Richmond County Record

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(Second Class Mail Registration Number 0979)

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. — DECEMBER 6, 1969

The Legend Of Sleepy Cove

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

By

T. A. BOYLE

(Continued from last issue)

The sudden change of tactics, however, did not seem to disconcert the monster at all. With an intelligence worthy of a human being it had learned from the girl's repeated failures the vulnerable spot in her armour. Still retaining its terrible grip on the poor boy's leg, it allowed itself to be drawn along with its victim towards the slippery spot. The barnacles were penetrating deeper and deeper in the soles of her poor tortured feet, as now with the shark's lessened resistance she sped onward. The momentum of her mad dash had carried her well over half the slimy way, she realized, as mentally she counted the paces. Only two paces now separated her from safety, and she was still going strong, when with terrifying suddenness her progress was rudely arrested. A second or two more, fighting madly to retain her balance, the insecure footing went from under her feet and she was down. But a few more instants remained before she would be dragged off the slippery ledge. All obviously was lost.

To the ordinary individual indeed all would have been lost, but Joan belonged to that breed of manly men and fearless women, who cannot and will not admit defeat. The intensity of her feeling was such that if no other alternative afforded, in her now desperate state of mind, she would not have hesitated hurling herself bodily on the monster and with her bare hands attempt to wrestle him free of his victim.

Now, however, as she felt her feet going from under her, she desperately threw herself at full length, her slender body now bridging the slimy spot. Quickly stretching out her one free arm, she secured a firm grip on the irregular surface of the ledge. The shark's deadly advantage was somewhat lessened, by this change of circumstance, though the girl could not by any means hope to remain many seconds in her now precarious state. Stretched at full length horizontally in the water, with her head at times wholly under the surface, she was slowly suffocating. Gasping and choking she grimly held on.

The unexpected resistance at this place, where the monster had always triumphed, enraged the big shark. It shook and tugged its victim so hard that it was many seconds before the girl could dare attempt to secure a new hold. Still retaining her grip on the ledge, when a lull in the struggle occurred, she quickly and courageously shifted her grasp on his wrist to that of the collar of his coat. Victory at last was in her grasp, as securing another hold on the ledge she moved still further up its sloping side.

The shark afraid now, for the first time, of being drawn into water too shallow for the use of its mighty fins, reluctantly released its victim.

Rising to her feet now and gathering her unconscious burden in her arms, she somehow carried him up the rocky slope, and laid him tenderly down on the mossy bank.

(Concluded next issue)

—o—

ST. LAWRENCE SEAWAY COMPUTERS ON THE

Ships passing up and down Canada's great marine artery, the St. Lawrence Seaway, are now under continuous control by computer.

This is the first such computer marine navigation system in the world, and as Richard Oliver reported in a BBC broadcast, it is just like the most advanced air traffic control systems. The Canadian branch of Britain's Decca Radar Company designed and supplied the system, which provides marine traffic controllers at Quebec with a 33-foot-long (10m.) map of the Seaway, on which coloured markers representing the ships move in accordance with the ships' progress. The ships identify themselves and report position, course and speed by radio, and the controllers feed this information into the computer. This constantly computes the position of the ships, and automatically moves the markers. Each time a ship reports a new position, course and speed, this new information is fed in to correct the computer's estimates.

The system helps to speed traffic in the St. Lawrence and makes it safer, too, because the controllers no longer have to hold up ships while they find out whether it is safe for them to proceed.

—:o:—

CIVIL SERVANTS

"To most of us, Civil Servants are annonymous little men greyly sitting among piles of tea-cups, churning out streams of buff-coloured forms deceitfully suggesting that they are our obedient servants."

Madeleine Clarke, in a BBC broadcast.

UNKNOWING KILLERS

A flick of your car lights can make you a murderer! Highways Minister Hon. I. W. Akerley said recently that any motorist who has flicked his car lights to warn an oncoming motorist of an R.C.M.P. radar patrol on the highway ahead, may already be a highway killer.

Normally safe drivers seem to think they are doing their fellow motorists a "good turn" by signalling that a police car is checking traffic speed, but unknowingly they may be leading one or more people to their death or injury by such irresponsible action said Mr. Akerley.

Speaking to the Halifax Kiwanis club at the Nova Scotian Hotel, Mr. Akerley said it was amazing to consider how many motorists think that flirting with death or injury on the highway is a game.

He challenged his audience to ask themselves what happened when they flick their lights to warn another driver about a radar trap.

Mr. Akerley asked "Did that driver slow down and escape a speeding ticket, only to violate speed limits again around the next corner and then become involved in a fatal accident by killing himself, or some innocent victims?

"Or was he a bank robber attempting to escape—or possibly even a murderer bent on avoiding apprehension?"

Mr. Akerley noted that a flick which a driver who lacks responsi- of car lights was only one way by bility on the highway can be spotted.

Other examples he suggested were the chap who rudely brushed the door at the office the other you aside as he barged through day, or the chap who brags in front

(Continued on page 2)

Isle Madame Lions Maintain Nova Scotia Bowling Championship At Antigonish

The LION'S Corner

The Isle Madame Lions Club Bowling Team were successful in retaining the N. S. Championship, at the annual bowling meet held at the Braemore Bowling Lanes in Antigonish on Nov. 29th. The Isle Madame Team consists of Lions: Al Warner, Guy LeBlanc, Cline Bourinot, Ken Meech and Alex (Ty) Marchand. The local Lions Club won the championship in their first year of existence, 1968, by decisively trouncing all otner N. S. teams by a wide margin, Port Hawkesbury Lions Club were the then existing champions. That year the local team won all trophies, this year, the high single, high average and second high average were all won by the Kingston, N.S. Lions Club.

Plans are now underway to make the 1970 Tournament just as successful as this years.

Congratulations go out to our fine Bowling Team and best of luck to them in future tournaments.

