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. JANUARY 24, 1970

Officers of 678 Isle Madame Squadron Air Gadets Resign After Long Service

Major E. L. Power, Commanding Officer, Capt. A. J. Bourque, Administration Officer, Lt. D. J. Forgeron, Chief Training Officer and Lt. Dave Samson, Supply Officer, recently submitted their applications for release from the Canadian Armed Forces, primary reserve. Before release was granted, Regional Headquarters Halifax, arranged for a meeting of all Officers of 678 Squadron along with Civilian Instructors and the Sponsoring Committee from the Royal Canadian Legion Branch 150.

Much discussion took place concerning the reasons for these four Officers' decision.

Representing Regional Headquarters were Sgt. Dick Canary and Sgt. Frank Gaudet. They expressed great concern regarding the fate of 678 Isle Madame Squadron and wondered if these Officers would remain on strength. However, under the present circumstances, the Officers found it impossible to continue efficiently.

Reflecting back through the years, here is a brief history—
No. 678 Isle Madame Squadron was chartered in September of 1956 with Ralph Britten as C. O., the second C. O. being E. L. Power, and he has served in this position for the past 13 years, being present at ten summer camps. A. S. Bourque, Administration Officer, has also served from the very beginning. These Officers were joined six years ago by Doug Forgeron, who acted as Training Officer.

All Officers are very proud of the Cadets, who have an outstanding record in the Province. In their years of existance, they have never been less than 6th best in N. S., and those who have left the cadet ranks to join the active service have enjoyed much success.

The Squadron has won the High Flyer Award for most efficient Camp Squadron five out of eight years, with the exception of the first year, cadets participated in Senior Leaders Course and were all successful.

During the visit of Gov. General Roland Mitchner, Regonal Headquartes requested to make available seven cadets to be in the Guard of Honor in Sydney, and when Lt. Governor McKeen retired twenty-one were selected to be in Halifax.

Although we have only seasonal swimming in the area, it is interesting to note that No. 678 Isle Madame Squadron won the swimming meet the last two years in a row, and still with sports, two local cadets have set records in shot-put and running in the Tri-Service meet, that have not yet been broken.

The sponsoring body of the Cadet Corps, is the Royal Canadian Legion, The Chairman of the committee is Mr. Alphonse MacPhee. Since the beginning of the Cadet Corps, the Legion has paid over $20,000.00 towards the operation.

Just recently, the Legion won an award for the most efficient Sponsoring body in N. S.

The two accompanying pictures were taken by cadets at the 1969 summer camp held at C.B.F. Greenwood. The aircraft in the second picture was assigned to Lt. Col. E. L. Power, and every cadet had the opportunity to handle the controls during flight. It was considered by all, one of the best camps ever.



Pictured above is Jim Laus, National President of the Air Cadet League of Canada, as he chats with a cadet from No. 515 Kiwanis, Halifax. Directly behind him is Dick Logan, National Publicity Chairman, and to the extreme right is Lt. Col. E. L. Power, O. C.

Air Cadet Photo)

The following is a letter to the Region Commander from Col. MacKenzie, Base Commander, C. F. B. Greenwood.

Region Commander
Atlantic Region
Ahern Avenue
Halifax, N. S.

RC AIR CADET SUMMER CAMP-1969

1. Since the closing of the Air Cadet Summer Camp in late August, I can reflect, with considerable satisfaction, that the camp during the past summer operated in a smooth and efficient manner.

2. Obviously a great deal of effort is required to achieve a high standard of operation on a program of this size and the situation is compounded by the temporary nature of the staff and of the camp. In my view it was in large measure accomplished by the professionalism that Lt. Col E. Power brought to bear as Officer Commanding the Camp. He was not only firm with his staff and cadets but his fairness and pleasing personality earned for him the highest respect of all those that worked with him.

3. Our responsibility in support of the camp was made easier by having an officer of the calibre of Lt. Col. Power as OC of the Camp. His conciliatory and approachable manner ensured that the few problems that did arise were solved quickly and amicably. In addition, Lt. Col. Power's firm insistence on the observance of Base orders and regulations by his staff and cadets fostered an excellent rapport with Base personnel and ensured that administrative and disciplinary problems were practically non-existent.

4. It was my distinct pleasure to have him as a member of the Base team for the period of the Cadet Camp. I have personally invited him back to the Base on any occasion and would be most pleased to have him as OC RC Air Cadet Summer Camp for 1970.

Col. G. A. MacKenzie
Base Commander CFB Greenwood
Greenwood, N. S.

We regret that this Air Cadet Squadron is to be dispensed with, after such a worthy contribution to the youth of Isle Madame and parts of the Mainland of the County. We compliment the Commanding Officer and his staff, as well as the Sponsoring Committee and the Cadets, all of which contributed to the success of the Squadron for many years.

A CINCHY RESOLUTION

Here's a New Year's resolution that's really a snap . . . seatbelts!

It's a lot easier to take up the seatbelt habit than to give up cigarets . . . . and like giving up cigarets it could lengthen your life by years.

The Department of Highways for Nova Scotia recommends you stretch your seatbelt instead of your luck.

It's a proven fact they save lives and reduce injuries in collisions both at highway and at city traffic speeds.

Buckle up before you start up — that's the advice of Highways Minister Hon. I. W. Akerley.



Left to Right —Coming through aircraft door, Major Nicholson, (Regional Cadet Co-Ordinator); Col. Turner (Regional Commander-Atlantic Region); Lt. Col. E. L. Power, Officer Commanding Summer Camp CFB Greenwood.

