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. — APRIL 11, 1970

Operation Oil Chedabucto Bay Phase 1 Complete - Phase 2 Underway

Oil Pumped From Tanker

The birth of Aquarius age, will long be remembered by the people of Isle Madame and also by the residents of the surrounding area, as the most active winter and spring ever. It is only commonplace to have a huge helicopter land in your back yard or to see an army communications van set up on the roadside, to see ships from the fisheries, Canadian Coastguard, Hydrographic Survey, Canadian Navy, etc., coming and going, all working around the clock, averting a major catastrophe.. This is just part of Task Force 'Broken Arrow' under the dynamic leadership of Dr. P. D. MacTaggart-Cowan.

TASK FORCE LEADER:

Dr. MacTaggart-Cowan came to the Isle Madame area, after the sinking of the tanker "Arrow". He made it quite clear to the people by way of public meetings in various locations that he had a "first" on his hands and knew very little about bunker "C" oil in a congealed state, much less, its long term effect on beaches, plankton and indeed fish and shellfish. Immediately he contacted the 'best brains' and equipment in Canada and the U. S. A., along with the Canadian Armed Forces, and fiercely attacked the situation.
Y. M. T. - 12.

FLEET DIVING TENDER

The next few days saw the inventing of the now famous Chedabucto Bay deck valves along with their installing equipment. The arrival of the oil barge 'Irving Whale' as well as the U. S. Salvage Tug, 'Curb', and in my estimation, the real hero of the day, an ungainly looking little ship "Y. M. T. —12" Fleet diving tender from Halifax, under the command of Lt. Bud Nuquist.

After the positioning of the Whale and Curb over the sunken wreck, navy stokers and engineers and some local men were assigned to the 'Whale' to generate steam to the tanks of the "Arrow".

It was at this time the navy divers started the grim chore of placing the special valves on the deck of the sunken hulk. Battling against tide, icy waters, the elements and most important of all, Time.

I made frequent trips to the site and I do not exaggerate when I say 'when these men came to the surface, for the most part, they were in pure agony'.

After three days of icy, greasy labour in 40–90 feet of water, their efforts were rewarded, when it was reported, "She's pumping" and for the next six weeks these divers were underwater practically every day, checking and changing mooring lines, pumping hoses and keeping a general surveillance on one of the most complex under-water operations of our time.

FISHING NORMAL

After extensive research, it was learned that whatever oil contamination we have, does not seem to affect the inshore fishing industry a great deal and the fishermen were urged to carry out their normal procedure of preparing their equipment and were told they would be compensated for any loss they may incur due to pollution.

PHASE 2. OPERATION OIL — SLICK-LICKERS

Now that the oil is out of the "Arrow" what remains floating on the water is still to be picked up. This is done by a type of barge with an adjustable conveyor belt over the front. This belt literally licks the oil from the surface and places it in 45 gallon drums. The craft is accompanied by a landing barge fitted with lifting equipment. After the drums are filled, they are placed on the landing barge which in turn makes her way to shore to have it's cargo taken to the disposal sites. There are three such units in operation.

EXCELLANT PUBLIC RELATIONS

During the course of the first phase of the "Clean-Up", we had the pleasure of meeting Ray Stone of Ottawa, in charge of Public Relations for the operation, as well as Capt. Len Dent, Public Relations Officer with the Canadian Armed Forces. Air. Both these men did an excellent job in bringing the story to the public through every available news media.

PHASE 3.

After the oil that is still floating on the water, is disposed of, phase three will come into effect and this is the cleaning of beaches, shoreline, piers, etc. We understand that most of this operation will be tendered out to local bodies under the direct leadership of the Task Force.

TASK FORCE TO REMAIN ON JOB

Some rumors have been circulating to the effect that now the tanker has been pumped dry of oil, the 'Task Force' is going to pack it up and leave. This is entirely incorrect as Dr. P. D. MacTaggart-Cowan stated at a recent meeting at Janvrin's Harbour, "There is much more to do and we will not quit until we have restored beaches and shoreline, where possible, back to their nomal condition". He went on to say that the target for completion was sometime in September, but would take the time, men and equipment necessary to complete the job.

UNDERWATER DISPLAY AND AIR SHOW

For the hospitality shown to them while on Isle Madame ,the men of the Y. M. T.-12 and the men from the Army Helicopter Squadron put on an underwater and air dlsplay Sunday past. It was a very impressive display and many people were on hand to see it.

Grown-ups and children alike were amused to see a giant helicopter fly out over the harbour dangling a jeep from it's belly, as well as other precision flying by these experienced pilots.