Buddy Sweet, Manager of the Breamore Bowling Lanes is also to be congratulated and thanked fur his professional help to our team in arranging and directing the tournament.

After the tournament a banquet was held at the Goshen Restaurant at Lower South River, followed by the presentation of trophies by District Governor Joe Maund.

Dr. S. K. Ummet, Zone chairman was M. C. He welcomed the bowling teams from all over the Province and extended words of congratulations to the Isle Madame Club, of which he is past president.

—o—

2nd. November Meeting

The second November Meeting was held at the Marbro Motel Dining Room, on Friday, Novenber 28. The day was changed from Wed. in order that Mr. Joe Maund, District Governor from Dartmouth, could attend. A large turnout of Lions and their ladies were in attendance, and a delicious Turkey dinner was served. After the dinner the District Governor addressed the meeting.

He spoke of many different Activities throughout the province and stressed upon the importance of a Service Club in the Community. After his address, he presented various Lions with the awards they won during the past year.

A list of these will be published in the next edition.

Knights Of Columbus News

The regular meeting of Laurence Kavanagh Council 4607 was held in the Council Rooms at West Arichat on Wednesday evening the 3rd of December with Grand Knight Francis X. Martell presiding.

J. Stanley Marchand reported for the Council Activity Committee a very successful social had been held on the 1st of November. A New Years Party, on the same lines as the one held last year was in the planning stage.

The Fraternal Committee reported on the Commemorative Service that had been held on the 23rd of October.

Past Grand Knight John E. LeBrun reported for the Committee investigating the cost of erecting a swimming pool. Prices had been obtained from several firms and further information was being awaited. The Council accepted the report as a report of progress.

Following the custom of past years the Council planned to hold the Christmas Party for the children of Isle Madame and Area as usual this year.

Financial Secretary Arthur E. Terrio reported that the Columbian Benefit receipts were coming in well, all members of the Council were wholeheartedly supporting this Council project.

Discussion on Leadership suggested by the State Deputy was discussed at great length by the meeting. Following discussion the meeting appointed Council Chaplain Rev. C. P. Gerroir, Recorder Paul Baccardax and District Deputy John A. A. MacNeil as a Committee to give further study to this question and bring in a report to the next meeting.

A request to rent the Council Rooms for card games was referred to the Executive Committee for decision.

Due to the Christmas Holidays it was decided to hold our next regular meeting on the 8th of January 1970.

There being no further business the meeting adjourned.

ANNUAL COMMEMORATIVE SERVICE ARICHAT:

The Annual Commemorative Service of Laurence Kavanagh Council No. 4607, Knights of Columbus was held at the Council Chambers at West Arichat at 2:00 p m. Sunday, November 23rd. for all the Departed Members of the Council.

Mass was celebrated prior to the Service in the Council Chambers by Rev. Father C. P. Gerrior, Council Chaplin for the repose of their souls. In his homily Fr. Gerrior, dwelt on the lessons of the Gospel for the day which was for the last Sunday of Penticost and foretold the destruction of the world. Father Gerrior also during the Mass explained at which places there would be changes made in the near future. Serving Mass was Financial Secretary Arthur E. Terrio and Lector was District Deputy John A. A. MacNeil.

Departed Members of the Council remembered in the Mass and Service were: Leo Fougere; Ronald Poirier; Thomas Acton; Ernest Martell; Charles Cameron; Harry E. MacDonald and Joseph Gibson.

Council Officers taking part in the Commemorative Service were Grand Knight Francis X. Martell, Deputy Grand Knight Rev. Father A. Doucet, Chancellor Leo Gallant, Warden Wilbert Stone, Treasurer Ernest Paon. Financial Secretary Arthur E. Terrio and District Deputy John A. A. MacNeil acted as Recorder in the absence of Paul Baccardax.

J. A. A. MacNeil
Chairman of Publicity Committee
Laurence Kavanagh Council 4607.

(We take this opportunity to thank our good friend, John A. A., for supplying us with the news of the Laurence Kavanagh Council, throughout the year and look forward to a continuance during the New Year.—Editor.)

BE CAREFUL DRIVERS AT ALL TIMES

Message to Nova Scotia's young drivers:

"Please, Please, Please be careful!"

It comes from David Whitfield, noted English tenor, and one of the world's greatest living vocalists — and it's a message based on a horrible tragedy.

His 17 year old son Lance and another youth were terribly injured in an English car crash a ew weeks ago. The younger Whitfield was trapped inside the tangled car wreckage for an hour. "Every bone in his body, execpt his head and one arm was crushed and broken."

David Whitfield has written a poignant poem about his son's experience and the Nova Scotia Department of Highways pulled off a bit of a coup during the singer's recent Canadian tour by contacting Mr. Whitfield and obtaining permission to publish the poem for the first time.

"When I heard that my son had nearly died in that car accident, I decided to do everything I could to help others avoid the same pitfall-- this request to help young drivers in Nova Scotia has been my first opportunity.

"When I saw my son in that hospital bed, completely encased in plaster casts, metal rods holding his shattered bones together, plastic tubes projecting from his chest, traction weights holding his joints in position, when I heard that it had taken 10 pints of blood to save his life, I felt there had to be some purpose which would be served by such suffering.

"Possibly it can serve to dramatize the futility of one careless moment at the wheel of a motor car for some young driver — to help him or her avoid such a tragic accident.

That's the reason I wrote this poem;-

"I ask you my friends to say a small prayer,
For one of my boys who is lying there;
Nearly every bone in his body is broken,
And I can't speak to him, until he has woken,
He was in this car — and not in a race,
And I do thank God he's not injured his face;
He was driving along, and crashed into a lorry
And I know now he's flaming well sorry.
His bones, his body, and nerves are all torn,
And he's wishing now he'd never been born.
My son's pal Brian, who is lying there,
He looks so worried and has every care.
He sends all his messages through me to Lance,
And to walk out of hospital — they haven't a chance;
It will take some time for these boys to walk,
And when they are better they'll be able to talk
About OTHER things, and using their brain
Never to do these things, EVER AGAIN."

