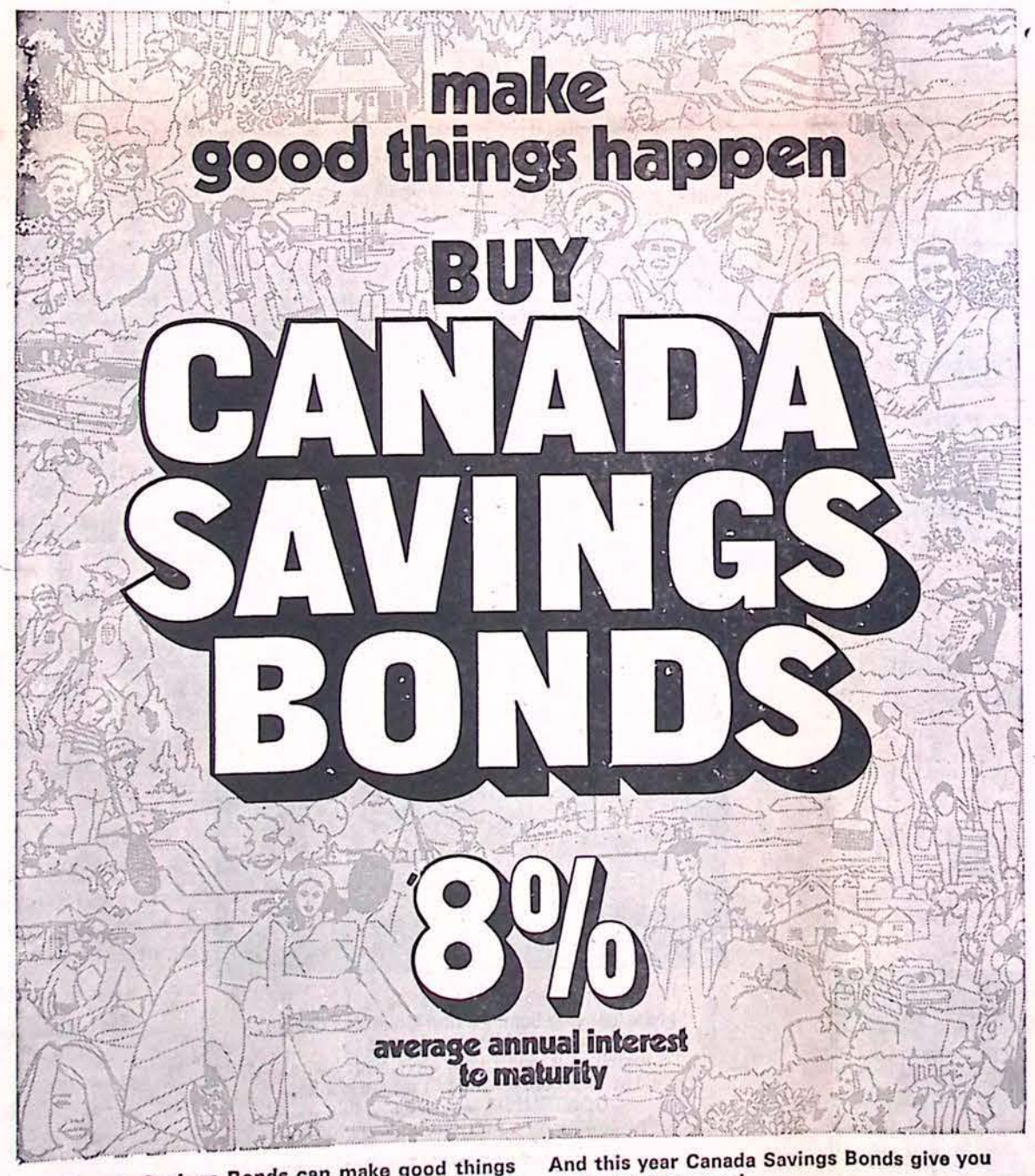
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CONCRETE - THE PREFERRED CONSTRUCTION MATERIAL

The rapidly changing skyline of the Halifax-Dartmouth metropolitan area provides evidence that Nova Scotia is building for the future with concrete. Among architects, engineers, contractors and owners, concrete continues to grow as the preferred construction material.

One of the most striking examples is the $60-million Scotia Square business-residential complex located on 19 acres in downtown Halifax which will see the use of more than 250,000 cubic yards of concrete before it is completed early in 1972.

Precast concrete panels can be seen shaping the walls of the Izaak Walton Killam Hospital for Children and were used in the construction of the new pathology Institute opened earlier this year, the new Laboratory Building of the Nova Scotia Research Foundation at Dartmouth, the Sir Charles Tupper Medical Building at Dalhousie University, the Hollis office building, the 13-storey Royal Bank Building and the new Construction Association building among others. Precast concrete panels were also used in the construction of the Province's nine new regional vocational high schools.