The children then went on a fishing jaunt— most of them very much surprised to find a bottle of soda pop instead of a fish on their lines.

It's hard to say who enjoyed it most — the divers or the children.

SELECTION OF SUPERPORT PILOTS RAISES QUESTIONS

(The Highlander)

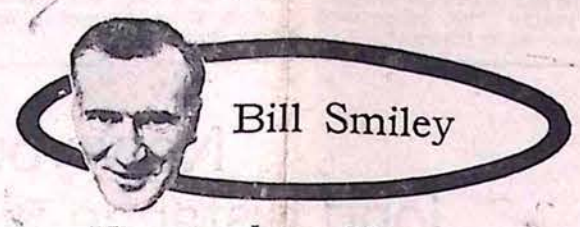
While most people in the area are still engrossed with the aftermath of the Arrow disaster, questions are being raised about the Transport Department's selection of the pilots who will guide the supertankers through tricky Strait of Canso waters to the Gulf refinery. Two Sydney harbour pilots have been selected for training in France preparatory to being posted to the newly-created Strait pilotage district. Informed sources say no competition was held for the jobs and that qualifications of the two appointees are questionable. (For example, neither holds a Home Trade Steamship Master's ticket, supposed to be the minimum certificate for a Sydney harbor pilot.) The appointment of the two men came in a surprise announcement from the DOT's Superintendent of Pilots in Ottawa. It is reported that Transport Minister Don Jamieson will be asked to explain the basis for the appointments.

WOMEN'S INSTITUTES OF NOVA SCOTIA

This year, the Women's Institutes of Nova Scotia are offering three scholarships to students in rural Nova Scotia. A new Scholarship, the W. I. N. S. Family Scholarship, is being offered for the first time, along with a Home Economics University Scholarship and the Nova Scotia Teachers College Scholarship.

The $300. Family Scholarship is open to sons and daughters of W.I.N.S. members and its purpose is to provide assistance to students who wish to obtain a degree at a recognized college or university in the Maritimes. For students entering a recognized university in the Maritmes to obtain a degree of Bachelor of Science in Home Economics, another $300. scholarship is offered. Students entering the Nova Scotia Teachers' College may apply for the $200. Teachers' College Scholarship.

Applicants must be sponsored by Women's Institute branches and all applications must be received by August 15th 1970. Anyone wishing a copy of the application forms should write the chairman of the W. I. N. S. Scholarship Committee, Mrs. Gilmore McLellan, R. R. 1, Maitland, Hants County, N. S.



How to lose 20 years

What is middle age? If you're in your teens, anybody over 30 is in that category. If you're in your 30s, it's anybody over 45. At 45, it's people in their 50s. And if you're a hale and hearty 63, you just might admit, in a weak moment, that you classify as middle-aged.

What it is, of course, is a state of mind. Some people are middle-aged in their 20s, and others are young in their 70s. Or it's a time of year. I am extremely middle-aged in April and November, and I'm sure you are, too.

Right now I'm middle-aged or older. The snow hasn't quite gone from the shaded corners. Mud is ubiquitous. The curling season is over and the golf and fishing haven't begun. There is no real promise of spring, except that my winter boots are leaking, always a good sign.

There's nothing to do but try to exist through this hiatus. And one of the best ways to make it possible is to think about how young you will be in July.

I can see myself now, at the beach. Take off the sunglasses. Stand up to my full height of five-foot-eight. And a half. Suck in the flab. Saunter to water's edge, glancing nonchalantly at bikinis, rumps and bosoms. Stride straight in. Swim like a paddlewheeler for 20 yards. Pretend to float on back while regaining wind. Stride out, tall, clean, brown, and not a day over 31.

Or on the first tee. Eight a.m. Smell of sun and grass. Flex muscles ominously. Three perfect swings that would make Arnold Palmer green. Step up to ball, ignoring admiring, awed looks of women. Zock! Straight down the fairway, 120 yards in flight and a 10-foot roll. Not a day over 28.

Getting younger every minute. Let's try the fishing. Drive to special spot with friend who knows where the big ones are. Fight through swamp and slash to dark, brooding pool behind beaver dam. Lie down on beaver dam till muscles stop jerking. Bait hook with worm. No flies. They're for snobs. Casually, and beautifully, toss worm just above sunken log. Not sunk deep enough. Hooked. Break line. Swear a little. On next toss, caught in willows. Swear a little more. On third toss, third hook, tie into a real tiger. At least eight inches. Feel not a day over 25.