David Whitfield

POST MARKS

The first Canadian money order service was instituted by the province of Canada in 1885 by the Canadian postal system. By 1968, the Post Office Department's turnover in this field was over one billion dollars annually.

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The first Congress of the Universal Postal Union to take place in North America during this century took place in Ottawa in 1957.

****

EASY MONEY

"It is quite easy to get a couple of million pounds to moke a folm without the script ever being read."

Leading folm director Lindsay Anderson, in a BBC interview.

In 1970 the Canada Pension Plan will take two important steps forward for your benefit

1 Retirement Pensions payable at 65

In 1970 the Retirement Pension age will be reduced from 66 to 65. If you are 65 . . . if you've been contributing to the Canada Pension Plan, and if you've retired from regular employment, contact your Canada Pension Plan Office now. If you will be 65 in 1970 get in touch with your Canada Pension Plan Office three months before your birthday. The people there will help you fill out the application form that starts your pension cheques coming. They'll explain how your pension is worked out . . . and when you become eligible. You'll get all the answers to questions about your retirement pension. Payment is not automatic. You must apply. The address of your nearest Canada Pension Plan Office is listed below.

2 Disability Pensions payable for the first time

Disability Pensions for contributors to the Canada Pension Plan will become available in 1970 for those who have contributed for 5 years. Generally, a person is considered to be disabled if he has a physical or mental disability that is so severe and likely to continue so long that he cannot get steady work. Benefits will also be available for a disabled contributor's dependent children.

The Canada Pension Plan also may provide rehabilitation measures where practical. Eligibility for a pension will be based on an assessment of an applicant's medical condition. If you think you might be eligible for a Disability Pension contact your nearest Canada Pension Plan Office. The address is listed below.

Yo[illegible]rest Canada Pension Plan Office is:

Metropolitan Bldg.
Box 449
229A Main Street
Antigonish, N.S.
863-3540

ISSUED BY THE DEPARTMENT OF NATIONAL HEALTH AND WELFARE, THE HONOURABLE JOHN MUNRO, MINISTER

Richmond County Record.

Established in 1897

MARSHALL J. BOURINOT
Editor and Publisher

Printed in our own plant a
Letterpress and Offset Printing

Authorized as second class mail by the Post Office Department, Ottawa, and for payment of postage in cash.

ARICHAT, C. B., Canada
DECEMBER 6, 1969

THE LEGEND OF SLEEPY COVE

We have received some favourable comment on the story "The Legend of Sleepy Cove" appearing in the "Record" and contributed by Thomas A. Boyle, of Halifax, who has in recent years supplied us with some very interesting stories, all of which are gratefully acknowledged and much appreicated by our readers.

Tom who was born at West Arichat came from a family of educators and we believe at one time engaged in the teaching profession himself. A soldier, farmer, surveyor and in later years he engaged in real estate and was also a member of the Corps of Commissionaires in Halifax.

We recall Mr. Boyle defending a man from Janvrin's Harbour, some years ago in the Magistrates Court at the County Court House in Arichat. The man was charged with having a still in his possession and contrary to the Nova Scotia Temperance Act and we believe the Customs and Excise Act. The late Malcolm Patterson of Sydney, was at the time Crown Prosecutor for the County of Richmond and was considered one of Cape Breton's noted barristers.

Mr. Boyle put up an able defence for the accused and at times one would be lead to believe that he was a seasoned lawyer. His address in summing up the evidence at the conclusion of the trial was delivered in a brilliant manner.

Mr. Patterson congratulated Mr. Boyle with the remark that Tom had missed his calling.

We just can't recall the outcome of the trial, but Mr. Boyle's defence helped to reduce the sentence or the case was dismissed

We look forward to Tom clearing up this story in some future issue of the Record.

TALES OF THE MICMACS

"Red Earth, Tales of the Micmacs" by Marion Robertson of Shelburne is a recent publication that is expected to arouse a great deal of interest. Produced with the assistance of the Nova Scotia Museum, the book was printed in Halifax by Earl Whynot and Associates in very attractive format. Mrs. Robertson, in her introduction, deals with food and clothing, hunting and other customs, and follows this with a number of folk tales, some of which have been gathered at first hand from Micmac acquaintances.

Mrs. Robertson has been a regular contributor of historical articles to the Shelburne Coastguard and has many articles on the history and folklore of Shelburne County published in a number of Canadian and American publications.. She has read several papers before the Nova Scotia Historical Society.

Her "Old Settlers' Remedies" is in its third printing. This was a project for the Bicentennial of the Founding of Barrington, celebrated in 1961, and was presented to the Cape Sable Historical Society. A memorial was erected to the first settlers from the proceeds. This memorial, located beside the Old Meeting House, consists of a plaque mounted on a millstone from one of the early grist mills in Barrington. Mrs. Robertson's ancestors were among the first settlers of the Barrington area, although she herself was born in Massachusetts and moved back to Shelburne where she married Donald Robertson, whose ancestors had been among the early Scots settlers.

Mrs. Donald Robertson is presently working on a history of the town of Shelburne for which she has been doing research over a period of years.

Illustrations in the book are from the tracings made by George Creed of the petroglyphs or rock carvings at Lake Kejimkoojik, in Queen's County. These tracings, now in the collection of the Nova Scotia Museum, were done by Mr. Creed in 1868. The present illustrations were executed by Frederick Scott, Museum Assistant at the Nova Scotia Museum, from those tracings which seemed most appropriate to the subject matter. Mr. Scott has, himself, written articles on a variety of subjects for the Museum as well as illustrating many museum publications. He also designed the cover for "Red Earth."