(Air Cadet Photo)

GULF OIL CANADA LIMITED

The Atlantic Provinces' largest petroleum refinery is fast taking shape at Point Tupper on Cape Breton Island just a few miles from the Canso Causeway. When completed late this year, the $60 million Gulf Oil Canada refinery will have a crude oil processing capacity of 60,000 barrels daily which can be easily expanded to 87,000 barrels per day as needs arise.

Situated on the East shore of the Strait of Canso, Gulf Canada's Point Tupper refinery will receive its crude oil requirements by giant tankers of up to 2.4 million barrels capacity. The Strait offers a natural ice-free harbour for year-round oil deliveries by the huge tankers and a deepwater wharf fitted with oil-handling facilities is also being constructed.

The refinery is being built before the company actually needs the additional production. However, the decision to go ahead with the new east coast refinery was made possible by the co-operation and financial assistance offered by the Federal and Nova Scotia Governments.

Careful long-range planning went into the choice of location and design of the refinery. Recognizing the potential of the Strait of Canso area, the company began assembling land over 12 years ago. Periodically, the economics of building and operating a plant at Point Tupper were reviewed. A study of the area by Canadian Bechtel, commissioned by Gulf Canada in 1966, outlined the opportunities for a large scale, low-cost petroleum refinery and source of petrochemical feedstocks for industries that could be expected to build in this area in the future.

According to the study, the industrial complex that could be constructed in the Point Tupper area in the next 20 years would require a refinery feed rate of 150,000 barrels per day with about 50,000 b. p. d. of the output serving as feedstock for manufacturing petrochemicals and ammonia.

Gulf Canada products will be supplied from the Point Tupper refinery to the company's eight marine terminals in the Maritimes and to markets throughout the Atlantic Provinces and lower St. Lawrence region. The company also has a long term contract to supply petroleum products, as soon as the refinery begins production, to the Nova Scotia Power Commission's new generating plant, next to the refinery site. This plant which will buy residual fuel from Gulf Canada, will supply steam and electricity to Canadian General Electric's heavy water plant, being built in the area.

A unique feature of the Point Tupper refinery is that all finished products, such as gasoline, oils and distillates, will be blended as they come off the process units, eliminating the blending of batches and the additional pumping and storage capacity normally required for this operation.

Gulf Canada is planning to avoid air and water pollution problems from the outset. Over a million dollars will be spent for air and water conservation measures at Point Tupper. The largely air-cooled plant has been designed to use a minimum of water from nearby Landrie Lake, and to re-use it several times. Refinery effluent and oily ballast water from incoming tankers will be stripped of hydrocarbons and other possible contaminants by oil water separators.

A sulphur recovery plant to remove approximately 30 tons per day of hydrogen sulphide from fuel gases before they are burned in refinery furnaces to be sold to other industries in Nova Scotia.

High efficiency burners will be installed to minimize atmospheric discharges of sulphur trioxide and oxides of nitrogen and in addition, all refinery relief valves will be vented through a smokeless flare, which provides a pollution safeguard in the event of processing upsets.

Gulf Canada selected the Ralph M. Parsons Construction Company of Canada Limited as general contractor for the refinery. Ground preparation began at the site in the late spring of 1968. Construction is well ahead on the refinery process units and on the 35 storage tanks being built to hold 7.2 million barrels of crude oil and refined products.

Eight crude oil storage tanks are among the largest ever constructed in Canada, each capable of holding 450,000 barrels. These huge tanks, 57 feet high and 240 feet in diameter, each cover more than an acre. Constructed of special high strength steel approximately an inch and a half thick at the base, these tanks will have a double roof-a fixed cone roof designed to keep an estimated snow load up to 6,600 tons off an internal floating roof which is installed for the dual purpose of preventing vapor loss and atmospheric pollution. In addition, eight storage tanks provide capacity for nearly a million barrels of gasoline and naphtha; ten bunker and gas oil tanks will hold approximately 1.9 million barrels; with six middle distillate tanks holding about 700,000 barrels for the balance of product storage. Three additional tanks totalling 41,000 barrels will store oily tanker ballast and other petroleum waste for reprocessing.

A construction camp site capable of housing 750 workers has been built by a sub-contractor, Eastern Woodworkers Limited of New Glasgow, Nova Scotia.

Construction is also under way on five permanent buildings by Maritime Builders Limited of Sydney. This $1 million contract awarded by Ralph M. Parsons Construction Company calls for construction of an administration building, a laboratory, a maintenance and stores building, a change house and lunchroom and gate house. Completion is slated for the spring of 1870.

A $60,000 Armco steel building complex, consisting of an office warehouse and pipe fabrication building, is being supplied and erected by J. W. Lindsay Construction Company Limited of Halifax. Also a kitchen-diner complex for the camp, capable of serving about 300 people at one sitting has been set up by Atco Industries Limited.

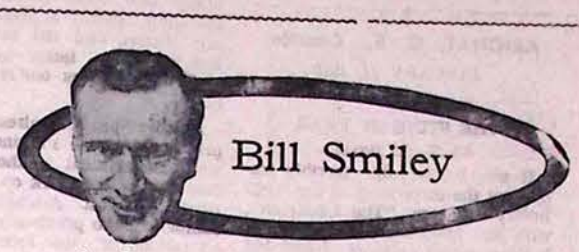
During peak construction periods as many as 1,400 men will be employed at the refinery site. When the plant goes on stream it will employ a permanent staff of about 125. With this new refinery in the Maritimes, Gulf Canada's production facilities will stretch from coast to coast.