Cast-in-place reinforced concrete structures can be seen in the Scotia Square development, the new Salvation Army building and the new Senior Citizen's residence both on Gottingen Street, apartment buildings on Tower Road and the Professional Building on Spring Garden Road, all in Halifax. It was used extensively on new buildings on the campuses of both Dalhousie and St. Mary's universities.

Precast concrete stave silos can be found in rural areas of the province and experimentation with ferro-cement boat construction, a method is gaining favour on the West Coast, and in Quebec, has been initiated in Nova Scotia.

The expansion of university campuses in Halifax and elsewhere in the province are exposing the many faces of concrete. In addition to the Sir Charles Tupper Medical Building, the new Killam Memorial Library and the Student's Union Building at Dalhousie feature both cast-in-place and precast concrete trim. Other examples include the chemistry building and the School of Music at Acadia University in the Valley town of Wolfville which both have cast-in-place and precast concrete trim.

The approach roads to the new A. Murray MacKay Bridge between Halifax and Dartmouth are constructed with a large quantity of cast-in-place concrete. The Cogswell Street Interchange in downtown Halifax has many structures of cast-in-place concrete and features post-tensioned bridge deck slabs. Both the structures on the Sydney By-pass and the Windsor By-pass utilize cast-in-place and pre-stressed bridge beams.

Soil-cement stabilization is used in various parts of the Province and should be a major factor in future road programs. Concrete paving is also finding applications within Nova Scotia, the latest example being the new runway at the Halifax International Airport.

The cement used in these and for a multitude of other structures and applications in the Atlantic Provinces is manufactured at the Brookfield plant of the Maritime Cement Company. Opened in 1965, the plant is Canada Cement Company's most modern operation and has a total annual productive capacity of over six million bags, or 240,000 tons of "Maritime" cement.

The $14-million dry process plant built with participation in the financing by the Province's crown development corporation, Industrial Estates Limited, operates under the banner of the Maritime Cement Company, a marketing subsidiary for the parent company in the Atlantic Provinces. Designed by the engineering branch of the manufacturing department of the company, the highly-automated one-kiln plant features such advances as X-ray equipment for chemical analysis, closed circuit T. V. and a central control room.

The location of the plant was chosen because of its proximity to a limestone quarry of the highest quality. Preliminary geological and geophysical investigations initiated by the Nova Scotia Research Foundation in 1957 led to the discovery of suitable materials for cement manufacture in the Pleasant Valley area of Colchester County, a short distance from Brookfield. The Foundation was encouraged with the preliminary results of their findings and by the interest of the Canada Cement Company in establishing a plant in Nova Scotia. As investigations continued even more encouraging results were obtained culminating in the proving up of a large deposit of limestone for the proposed plant.

The decision to build the plant near Brookfield was taken by the company in May 1963 with plans being completed in the fall of the same year. Tenders for the plant were let in June 1964 and the first cement was ready for shipment early in the Fall of 1965.

From its initial planning stages provision was made for expansion with all facilities suitable for a two-kiln operation when market conditions warrant it.

One of the key features of the plant is its central control room where the entire process is outlined on a graphic panel fitted with running lights and an annunciator system to located operational trouble spots and where sighting into the kiln is by closed circuit TV. Seven departments of the plant are controlled from the panel which requires only a single operator per shift. The panel handles some 283 functions and is equipped with 112 instruments.

Concern for air and water pollution led the company to install 26 automatic dust collectors, the main one being an electrostatic precipitator at the head of the kiln stack which represents an expenditure of a quarter million dollars. Electric fans located at various points in the plant reclaim the dust which is returned to the system. Dust pots are located within a one mile radius of the plant for the purpose of monitoring the amount of dust that is uncollected,

Because the plant uses water from an adjacent resort lake; some 330,000 gallons of it a day; for cooling, the company has installed a three stage process including oil traps, settling ponds and cooling basins for the removal of any oil and grease which may have accumulated during the cooling process. For every gallon of water that is taken from the lake a gallon is returned so that here is no change in the water level. In operation for the past four years, the system has the approval of the Nova Scotia Water Resources Commission.

The Pleasant Valley limestone used in the plant is of such high quality that an average of 97 per cent can be used in the finished product. Sand, another ingredient, is obtained from the company's pit in nearby Belmont while the iron required is obtained from an Atlantic Province supplier. Gypsum, which represents about three and a half per cent of the finished product, is obtained from commercial sources less than 25 miles away.