This publication is available from Mrs. Donald Robertson, Shelburne, and from the Nova Scotia Museum, Halifax.

IN THE MATTER OF THE EXPROPRIATION ACT AND

IN THE MATTER OF THE EXPROPRIATION OF LANDS HEREIN DESCRIBED AND SITUATE IN THE REGISTRATION DISTRICT OF THE COUNTIES OF INVERNESS AND RICHMOND.

To the owner or owners of the lands herein described and all others whom it may concern;

Notice is hereby given that under the Provisions of the Expropriation Act there was on the 10th and 21st days of November A.D. 1969 deposited and registered in the office of the Registrars of Deeds for the Registration Districts of the Counties of Inverness and Richmond respectively, a plan and description of certain lands situate in the said Registration Districts, signed by John W. Pertus, Provincial Land Surveyor, the said description of the said land being as follows:

All that certain lot, piece or parcel of land situate, lying and being at or near Port Hawkesbury and Point Tupper, Counties of Inverness and Richmond, Province of Nova Scotia, and more particularly bounded and described as follows:

lands of Strait Motors and lands of Eastern Woodworkers at station 0-06 as shown on the attached plan with the Southeastern boundary of Alternate 4A to Industrial Park and 75 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a general Southwesterly direction and parallel to the said centre line, a distance of 4670 feet, more or less, to until it meets the Northwestern boundary of Purple Street, so-called, and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Southewesterly direction and parallel to the said centre line, a distance of 45 feet, more or less, or until it meets the Northeastern boundary of Bedford Street, so-called, and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Northwesterly direction and parellel to the said centre line a distance of 17 feet, more or less, to a point on the Southeastern boundary of the aforementioned Alternate Route 4A, so-called, and 75 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Southwesterly direction and parallel to the said centre line a distance of 270 feet, more or less, to a point at station 49÷61.8 as shown on the attached plan;

THENCE at right angles in a Southeasterly direction a distance of 25 feet, more or less, to a point 100 feet perpendicularly distant from the centre line of construction thereof;

THENCE at right angles in a Southwesterly direction and parallel to the said centre line, a distance of 340 feet, more or less, or until it meets the Northeastern boundary of the reconstruction of Granville Street, and 50 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Southeasterly direction following the several courses of the last mentioned boundary a distance of 250 feet, more or less, or until it meets the Northwestern boundary of Purple Street, so-called, and 33 feet perpendicularly distant from the centre line thereof;

THENCE South 50°30' West a distance of 88 feet, more or less, or until it meets the Northeastern boundary of existing Granville Street, so-called, and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Northwesterly direction following the several courses of the last mentioned Street boundary a distance of 315 feet, more or less, or until it meets the Southeastern boundary of the aforementioned Alternate Route 4A, so-called, and 100 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Southwesterly direction and parallel to the said centre line, and distance of 440 feet, more or less, to a point at station 58÷36.8 as shown on the attached plan;

THENCE in a Southeasterly direction a distance of 51 feet, more or less, to a point 150 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Westerly and Southwesterly direction parallel to said centre line a distance of 655 feet, more or less, or until it meets the Southwestern boundary of the highway leading between Port Hawkesbury and Point Tupper and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Northwesterly direction following the several courses of the last mentioned highway boundary a distance of 30 feet. more or less, or until it meets the Southeastern boundary of the aforementioned Alternate Route 4A, so-called, and 125 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Southwesterly, Southerly, and Southeasterly direction parallel to said centre line a distance of 1490 feet, more or less, or until it meets the boundary between lands of Sheldon P. Chisholm and lands of Gulf Oil Company Limited at station 82÷36 as shown on the attached plan;

THENCE South 72°30' West along the last mentioned boundary a distance of 252 feet, more or less, or until it meets the Southwestern boundary of the aforementioned Alternate Route 4A, so-called, and 125 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northwesterly, Northerly and Northeasterly direction and parallel to the said centre line, a distance of 1515 feet, more or less, or until it meets the Southwestern boundary of the Old Road leading between Port Hawkesbury and Point Tupper and called Old Road on the attached plan;

THENCE in a Northwesterly direction following the several courses of the last mentioned Old Road boundary a distance of 175 feet, more or less, or until it meets the Southwestern boundary of the existing road leading between Port Hawkesbury and Point Tupper and 33 feet perpendicularly distant from the centre line thereof;

THENCE at right angles in a Northeasterly direction a distance of 66 feet, more or less, or until it meets the Northeastern boundary of the existing highway leading between Port Hawkesbury and Point Tupper and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Southeasterly direction parallel to said centre line and following the several courses of the last mentioned highway boundary a distance of 150 feet, more or less, or until it meets the Northwestern boundary of the aforementioned Alternate Route 4A and 150 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northeasterly direction and parallel to said centre line a distance of 947 feet, more or less, to a point at station 58÷36.3 as shown on the attached plan;

THENCE at right angles in a Southeasterly direction a distance of 50 feet, more or less, to a point 100 feet perpendicularly distant from the centre line of construction thereof;

THENCE at right angles in a Northeasterly direction and parallel to said centre line a distance of 405 feet, more or less, to a point 50 feet perpendicularly distant from the centre line of Granville Street, so-called;

THENCE in a Northwesterly direction and parallel to said centre line a distance of 30 feet, more or less, to a point on the Southwestern boundary of the reconstruction of Granville Street, and 50 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northwesterly direction and parallel to the said centre line, a distance of 640 feet, more or less, or until it meets the Southeastern boundary of Rose Street, so-called, and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Northeasterly direction following the several courses of the last mentioned Street boundary a distance of 100 feet, more or less, or until it meets the Northeastern boundary of the aforementioned reconstruction of Granville Street, and 50 feet perpendicularly distant from the centre line thereof;