The Oil terminal wharf is being built by the Department of Public Works of Canada who awarded the construction contract of $12,530,920 to C. A. Pitts Construction (Ontario) Limited, the same firm that did extensive reconstruction work to Gulf Canada's Clarkson, Ontario refinery dock in 1968.

Scheduled for completion in the fall of 1970, the Point Tupper dock will be the first in the Western Hemisphere capable of handling the world's largest ships - - the 326,000 ton tankers in service for the Gulf Oil Corporation. It will provide for a draft of nearly 100 feet approximately 750 feet from shore.

An important advantage of locating the new refinery at Point Tupper was the physical makeup of the Strait of Canso. When the Canso Causeway was built in 1955 connecting Cape Breton Island to the mainland of Nova Scotia, it formed a natural harbor 14 miles long which is ice-free in winter and has a depth exceeding 120 feet. The Strait is wide enough at the scuth end to allow most ships to turn on their own power, but the largest supertankers, such as Gulf's "Universe Ireland" and "Universe Kuwait", will have to be assisted by tugs. A wharf extending only 800 feet from shore will provide the supertankers with the 90 foot draft they require.

The Strait of Canso is ideally located near the main sea lanes between the U.S. East Coast and the booming ports of Europe. The Point Tupper refinery will receive low cost crude oil from the major America, Africa and the Middle East, delivered by the most economical means of transportation.



A love affair that died

Snow is something you like or dislike. You can't just ignore it. At least not around these parts. If you ignored it at our house, they'd find you in the spring, in a high state of decomposition.

When I was a kid, I loved snow. The more the better. Fighting in it, rolling in it, making "angels", washing girls' faces in it, throwing it at the enemy, and coming home for supper rosy-cheeked, warm as toast, and soaked to the skin.

Somewhere along the line, our love affair has withered and gone stale. Oh, I admit it's beautiful to look at on a bright winter day, when there's been a fresh fall of a few inches, and the whole world is like Adam and Eve.

But when it keeps coming down and coming down, and you have to get rid of it, you remember that the above-mentioned pair got kicked out of paradise, and the rest of us have had to slug it out ever since.

Putting out the garbage is a simple thing. But when the snow is over the top of your boots, and you have to carry the cans 80 yards, it's a minor nightmare.

Deciding in the morning whether or not you can ram your way through the three-foot bonus from the snowplow across the end of your drive is similar to Russian roulette. I tried it once last week and had to leave the car sitting there like a stranded whale, tail sticking out into the street and body straddling the sidewalk. *One hour shovelling after work.*

We have an excellent system of snow clearance in our town, except that the operators have a diabolic sense of the perfect moment to strike.

The big street plow lurks around the corner while you shovel your driveway. Then the driver's mate says, "OK. He's all ready," and they whistle around the corner and dump about three tons of new snow back into the driveway. The only way to beat them is to throw your shovel away as though it was molten metal, jump in the car, and roar out backwards before they make it.

Then we have a sidewalk plow. If you beat the big plow, the little one will get you. He comes around when you're at work and kicks out a one-foot pile on the street-side and another on the driveway-side. This is frozen into crusty snow-ice by the time you get home, and you need an Alpenstock to break it up.

One big help though, is the kids. They're right on the job. If it snows two inches of fluffy stuff, they're at the door with big, boyish smiles. "Can I shovel your walk, Mister?" You could do it yourself without strain, but figure on assisting free enterprise, give them the job, and over-pay them.

Comes a real downfall, say ten inches of that wet, slushy stuff, when every loaded shovel weighs six pounds and is a potential coronary, and they're all home watching television.

The final aid is the snow-blower. When the banks have built up to a height where you can see only your neighbor's roof and a bit of sky, when the banks are so high not even the Abominable Snowman would tackle one, the blower comes around. And throws 2 tons of snow, salt and sand well up onto your lawn. Great for the grass.

Well, if you can't beat them, what do you do? I've been turning over a scheme. No dopey snowmobile. No downhill skiing, because of a couple of crook knees. And if I wanted to ski, I could do it in my own backyard, practising jumps off the picnic table.

No, I've decided to re-learn ***to fly. Take lessons at the local airport. Surely some of the old skill, such as it was, is still there. I've done plenty of winter flying and it's great up there, except when you run into a snowstorm and have to set her down in a farmer's field.***

But I could sail along at a couple of thousand feet and sneer down at the snow, enjoy its beauty, and maybe even get to like the filthy stuff again. It would be a lot better than having the snow sneer down at me, as I try to hoist a loaded shovel onto a seven-foot bank, and wait for that sharp pain in the chest with each hoist.

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Richmond County Record.

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ARICHAT, C. B., Canada

JANUARY 24, 1970

THE STINK OF FEAR

By T. A. Boyle

It was before the terrible tragedy of the torpedoing of the large luxury steamer, "The Lusitania", with its hundreds of adults and helpless small children, I had bid my eldest brother, Joe, goodbye, then living at Fairbanks, Alaska, and began the long journey back to Seattle. The distance to Cordove was around 400 miles, most of which was by railroad; the balance by foot.

There were road houses along the way, where meals could be purchased for a dollar, or more. No beds, but a good, clean floor on which to relax.

Once again all of us returning read gruesome signs posted high on poles. Here this unfortunate man, whose name I do not now remember, was shot and killed for his gold - three unarmed men shared the same fate.