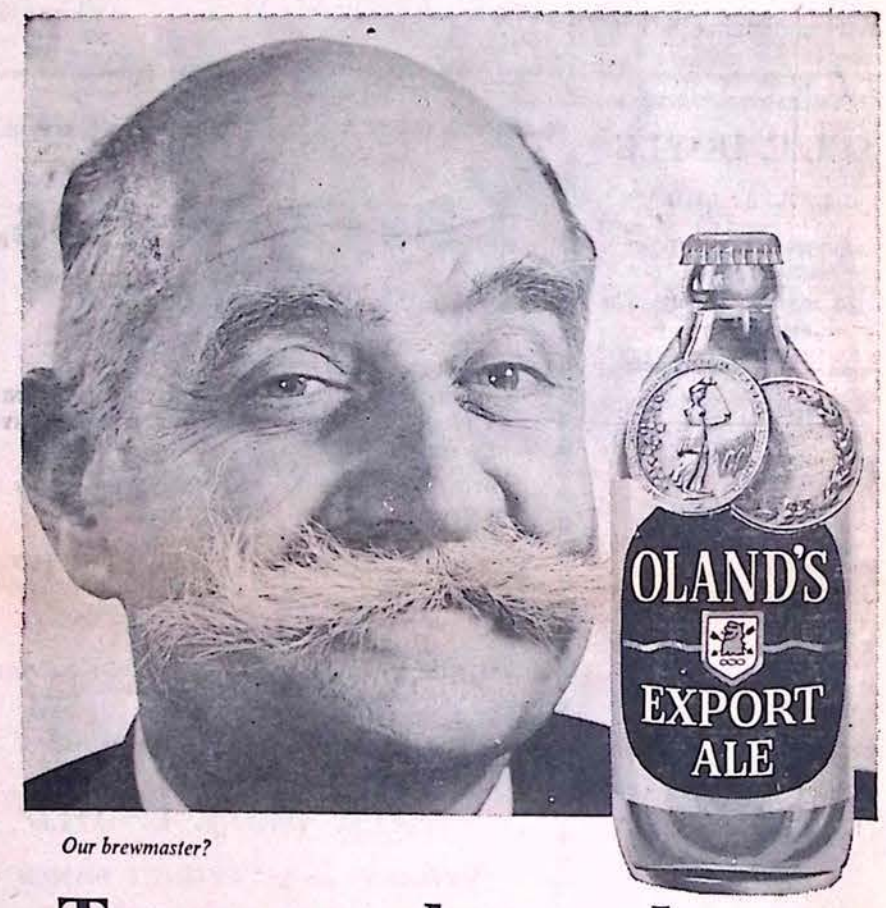
The plant uses coal in its direct-fired kiln with some 35,000 tons being shipped in annually from Cape Breton. The plant also consumes about 35 million kilowatt hours of electricity a year, supplied through the Interprovincial grid system.

The company places great emphasis on quality control with its product meeting fully both American and Canadian standards specifications and Intercal, the company's own specifications. Samples are taken at various points in the process for laboratory and X-ray spectrometer analysis every two hours.

Four types of cement are produced at the Brookfield plant; normal portland, which represents the bulk of production; masonry cement; high strength, and low-alkali.

The past half century has witnessed revolutionary changes in the uses of concrete. Technological advances combined with new architectural and engineering applications makes it one of the most versatile of all modern building materials.

Nova Scotia, Canada's second smallest province, has a cement supply and production plant that will meet the needs of the construction industry both here and in other areas of the Atlantic Provinces for some time to come.



Our brewmaster?

To anyone who wonders about Oland's brewmaster

He isn't.

He's an actor... and a good one. We simply asked him to do the things our real brewmasters do and he did them. Superbly, don't you think?

After all, our brewmasters (all seven of them, including our President) are busy making Oland's Export Ale and Schooner Lager Beer. And we'd just as soon they kept on at that job. Wouldn't you?

As for Dave Stewart (that's his real name), we'd just as soon he'd go on showing you the real things our real brewmasters do. He does them so well.

So when you see him, in the newspaper or on TV, think of the seven master brewers he represents. And raise a glass to them, too. Because they do *their* job so well. Superbly, don't you think?

Our brewmasters.





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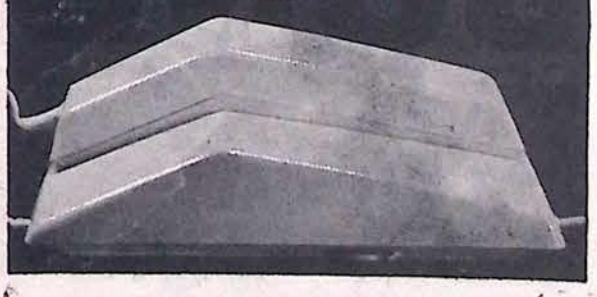
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