THENCE in a Southeasterly direction, parallel to the said centre line, a distance of 730 feet, more or less, or until it meets the Northwestern boundary of the aforementioned Alternate Route 4A, so-called, and 100 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northeasterly direction and parallel to the said centre line, a distance of 318 feet, more or less, to a point at station 49-61.8 as shown on the attached plan;

THENCE at right angles in a Southeasterly direction a distance of 25 feet, more or less, to a point 75 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northeasterly direction and parallel to said centre line, a distance of 1305 feet, more or less, or until it meets the Southwestern boundary of the reconstruction of Reeves Street, so called, and 50 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northwesterly direction and parallel to the said centre line of the reconstruction of Reeves Street, a distance of 1280 feet, more or less, or until it meets the Southeastern boundary of existing Trunk Highway No. 4, leading between Port Hawkesbury and Sydney, and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Southeasterly direction following the several courses of the last mentioned highway boundary a distance of 100 feet, more or less, or until it meets the Northeastern boundary of existing Reeves Street, so-called, and 33 feet perpendicularly distant from the centre line thereof;

THENCE in a Southeasterly direction and parallel to said centre line and following the several courses of the last mentioned Street boundary a distance of 220 feet, more or less, or until it meets the boundary between the lands of the Nova Scotia Power Commission and the lands now or formerly of Angus Joseph MacInnis;

THENCE in a Northeasterly directon following the alignment of the last mentioned boundary a distance of 32 feet, more or less, to a point on the Northeastern boundary of the reconstruction of Reeves Street, and 50 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Southeasterly direction and parallel to the said centre line, a distance of 1030 feet, more or less, to a point on the Northwestern boundary of the aforementioned Alternate Route 4A, and 75 feet perpendicularly distant from the centre line of construction thereof;

THENCE in a Northeasterly direction and parallel to the said centre line, a distance of 3490 feet, more or less, to a point at station 0÷00 as shown on the attached plan;

THENCE South 44°30' East a distance of 151 feet, more or less, to the place of beginning.

THE above described parcel of land is shown outlined in red on the plan attached to the Expropriation and contains 35.14 acres, more or less, excepting and reserving therefrom, those portions of land, title to which is already vested in Her Majesty The Queen.

That the said land has been taken and expropriated under the provisions of the said Act as aforesaid; namely for the construction of the West Entrance — Alternate 4A Route No. 4 to Industrial Park in the Counties of Inverness and Richmond.

That every person having any claim to compensation must file a statement of the said claim, in full detail with the Minister of Highways on or before the 21st day of May A.D. 1970.

Dated at the City of Halifax, this 25th day of November A. D. 1969.

I. W. AKERLEY, Minister of Highways

for Province of Nova Scotia

WHAT'S IN A NAME

"I know a perfectly normal person whose name was Mrs. Budd. She named four of her seven daughters—Rose, Ivy, Violet and Lily. Weren't the other three lucky!"

A listener's comment, broadcast by the BBC, on the vexed question of Christian names.

———:o:———

CARD OF THANKS

The daughter, sisters and brothers of the late Mrs. Isabella Poirier, of Poirierville, wish to thank all neighbors and friends for the kindness extended to them during their recent sad bereavement.

Special thanks to Dr. Winter and to the Staff of St. Anne Hospital, Arichat. Also to Rev. James Mombourquette. C. A. Boucher and to all those who sent Mass and Sympathy Cards and Floral Offerings.

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:———

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.

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

Photo courtesy of the Public Archives of Nova Scotia



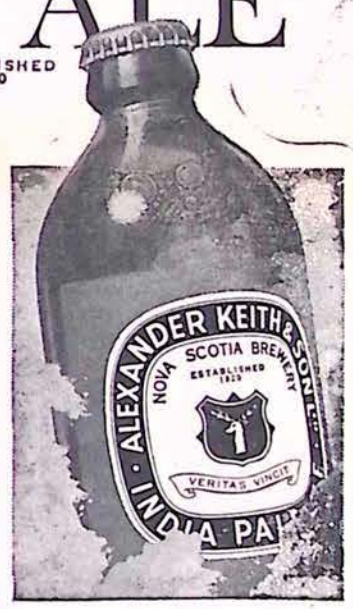
In the good old days, Saturday was Market Day. That's when the men gathered in the taverns to enjoy lusty, full-bodied Keith's Ale. They still do.

KEITH'S ALE

ESTABLISHED 1820

Still full-bodied. Still a lusty man's ale. Because we still make it like we did then... as if we had all the time in the world.

Nearest thing in a bottle or a can to the good old days.



UNKNOWN KILLERS

(Continued from page 1)

travelling time for his latest car of his kids about how he cut the trip by pushing "80" most of the way without getting caught.

"Watch how your kids listen the next time you tell about your feats of prowess on the highway - and make sure they are the kind you'd want them to emulate", he cautioned.

Mr. Akerley noted that he had received some criticism from the press and even from lawyers about his recent request to highway personnel and other responsible drivers to report flagrant traffic offences to the Registry of Motor Vehicles.

He said he remained adament in his feeling that all motorists have a responsibility to alert authorities of those who abuse their driving privileges on the highway.

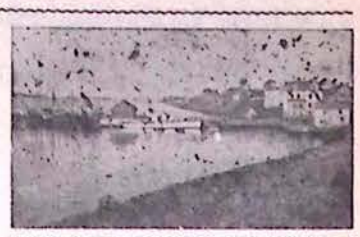
"Ask yourself" he said - "how you would feel if you failed to report a driver who was speeding or handling a motor vehicle in a reckless manner on your street; and the next time around that same driver killed your little son or daughter because of his irresponsible actions?"

"Reporting irresponsible drivers is the same as reporting a criminal breaking into a store or robbing an individual - how do you shape up to your responsibility" he concluded.