No one was ever charged for the crime, although many people thought it was the work of some roadhouse proprietor. Three helpless miners were shot down like seagulls on a pole.

After a rough sea voyage from Cordova, over the turbulent waters of Queen Charlotte Sound, I was back again in the beautiful City of Seattle.

It was, I believe, in the month of July 1816. It appeared to me that the whole City was in a state of great excitment. The German submarine "Breman", having evaded all attempts for her capture, or destruction, sailed boldly into the port of Seattle, with the most valuable cargo of German dies, none of which was obtainable in any part of the world at this time.

After being highly entertained and honored in every way the "Bremen" quietly disappeared never to be heard of again.

It must have been an accident at sea that sent her to the bottom, as no Briish force had any knowledge of entry or departure.

Before she slipped away under cover of darkness her Captain had exchanged his valuable dies for a cargo of gold.

As I was quietly walking along the street a few days later a great mob of apparently insane people, 90% of whom, were women of from 60 to 70 years of age, enveloped me on all sides.

Crushed on every side the foul stink of their sweating bodies would out do a skunk. In vain did I endeavour to get free of these sweating, foul and stinking people.

Suddenly seeing a friend on the other side if the street his reply to my enquiry of what was going on was "There is a run on the German-American Bank and the poor people are trying to get there before the funds are exhausted".

It was afterwards recalled that the funds, in the shape of gold, were aboard the "Bremen".

Of all the foul smelly odors I ever experienced the stink of fear was the worst.

The dead unburied bodies of men and horses lying on "No Man's Land", in the heat of August was not comparable.

The name "Breman" apparently was an unlucky one, for the German Pocket Battleship named after the gold carrier was so badly crippled by two small English Destroyers, that Hitler ordered her sunk and her Captain to shoot himself.

Now what about the original "Bremen's" cargo of gold? Does it have to await the intrepid hand of Alex Storm of Bay Comeau, who, apparently, has the "golden touch" to lift the treasure from the deep Atlantic Ocean.

HON. GERALD J. DOUCET VISITS HIS CONSTITUENCY

Gerald Doucet, Richmond County's representative in the Legislative Assembly today announced the details of three road projects in Richmond County worth more than $45,000. The three projects have been undertaken as a further result of a tour of Richmond County by Mr. Doucet and Highways Minister I. W. Akerley in October.

The first of the projects is a new bridge now under construction on the main highway at West Arichat. Mr. Doucet said the new bridge will have two lanes in contrast with the previous one-lane structure.

Another project already under progress by the Provincial Highways Department is the instanation of new crib-work on the Cove Road at West Arichat, thereby completing the previously unfinished portion of the reconstruction of this road performed in 1968.

A contract has been awarded to Canso Excavators Limited for the improvement of the causeway at Janvrin's Island. This will involve the raising of the grade of the road to the extent of three feet to a continuous driving surface width of 28 feet; the building of an armoured rock wall on the seaward side to an elevation of two feet above the finished grade or five feet above the presently existing road surface, and the coating of the filled area with 10 inches of gravel.

Shortly after the inspection tour with Mr. Akerley, Mr. Doucet announced that a flashing traffic light would be installed at the St. Peter's Canal Bridge.

Mr. Doucet said that he expects there may be further improvements coming to the County as a result of his trip with Mr. Akerley.

THE GALLOPING GOURMET



The guru of gastronomy, Graham Kerr, gallops into radio with a new series of helpful cooking hints. The Galloping Gourmet, who began on CBC Radio in January, is head at 9:-0 a.m. Monday through Friday. On his five-minute radio show Kerr is every bit as entertaining as he is on his weekly TV series which has had phenomenal success all over the world. If you're looking for menu suggestions. The Galloping Gourmet has the answer. For TV viewers, the Galloping Gourmet is carried Monday through Saturday on the CBC-TV network.

COMPOSER AT WORK — MORRIS SURDIN



Morris Surdin is one of Canada's most prolific composers of radio drama, documentary and special program music. He's been writing background music for CBC Tuesday Night and CBC Stage for over 15 years. Recently he wrote 55 pages of solid music for a Len Peterson adaptation of the Dickens story, The Chimes—and did it in three weeks. Surdin also writes on commission for choirs and schools, and once a year composes a major work "ordered by something inside me."

MID-WINTER CLEARANCE SALE

Kaplan's Department Store of St. Peter's are at present holding their annual Mid-Winter Sale and we direct your attention to their large display ad. in this issue featuring some of their many bargains.

Posters have been circulated all over Richmond County and Clark invites you to take advantage of the many bargains offered.

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PORT HASTINGS PHONE OFFICE 625-107

HOME 625-1746

We had a ball, I think

Have you had a party lately? If you haven't, don't. It will murder you, physically and financially.

We hadn't had a big bash for several years, and decided it was time. We went carefully over our list of friends, neighbours and people-we-owe, and came up with 68 names. We cut it ruthlessly to 20. And we wound up with 31.

The main point, when you're giving a party, is to be prepared. Leave nothing to the last minute. Check the little things.

Have you enough wood for your fireplace? I discovered I had two chunks, but with old fruit baskets, cardboard boxes, and the bottom step of the cellar stairs, managed quite nicely.

Be sure your wiring works. The switch for our bathroom lights hadn't worked for four days, and I couldn't get an electrician because they were all in Florida or somewhere. But we installed candles, and some of the ladies who used the facilities came down glowing. They hadn't looked so glamorous in years.