See? It's all in the mind. I can forget that my wife is nagging about cleaning up the cellar, that my kids are permanent pains in the posterior, and that another birthday is crawling toward me remorselessly.

Another trick that works is to get out the old pictures. There's the fighter pilot, with handlebar moustache, the deadly, whimsical, lifted eyebrow that used to slay the WAAFS, and the cocky look of a kid who can never be killed, grow old, or get married.

There's the football picture. "Bill Smiley, h.b." That means halfback, not half baked. Close my eyes and I can feel the clean smack of the ball into my hands as I leap for a high pass. And drop it. Not a day over 19.

Now, don't carry this to extremes. Don't get out your baby pictures, or the one of your Sunday School class. You'll weep at your lost innocence and sob over your smeared purity. Like everything else, the cure for middle-agedness should be taken in moderation.

But take it. In the cold, dull damp of April in Canada, we all need something to prevent us from going mad. Neither booze nor barbiturates will help. Just think young.

I've lost at least 20 years just writing this column. I'm not even afraid to go and look in the mirror. I know that behind those dewlaps, that gaunt and harassed look, lies a lighthearted youth of not more than 24. A smile and the wrinkles turn up, instead of down. A wink, and I'm ready to go out on the town.

Toronto Telegram Syndicate

CHILD SAFETY WEEK MAY 3-9, 1970.

More Canadian children are killed in accidents than die from the major diseases and the biggest killer is traffic.

The Canada Safety Council stresses in its Child Safety Week Campaign May 3 -9 that only strict parental supervision of preschoolers and careful teaching of safety can reduce these tragedies.

Figures for 1968, the latest available, show that 826 children under the age of 15 died in traffic. Of these, 21 were under the age of one. Up to half could have been saved if they had been fastened in approved restraining systems.

Another 231 children died in the one to four age group, most of them struck by cars and a large number of them playing on the streets or driveways without supervision or after running away from parents or older children in charge of them.

Some had escaped from back yards, others were killed while running across the street from the front of their homes, attracted by noises and bright colors across the road.

Parents could have prevented these accidents by knowing where their children were at all times, keeping doors and gates shut and keeping them indoors after dark. Preschoolers need simple, clear-cut rules such as "No running in the streets".

In the five to nine age category, 342 were killed in traffic, again the majority struck by cars. Most of them were not following traffic safety rules at the time of the tragedies.

In the 10—14 age group, 232 were killed in traffic, the largest number while on foot and the next largest number while on bicycles.

Parents should show their children by example when they are walking with them. They should discuss safety rules with the young people and they should be very patient so that the children don't "turn off" about safety. The main reason for patience is that children have significantly different rates of learning.

Tests show young children get used to the movement of traffic very quickly but that they are poor judges of speed and distance. They don't realize that a vehicle that seems very far away can be upon them in a matter of seconds.

Making sure that preschoolers are supervised and that children know and understand the need for practising pedestrian traffic sefety rules are the main ways to reduce child traffic fatalities.

A different priority arises in injuries. Ontario studies show children are safer in the streets than as passengers in motor vehicles with regards to their chances of being injured.

In that province, the child passenger injuries rose from some 7,500 to 15,000 between 1961 and 1968 while child pedestrian injuries rose from some 10,000 to 13,000.

The Canada Safety Council says the best way to reduce passenger injuries is for parents to insist that all children over 50 pounds buckle their sefety belts, propped up on a cushion if so desired, so they can see outside. For tots and babies, approved bassinets and specially built seats, preferably anchored to the safety belt system, are proven devices for preventing deaths and injuries.

It's just not enough to buckle in the kids during long trips. The majority of child passenger deaths and injuries take place within 25 miles of home and at speeds of less than 45 miles an hour.

While emphasizing traffic safety in the campaign, the Council points out that the home accidents are the second biggest killers. In 1968, 598 children died in home accidents. Suffocation killed 213 babies under the age of one. Fires and explosions killed 217 children under the age of 15. Parental carelessness or failure to teach and enforce safety rules were big factors in most of these tragedies.

In 1968, a total of 1,959 children under the age of 15 died in accidents.

It's up to parents to reduce the high total of child deaths and serious injures in Canada by alertness and engendering safety attitudes in children starting when they are very young, the Council says.

HON. G. J. DOUCET REPORTS ON NEW WELLS FOR FISH PLANTS FOR PETIT DE GRAT

Gerald Doucet, Richmond County's representative in the Provincial Legislature said recently that he has been informed that the Booth Fisheries Plant and the Isle Madame Co-op, both of Petit de Grat, are now using new sources of water for their operations.