———:o:———

In Nova Scotia during 1968 a total of 560 young people between the ages of 16 and 24 were seriously injured while driving motor vehicles on provincial highways. In addition, another 38 young people died as the result of collisions involving cars they were driving.

NEWS ABOUT TOWN AND COUNTY



MRS. MARY JANE SAMPSON

Mrs. Mary Jane Sampson, a native of L'Ardoise, widow of Arthur Sampson of 43 Withrow Drive, Halifax, died in Halifax recently. Born in L'Ardoise she was in her 85th year and was the daughter of the late Mr. and Mrs. Peter Briand

Surviving are three sons, Simon, Leonard and Gerard, all of Halifax; two daughters, Mrs. Ada Martell, Halifax; Beatrice (Mrs. Alex Hammond), Brantford, Ont.; 18 grandchildren and three great-grandchildren.

Funeral service was held from St. Theresa's Church with interment in Gate of Heaven cemetery.

JOSEPH (WALTER) BOUDREAU

Joseph (Walter) Boudreau a native of Petit de Grat passed away recently at Bras d'Or at the home of his son, Amedee Boudreau. He was in his 79th year and was the son of the late Mr. and Mrs. Felix Boudreau.

He is survived by seven daughters: Maude (Mrs. J. B. Bourque), New Glasgow; Alma (Mrs. Joseph Sampson), Burlington, Ont.; Merina (Mrs. Helaire Marchand), Toronto; Anna (Mrs. Arthur Deveau), Halifax; Hilda (Mrs. Arthur Landry), North Sydney; Blanche (Mrs. Louis Sampson) and May (Mrs. Joseph Sampson), both of Little Anse, this county; three sons: Amedee Bras dO'r; Joseph, West Arichat; Hilaire, Halifax; and one sister, (Mrs. Minnie Theriault), Arichat.

Funeral service was held at St. Joseph's Church, Bras d'Or. Burial was in the parish cemetery.

Mrs. Isabella Poirier

Mrs. Isabella Poirier of Poirierville, passed away at St. Anne Hospital, Arichat, on November 6th. She was in her 78th. year, and had been in ill health for some time.

Her husband, Ronald Poirier, predeceased her three years ago. She is survived by one daughter, (Fredericka); Mrs. Matthew Russo of New Hampshire; also two sisters: (Yvonne) Mrs. Alphonse Britten of Poirierville and Mrs. Florence Cosgrove of Boston, Mass. Two brothers: Albert and Clancy Joyce, both of Massachusetts.

Mr. and Mrs. Poirier resided in Boston for many years and on retirement took up residence in Poirierville.

Mrs. Poirier was the former Isabella Joyce of D'Escousse, and was held in high regard by neighbors and friends of the North Side.

Funeral took place from St. Hyacinth Church, with Rev. Father James Monbourquette as Celebrant at the Mass. C. A. Boucher, Funeral Director of Arichat, was in charge of all arrangements.

Burial was in the Parish Cemetery.

We extend sympathy to the bereaved daughter, sisters and brothers.

CARD OF THANKS

LANDRY:

The wife and family of the late Edwin Landry of Port Royal, wish to thank those who assisted in the search of her husband, who was drowned on November 16, in the Lennox Passage area. Detachment R. C. M. P., divers, all those who provided lunches, Rev. Fathers; Arsenault, Doucet, MacDonald, Father Daniel Doucet; Dr. Winter. Also all those who sent flowers, Fougere, Samson, Gerrior and cards, telephone calls and messages. Funeral Director, Mr. Boucher and Pallbearers.

Again we thank you most sincerely, your kindness will never be forgotten.

Wife, daughter Connie, and Family.

Home For Week-End

John J. Mauger, who was a patient at the St. John General Hospital, spent the week-end with his wife and family at Cape La Ronde.

He entered the Victoria General Hospital, Halifax, on Monday, for further treatment and observation.

We join with Johnie's many friends in wishing him a speedy and complete recovery.

———:o:———

HON. GERALD DOUCET ANNOUNCES LOAN FOR PETIT DE GRAT SCHOOL

Gerald Doucet, Richmond County's representative in the Nova Scotia government, said recently, that a $40,000 loan will be provided by the Provincial Government to help finance an addition to the Petit de Grat School.

Mr. Doucet said the loan approved by the Minister of Municipal Affairs, Honourable W. S. K. Jones will be provided through the Provincial and Municipal Loan Fund.

PUBLISHES NEW EDITION OF POETRY

We were happy to read in the Antigonish Casket, where our good friend, Eileen Cameron Henry has a new edition of poetry entitled "Dancer In The Dust", which is now available in local stores in Antigonish and we can assure anyone purchasing this new edition that they will not be disappointed.

The article in the Casket goes on to say that this is the second volume of verse published by the Casket columnist; Comfort Me With Apples appeared in 1965.

"The author is at her strength when describing shores and seascapes, cliffs and gulls, flowers and trees," Patrick Walsh writes in the introduction.

"If the function of art lies in breaking through the barriers which bind us to this earth and in giving us a window to the infinite —readers of these poems have reason to be thankful for the poetry of Eileen Cameron Henry."

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Arichat - - Nova Scotia

IN MEMORIAM

O'HEARN — In loving memory of my dear brother, Peter O'Hearn, who passed away a year ago today, December 5th 1968.

Always remembered and sadly missed by his sister, Mary Bowen.