Have a last-minute look at your sidewalks. They might seem all right to you, but not all people are mountain goats. I checked mine about half an hour before the party. Back walk was fine, if one had snowshoes. Shovelled it out. Front walk was fine too. Except for a four-foot bank of solid ice and snow between the street and our sidewalk, a gift from the town snowplow.

I went at it like a man looking for a heart attack, and almost hoping I'd have one, so the damn party would be cancelled. I could feel my fresh deodorant going up in smoke, the sweat running down my nose, and the old ticker running like a snowmobile. Finished, feeling as though I'd run the Boston Marathon, just as the first guests arrived.

But these are merely the little incidentals that go with having a party. It took four weeks of planning and three solid days of domestic labor, plus so much money tears as big as tea bags come to my eyes every time I think of it.

A week later, the house still reeks of garlic, and we're nibbling with total uninterest at left-over casseroles of some exotic dish called something like Marmosette.

The guests, their palates deadened by a Mafia combination of Martini and Rossi, seemed to like it. Perhaps you'd like the recipe, if you're dense enough to have a party.

First, you must catch the marmots. This is your problem. Put them through a meatgrinder, gently. Simmer with onions, celery and the insole of an ancient ski boot. Drench the mess with garlic, oregano, chili powder, tabasco sauce and anything else you find on your shelves. Place in casseroles and heat through. Serve promptly, when the guests have been into the Mafia long enough. Oh, I forgot the cheese. Grate about eight pounds of cheese and sprinkle it over the casseroles.

And one more thing. Be sure you have enough. We had enough. For sixty.

These are just the basic ingredients for a party, of course. Add one wife who hasn't slept for three nights because one daughter has decided that university is for morons, and you get the real flavor.

Then pour in thirty-odd people, the odder the better, who have apparently just crossed the Sahara without water-bottles, and stir.

You've got a party. And you can have it.

Then, of course, there's the garbage. You'd have thought we were running a hotel if you'd seen me trucking it out afterwards.

Not that it wasn't a swinger. The Christmas tree almost fell into the party, and my wife almost fell into the oven. But we sang carols off and on, mostly off, and everyone had a roaring good time, or so they roared as they were leaving.

And you are all invited to our next party. In 1984.

Toronto Telegram Syndicate

Fifth Annual ESSAY CONTEST

CONTESTANTS ELIGIBLE: Students of four groups: Grades 7-8; 9-10; 11; and 12, of any school in Nova Scotia excepting schools in Hants and Kings Counties. (These counties have separate Essay Contests sponsored my local Sons of Temperance Committees.)

ENTRY DATE Entries must be postmarked not later than FEBRUARY 28.

ESSAY SUBJECTS:

Grades 7 - 8—"Beverage Alcohol and Highway Safety"

Grades 9 -10—"Facts Teenagers Should Know About Beverage Alcohol"

Grades 11 & 12—"How the Use of Beverage Alcohol Increases Welfare Problems"

RULES:

1) Essay to consist of 400 to 800 words, neatly and legibly written in ink on one side of paper, and to be the writer's original work.

2) Name, home address; also grade, school and county, to be written in upper right hand corner of first page.

3) Marks will be on basis of: 30% for neatness, presentation and style; 70% for subject matter.

4) Decision of judges is final. No essay will be returned.

5) Essays become property of Grand Division and may be published.

6) Prize winners to be notified by mail and their names published on or about April 15, 1970.

PRIZES: Forty prizes, totalling $600.00, are offered:

Grades 7 - 8	—Provincial 1st Prize	— $30.00
	—Provincial 2nd Prize	— $20.00
	—16 County Prizes	— $10.00
Grades 9 - 10	—Provincial 1st Prize	— $50.00
	—Provincial 2nd Prize	— $30.00
	—16 County Prizes	— $10.00
Grade 11	—Provincial 1st Prize	— $50.00
	—Provincial 2nd Prize	— $25.00
Grade 12	—Provincial 1st Prize	— $50.00
	—Provincial 2nd Prize	— $25.00

Send entries to:—SONS OF TEMPERANCE ESSAY CONTEST, P. O. Box 842, ARMDALE, N. S.

Sponsored by:—Grand Division, Sons of Temperance of Nova Scotia (A Total Abstinence Organization)

PROVINCE OF NOVA SCOTIA

DEPARTMENT OF LANDS AND FORESTS

NOTICE!

LAND HOLDINGS DISCLOSURE ACT

The Land Holdings Disclosure Act was enacted as Chapter 13 of the Acts of 1969 at the Third Session of the Forty-ninth General Assembly and was given Royal Assent on the 25th day of April, 1969. By virtue of Section 10, the Act comes into force and applies on and after the 1st day of January, 1970.

Section 4 requires "non-residents" as defined in the Act, to deliver to the Registrar of Land Holdings a disclosure statement respecting the acquisition of a land holding and Section 5 requires such a disclosure statement from corporations that are not exempted. Further information, disclosure statement forms and copies of the Act may be obtained by writing or contacting:

The Registrar of Land Holdings,
Department of Lands and Forests,
Provincial Administration Building,
Halifax, Nova Scotia.

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MINISTER OF LANDS AND FORESTS.

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Arichat - - Nova Scotia

NEWS ABOUT TOWN AND COUNTY



WEST ARICHAT NEWS

Mr. and Mrs. Hyacinth Fougere left for Hamilton, Ontario, to visit her son and daughter-in-law, Mr. and Mrs. Ambrose Truman.

Mr. and Mrs. Clement Babin left for Boston, Mass., to visit her daughter and son-in-law, Mr. and Mrs. John J. Casavant.