Bus Driver Wanted

Applications will be received by the undersigned up to and including December 27, 1969 for the following position:—

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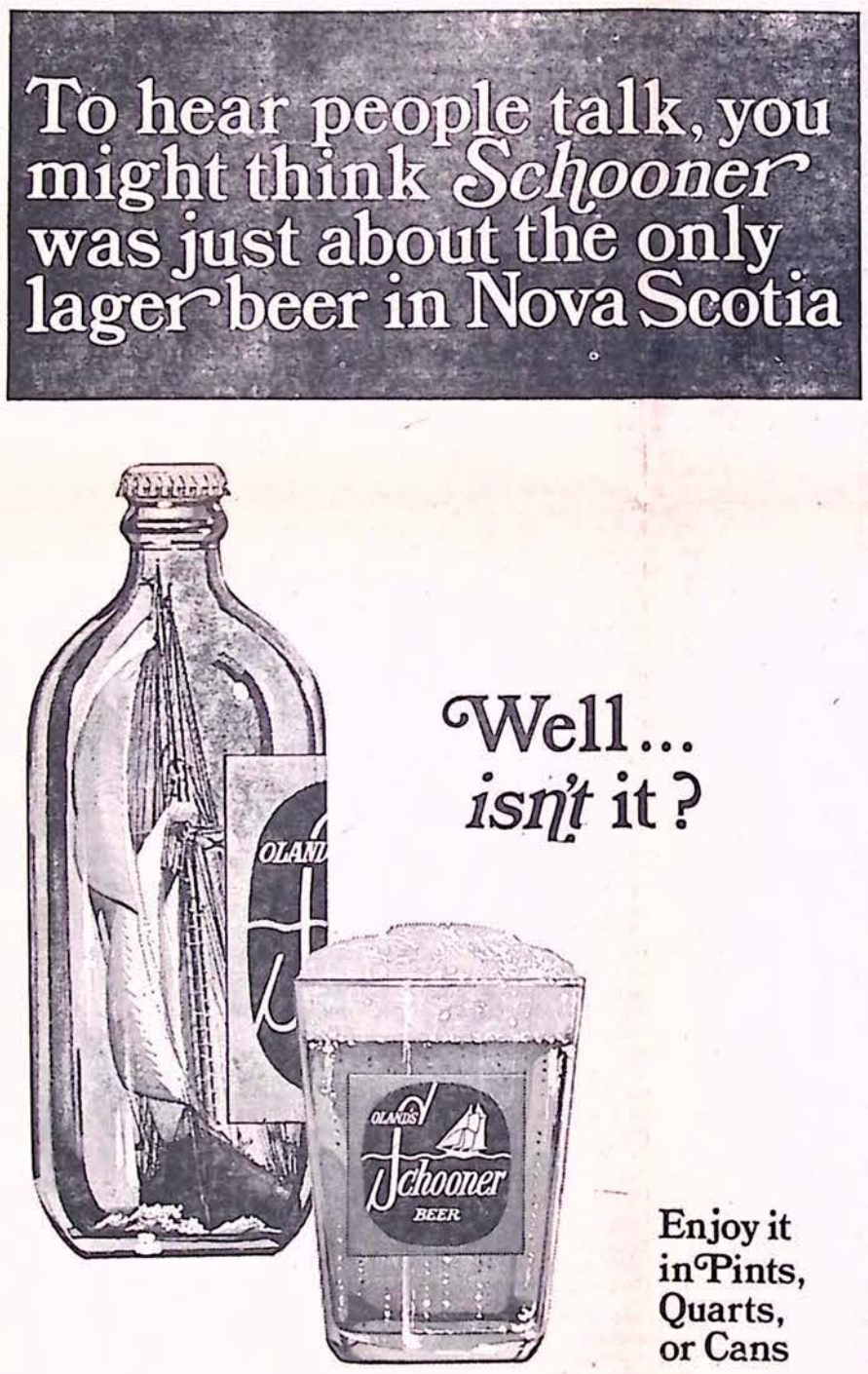
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CHARLIE BROWN'S CHRISTMAS



Charlie Brown, Snoopy, Freida and a host of other favorite Charles M. Schulz Peanuts characters are on hand for a re-telecast of the Emmy award-winning animated color cartoon special A Charlie Brown Christmas, Wednesday, December 17, at 8 p.m. on the CBC-TV network. In this story Charlie finds the real meaning of Christmas while directing a local pageant.

Garbage Collection SCHEDULE

ISLE MADAME

MONDAY—Martinique, Poulamond. D'Escousse, Poirierville, Cape LaRonde, Rocky Bay and D'Escousse Road to Pondville.

TUESDAY—Pondville, Lochside, Barrachois, Boudreauville and The Point.

WEDNESDAY—Petit de Grat Island, Samson's Cove and Little Anse, excluding The Point, St. Mary's and Janvrin's Harbour

THURSDAY—West Arichat and Port Royal.

FRIDAY—Arichat and Cape Auguet.

GARBAGE COLLECTION SCHEDULE ST. PETERS CANAL WEST TO POINT TUPPER:

MONDAY—St. Peter's and Grand Gulley.

TUESDAY—River Bourgeois and Hawker.

WEDNESDAY—Louisdale and Grand Anse.

THURSDAY—Kempt Road, Cleveland, MacIntyre Lake, Port Malcolm, Port Richmond, Hureauville, River Inhabitants, Evanston, Whiteside and Walkerville.

FRIDAY—Black River Road, Oban, Seaview, Thibeauville, West Bay and along Bras D'Or Lakes to St. Peters.

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Municipality County Of Richmond

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By-Law 15 Relative to Collection and Disposal OF GARBAGE

RESOLVED by the Municipal Council of the County of Richmond that By-Law 15 "Garbage Collection By-Law" is hereby replaced and the following be substituted therefore, and that the Clerk be and is hereby authorized to forward the same to the Minister of Municipal Affairs with a request for his approval thereof.