Miss Pricille Covin arrived from Montreal to visit her mother, Mrs. Emilie Ann Covin.

Mr. and Mrs. Alex Meunier left for Halifax to visit her daughter and son-in-law, Mr. and Mrs Cecil Briand.

Omer Babin visited his brother, Cetus in Halifax, the past week

We regret to report that Mrs. Francis LeJeune has entered the Infirmary Hospital at Halifax, for treatment.

We all join in wishing her a speedy recovery.

Mrs. Frank Buchanan arrived from Halifax to visit her parents, Mr. and Mrs. Alex Meunier.

Mrs. Joseph Terrio accompanied by Francis Babin, left for Halifax to visit relatives and friends.

Mr. and Mrs. Felix Linden have left for Sydney, where they will reside permanently.

Mr. and Mrs. Amedee Covin of Dartmouth, accompanied by their son, Gordie and daughter, Isabelle were motor visitors, guests of Mr. and Mrs. Felix Linden, over the week-end.

Mr. and Mrs. Willie Poirier, of Sydney, visited Mrs. Willie Dorey and other relatives on Sunday. They returned the same day.

Yvonne Joyce of Halifax, visited relatives and friends here on Sunday.

Jeanette Dorey of Halifax, spent the holidays visiting her parents, Mr. and Mrs. A. Dorey.

Mr. and Mrs. Joseph Boudreau have purchased the property formerly owned by Mr. and Mrs. Felix Linden and are now occupying it.

We wish Mr. and Mrs. Boudreau much happiness in their new home.

WANTED — Reliable hard working man 35-45 years of age to train at $400-$500 per month with increase in 6 months, if warranted, with an old established financial institution. Reply giving phone numbers to Box 693, Sydney, N. S.

Return From Tour Of Europe

Mr. and Mrs. Vincent Power of Needham, Mass., spent seven weeks on a tour of France, Spain, Italy and Ireland. They enjoyed their trip and while in France, Vincent visited Rev. Sister St. Peter, who some years ago was the accomplished music teacher at O.L.A. Convent, Arichat. He also visited Rev. Sister St. Audrey, another teacher who spent some time in Arichat. Both Sisters were delighted to see Mr. and Mrs. Power, and recalled the happy years they spent at Arichat and made enquiries of former pupils.

Rev. Sister St. Peter left Arichat some years ago and was in France during the German invasion and occupation of that country by Hitler's army.

Mr. and Mrs. Power will be at their Needham home for the winter and will be returning to Cape Breton next summer to occupy their pretty dwelling at Mabou.



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HOME AND SCHOOL NEWS
(Mrs. Alfred Landry)

The regular monthly meeting of the Petit de Grat Home and School Association was held on Tuesday, Jan. 20th at 8:00 P. M. The meeting was called to order by Gabriel LeBlanc.

The various committees were called upon for their reports. The chairlady of the special Library committee, Mrs. Germaine Boudreau, stated that there would be a pantry sale at the Petit de Grat Parish Hall on Wednesday, Jan 28, to raise funds for their project.

Films on child development were shown during the meeting. These films were most informative and were enjoyed by all the members.

Mr. Gabriel LeBlanc, teacher, gave an excellant demonstration on his method of teaching Social Studies. Mr. LeBlanc is presently teaching Social Studies to the grade five and six levels in our local school. Following the demonstration, the members engaged in a lively discussion on this topic.

The meeting adjourned followed by a Bingo game, under the direction of the Ways and Means Committee.

—:o:—

THANK YOU ALBERT

We are most grateful to Mr. Albert MacDonald, of the Bay State Bindery, Inc., of 51 Melcher Street, Boston, Mass., for sending us a nice bound book outlining briefly the life of Benjamin Franklin a noted American Printer whose contribution to the printing industry, in the United States will live on forever.

Mr. MacDonald also sent us a clipping from the "Boston Globe" on a speech made by Ralph Nader, at the 24th annual New England Printing and Publishing banquet at the Sheraton-Boston Hotel, on air pollution. Both Mr. MacDonald and his brother, John were in attendance at this meeting.

We will publish this article in our next issue as we feel it will be of interest to our readers.

The MacDonald brothers of the Bay State Bindery, Inc., of Boston have very close ties in Richmond County, their father being a native of Framboise. We were more than happy to make the acquaintance of these fine gentlemen, when another good friend, D. A. Macleod, formerly of Framboise, but now residing in Halifax, visited us the past summer.

CLAYTON LAING RETIRES

We note in the January Power Lines news release, issued by the N. S. Power Commission, where our good friend Clayton Laing, of Sydney, formerly manager of Eastern Light and Power, in that City, has retired after 30 years of outstanding service. He was honoured at a farewell banquet in Sydney on January 14th.

Clayton is a native of Guysboro County, on the Eastern Shore, and during his youth, engaged in the coastal trade, with his late father, a well-known master mariner, in the days of sailing ships. Clayton can relate many interesting stories of his sea-faring days.

Being an ambitious young man, he went to the U. S. A. at an early age, where he took up Electronics, and later returned to his native Nova Scotia, where he continued to pursue his calling, and for 30 years was employed with the Eastern Light and Power, and rose to the position of Manager.

Clayton is highly regarded by his friends not only in Sydney, but throughout Cape Breton and many parts of the Province.

—:o:—

Improved In Health

Mrs. Edmund Dorey of West Arichat has returned to her home after being a patient at St. Anne Hospital, Arichat, for several days.

Mrs. Dorey, for the past several yeors, reports the happenings in the West Arichat area, to the "Record", which is much appreciated by us as well as our readers.

We wish her a speedy and complete recovery.

—:o:—

In Hospital

Earle Rideout, assistant office manager, at Booth Fisheries, Ltd., Petit de Grat, is a patient at St. Rita's Hospital, Sydney, where he was operated on for appendicitis.

We are happy to report that Earle is well on the road to recovery.

W. R. BOLTON

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Returns From Montreal

Mrs. C. A. McMillan, has returned from Montreal where she spent several days visiting her sister. Mrs. McMillan is the wife of Rev. C. A. McMillan, Rector of St. John's Parish, Arichat.

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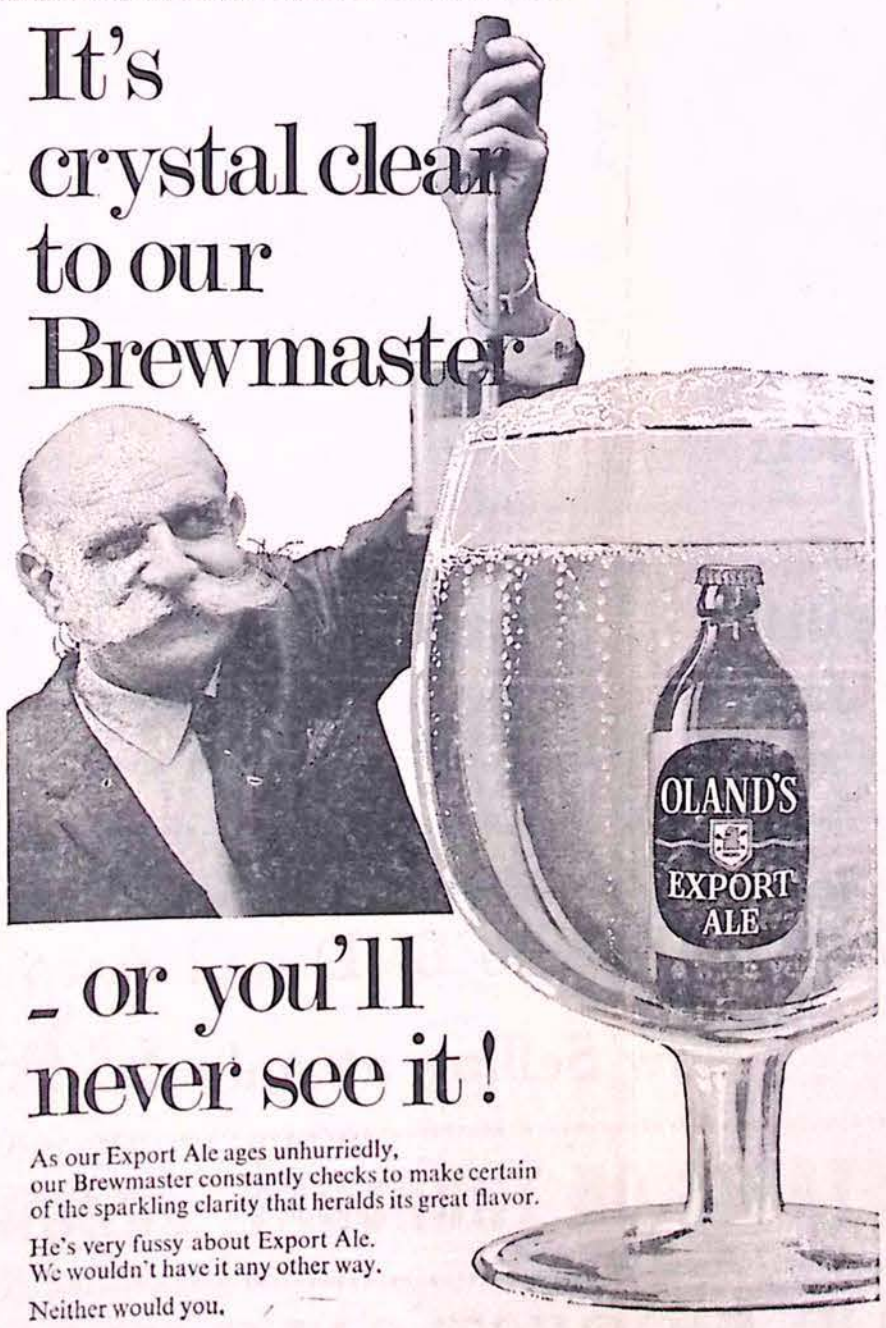
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ANNUAL REVIEW

By Hon. G. A. Snow, Minister of N. S. Housing Commission

The Nova Scotia Housing Commission almost doubled its staff in 1969 and undertook a greatly expanded program, the Hon. G. A. Snow, minister of housing, said today.

As a result there has been a proportionate increase in the operating budget. He also pointed out that the provincial capital share in housing completed or under construction in 1969 is approximately $11,650,000.

Nine hundred and ninety-one co-operative housing loans have been approved in 1969, with 251 completions including 68 families now living in co-operative built homes in Sackville.

The Sackville project comprised approximately 2800 acres located about 15 miles from the centre of Halifax. Of this total, 1700 acres are owned by the Housing Commission, 600 acres are in private ownership. The site surrounds two lakes with a total area of 500 acres.

Mr. Snow said that Phase I has been completed and Phase II was well underway in 1969. Serviced lots were made available at cost for co-operative home-building and others allocated for private development.