BY-LAW 15
GARBAGE BY-LAW

DEFINITIONS

1. In this By-Law:
   (a) "Combustible" means capable of being consumed by fire;
   (b) "Garbage" includes ashes, filth and ordure;
   (c) "Incombustible" means incapable of being consumed by fire and without restricting the generality of the foregoing, includes ashes, tin cans, and other metallic objects, bottles, and other objects of glass, crockery and similar materials;
   (d) "Wet garbage" means wet materials that would otherwise be combustible and also material of animal or vegetable origin, such as table scrapings, fruit or vegetable peelings and fresh grass, but does not include anything of a fluid consistency;
   (e) "Premises" shall include any buildings, dwelling houses, trailer, tenement flat, apartment, room or rooms, yard, area, parking lot, land, institution and place of service to the Public in the Municipality;
   (f) "Council" means the Municipal Council of the County of Richmond.

2. The occupant of every house or premises shall provide sufficient and adequate receptacles or containers equipped with side handles for garbage, ashes and incombustible materials which may accumulate from time to time from such house or premises.

3. (a) The receptacle or container provided for garbage may be made of metal, plastic or other substantial material and shall be provided with a proper cover which shall fit tightly over such containers and which shall be water tight.
   (b) Plastic bags shall be accepted provided they are securely tied and not torn or damaged in any way.

4. The receptacles or containers provided for ashes and incombustible materials may be of wood or metal or other substantial material and shall be provided with a proper cover which shall fit tightly over such containers and which shall be water tight.

5. Under no circumstances shall ashes or garbage be placed in any place or cardboard carton.

6. The receptacles or containers provided for the purpose above stated shall at all times be maintained in good condition by the owner thereof.

7. All garbage shall be thoroughly strained and shall be wrapped in paper securely tied before placing the same in the reeeptacle or container provided therefore.

8. If for any reason the contents of any receptacle or container shall become wet and of a fluid consistency the same will not be removed by the Municipality.

9. (a) No person shall place in any receptacle or container, garbage, ashes or incombustible materials which together with the weight of the receptacle or container will exceed in weight fifty (50) pounds.
   (b) The total number of receptacles or containers placed on the street from any premises shall not exceed in any one week four such receptacles or containers.
   (c) No receptacle or container shall be filled to a greater height than within two inches from the top of the same.

10. All paper and cardboard boxes or cartons shall be flattened out and together with all paper shall be securely tied into neat packages or bundles.

11. Receptacles or containers shall be placed upon the sidewalks close to the curb or upon the property occupied by the occupant of the house or premises in which the contents of the same accumulated at a distance not exceeding ten feet from the sidewalk.

12 No person shall permit any receptacles or containers containing garbage, ashes, or incombustible material to remain upon any premises, under his control for a period longer than seven days without placing the same for collection by the Municipality in the manner hereinbefore provided.

13. For the purpose of collecting garbage, ashes, and incombustible material as hereinbefore defined, the Council shall divide the Municipality of Richmond into sections and shall upon designated days of the week, collect from such sections the accumulation of garbage, ashes and combustible material placed for collection as hereinbefore provided. The Council may change the boundaries of such sections from time to time and shall from time to time give such public notice of the said boundaries as it may determine to be sufficient.

14. The collection of garbage, ashes and incombustible materials will commence each day at 8:00 A.M. and the collectors will collect all garbage, ashes and incombustible material placed for collection at or prior to that time. When the receptacles or containers are emptied by the collectors they shall be removed from the street as promptly as possible by the persons so placing the same, and no longer than 24 hours after being emptied.

15. Wrecked or derelict motor vehicles, motor vehicles, bodies or parts, dead animals, garden refuse and waste and broken or discarded household furniture or furnishings shall not be included with garbage, ashes or incombustible material for the weekly collections, but shall be deposited by the owner at his own expense, in a place of disposal designated by the Council.

16. Waste material or rubbish left by any contractor or by the owner of any premises following the construction, alteration or repairing of any building shall be removed by such contractor or owner as promptly as possible and will not be collected by the Municipality.

17. No person shall dump, place, leave or deposit any garbage or refuse in any public place with the Municipality, or on any public beach or shore within the Municipality, except in any such place as has been designated by the Municipal Council for that purpose and where public Notices have been posted by the direction of said Council.

18. No person shall place or cause to be placed on a Municipal dump any material of whatever nature or kind without having first received from the foreman or person in charge of the dump permission to do so. No person shall in any event place or cause to be placed on the said dump any material of whatever nature and kind between the hours of 5:00 P.M. and 9:00 A.M., without having received permission from such foreman or person in charge to do so, whether or not such person has received permission to place such material on the dump as in this section herein before provided.

19. No person, other than employees of the Municipality of Richmond authorized to do so, shall pick over, remove, disturb or otherwise interfere with any material, whether garbage, ashes, incombustible material, garden waste or refuse, paper or paper boxes or cartons placed for removal by the Municipality whether or not contained in receptacles or containers.

20. No persons shall trespass upon or remove any materials from a Municipal dump unless authorized to do so by the Council of the Municipality of Richmond or by any person authorized by it to grant such permission.

21. Any person who violates or fails to comply with any of the provisions of this By-Law shall be liable on conviction to a penalty not exceeding fifty dollars and in default of payment to imprisonment for a period not exceeding thirty days.

THIS IS TO CERTIFY that the resolution of which the foregoing is a true copy was duly passed at a duly called meeting of the Municipal Council of the Municipality of the County of Richmond duly held on the 18th day of August, A.D., 1969.

GIVEN under the hand of the Clerk and under the corporate seal of the said Municipality this 18th day of August, A.D., 1969.

K. R. MEECH,
Municipal Clerk

CARD OF THANKS

The wife and family of the late Brown Morrison of Boston, Mass., formerly of D'Escousse, wish to convey their sincere thanks to all who helped in any way during their recent sad bereavement.

Special thanks to Rev. James Monbourquette of D'Escousse and C. A. Boucher, Funeral Director; to those who sent floral offerings, Mass cards, sympathy cards and letters of sympathy.

To each and everyone, we are most grateful.

Mrs. Lillian Morrison
and Family.

———:o:———

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Nick Henderson, veterinary surgeon and cat lover, in a BBC broadcast.

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