One of the most serious problems facing private home builders and contractors who build houses for the speculative market is that of acquiring serviced building lots at prices that can be afforded by families having an average income. This has intensified the province's land assembly program.

The Nova Scotia Housing Commission is actively planning and developing 3,528 acres in eight communities throughout Nova Scotia. This land has a potential of approximately 14,000 lots of which 550 were available by the end of 1969. Sites include Port Hawkesbury, Arichat, Port Hastings, Cape Breton County, North Preston, Sackville, Spryfield and Berwick. In 1969 the Commission also considered 28 further projects for the following year involving approximately 900 acres with a potential for 3,500 building lots.

Particular areas of pressing need are the Port Hawkesbury area and the Halifax metropolitan area. Throughout 1969 the continued industrial development in the Strait of Canso area created a pressing demand for housing to accommodate the growing number of workers. To help overcome the problems the Housing Commission completed a second Mobile Home Park and continued development of the Grants Pond and Tamarac Heights sub-divisions. Another area in the north-west was acquired as a land bank of 85 acres.

In co-operation with the city of Halifax, and the city of Dartmouth, the Government of Nova Scotia is contributing substantially to the cost of preparing a master plan for the metropolitan area. This includes the Spryfield land assembly program which consists of approximately 1,000 acres completely surrounding Kidston Lake.

The Cape Breton Land Assembly Project in Sydney is one of the larger developments in Nova Scotia. Consisting of 350 acres, the Sydney project will provide lots for self-help housing and the general construction trade.

In 1969, 86 units of public housing were completed in Inverness, Amherst, North Sydney, Pictou and Halifax. Other public housing projects under construction or with contracts being finalized are located in Antigonish, Springhill, Halifax, North Preston, Clark's Harbour, Digby, Yarmouth, and New Waterford totalling 480 units. Public housing projects in Nova Scotia that are in the planning stage are to be located in Sydney, Amherst, Antigonish, Canso, Pictou, Berwick, Liverpool, Kings County and Lunenburg. These housing units are for families and senior citizens who are unable to acquire adequate accommodations on the open market.

The province is continuing its support of urban renewal programs in sections of our towns and encouraging long term planning. The Housing Commission participated in urban renewal studies in Antigonish, Truro and Yarmouth and was involved in renewal schemes and development plans in five other communities. The Commission also carried out a housing study in Windsor in 1969.

Amendments to the Housing Commission Act, enacted in 1969 broaden the scope of commission projects. The new legislation created a five-member Executive Committee in which the powers of the Commission are vested. It also provides for an inter-departmental advisory committee. The Housing Commission is now able to become directly involved in the construction of housing units to be conveyed to members of a co-operative; and to promote and deal with student housing projects.

The new legislation enables the Housing Commission to take greater advantage of assistance provided through the National Housing Act and engage in a broader range of housing construction. It also empowers local housing authorities to construct and operate public housing projects.

In relation to land assembly, the Commission's responsibility is increased and it is enabled to enter into agreements to assist builders in developing housing projects and construct housing accommodation of all types for sale or rent.

The Housing Commission has undertaken in the past year to explore phased housing construction. A type of shell housing, it provides a structure which is carried to the habitable stage leaving a percentage of the completion to the owner. Two houses of the pilot project have been completed in Sackville last year. They were built in co-operation with the Halifax-Dartmouth Home Builders Association and Central Mortgage and Housing Corporation. These two units were completed to the extent of having a bathroom installed, stair wells enclosed and walls insulated. Both of these houses are open to viewing and preparation is being made to do a number of similar projects throughout the province.

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

FOR SALE

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.

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.

STUDDED TIRES

A new activity of the Canada Safety Council is informing the public about studded snow tires.

A pamphlet on the popular new winter driving aids has been prepared by the Rubber Association of Canada in co-operation with the Council and is available in quantities at no cost from the CSC, 30 Driveway, Ottawa 4.

Motorists using the studs should drive with confidence, not overconfidence, the information campaign stresses.

The studs definitely improve traction, especially in glare ice conditions, and this improves if the tires are mounted on all four wheels. The Council advises against installing them on front wheels only.

The driver whose vehicle is hind him — the driver may not be equipped with these aids should watch out carefully for the car be-equipped with studded snow tires and thus will be unable to stop in as short a distance as the vehicle so equipped.

Drivers with studded snow tires are also advised not to spin their tires on ice because the studs may hit a solid object under the ice and be torn out of the tire. These and other needed rules are included in the pamphlet, the first definite information on studded snow tires to be published in Canada.

SONS OF TEMPERANCE ESSAY

Because of increasing concern regarding health and welfare problems arising from the use of beverage alcohol, the Grand Division, Sons of Temperance of Nova Scotia, is widening the scope of its Fifth Annual Essay Contest to include two more junior high school grades. This year, in addition to grades nine to twelve, prizes are being offered to students of grades seven and eight.

The current issue of this newspaper carries an advertisement with details of the contest for students who may be interested, or for teachers who may wish to use the subjects as class projects.

For more than 120 years the Sons of Temperance, a social and fraternal organization, has continued its educational program with literature and, of late years, with 16 mm sound films which are supplied upon request to youth groups, clubs and churches. Members and interested friends make contributions to cover expenses. The organization also continues its publication of "Forward" which provides up-to-date information on the alcohol problem in its regular issues.

Prizes amounting to $600.00 are offered and awards will be made by the middle of April. Competing students are reminded that their essays must be mailed by February 28th to P.O. Box 842, Armdale, N. S. for judging.

I.C.

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