The plants' old water supply was made unusable by the oil leaking from the sunken tanker Arrow.

Mr. Doucet has been informed by the Minister of Trade and Industry, the Honourable Gerald Ritcey, Mr. Earl Lewis, General Manager of Booth, and Mr. Chester McRae of the Co-op, that wells have been drilled and capped to provide clean water for the plants' operations. In addition to this, Mr. Doucet said, a new source of clean surface water has been found, which, along with a new pump and filter should be sufficient to run the operation.

ANNE MURRAY SINGALONG JUBILEE SINGER LIKES BARE-FEET, BLUE JEANS AND KIDS

Anne Murray is a young Canadian singer who stands out from her contemporaries like a fresh sunflower among a crop of hothouse petunias.

Anne has become familiar to millions of Canadians as a featured performer on CBC television's Singalong Jubilee, seen every Friday in color at 9 p. m. EST. The show is breezy and refreshing and the tawny-haired Nova Scotian girl who sings everything from light ballads to plaintive blues, is a regular high point.

Anne makes her living out of show business but somehow hasn't been affected by the artificial air that sometimes accompanies the entertainment world. This girl is definitely for real.

"I hate show biz' ", she says, "at least I hate the expression and what it is used for - the slick, phoney, put-on, that is used as a standard. I can only respect performers that come across as real people, being themselves."

Anne is frank and down-to-earth both on and off the camera, and her singing style is an honest one that enhances a remarkably clear but throaty voice. She can echo a thousand years of despair or match the mischievious spirit of Huckleberry Finn.

The comparison to Mark Twain's legendary tom boy is apt, for her favorite costume she admits "is blue jeans and a shirt". And her penchant for bare-foot freedom becomes apparent to anyone she works with.

Anne has accepted the spotlight but she hasn't let it change her from the fresh, young University of New Brunswick student who won a regular spot on Singalong Jubilee in 1966. She has had plenty of work since then in television, records and radio but has also managed to squeeze in some time at another love - teaching and children.

The good-looking girl from Springhill, Nova Scotia has come a long way, but her "realness" and wholesome appeal remain unchanged - even by the sexy evening gowns she sometimes wears in a performance.

The following editorial appeared in the Digby-Annapolis Mirror on School Problems in Digby which appear to have some very sound argument, in as far as conditious outlined in this editorial pertaining to the Digby area.—Ed.

A WELCOMED INQUIRY

(From The Valley Outlook)

"School problems in Digby, where Chairman Fred Harris and a citiens' committee have expressed dissatisfaction with the school administration, and not unique to Digby. Mr. Harris says the citizens have run into a power structure, and many people in the community are afraid to open their mouths for fear they'll lose their jobs.

There are power structures all across this province in school administrations. And really, what can we expect when we have people on school boards appointed year after year by municipal councils for 20 to 25 years without chang . Some are up in their 70's and haven't had a child in the school system for the major part of these years. Supervisor F. C. Purdy is not alone in the 40-year administrator category. Too many of these people have been too long at the helm and begin to think after the first 20 years that their administration is unquestionable.

The 12-member citizens' group appears to have four main complaints. They claim that parents who take complaints concerning their school children to the school supervisor are told that the way the education system is run is none of their business. They say teachers are coming into the area from outside who attempt to upgrade the system of education are discouraged from making changes, and if they persist they are often fired. They say that the public hasn't been told all the facts about the desirability of amalgamation of school boards, and also that they *are disturbed by the fact that a notice they claim appeared in the press saying that the superintendent is responsible for the direction* of the school board.

The big problem in Digby seems to be that too many people in administration of schools in Digby Cunty have been in their positions too long. This is true of other places and the power structures are easier built up than broken down. When Mr. Harris says people are afraid to speak up because of their jobs, he may be right, but htere is another reason why parents are often reluctant to speak up, and that is because they a e afraid their children will ultimate ly suffer for their parents' outspokenness.

While the superintendent of schools is an employee of the school board, he should take his direction from them, but many times it is the reverse. Boards say 'amen' to the superintendent's requests, and the clique remains intact. The group that attempts to break it has a difficult job to do.

The willingness of the Department of Education to listen to the Digby group and the subsequent appointment of a three-man inquiry is a switch of tune for the department, which has been a pretty self satisfied group over the years. Many of their own employees are in the retirement age group, and prefer to throw problems back onto the municipalities. It has been an age-old story in Nova Scotia that if a complaint, no matter how just or important, is registered, and the complaint does not win the app oval of the principal, he upholds the teacher; the superintendent upholds the principal; the school board upholds the superintendent; and the department upholds the board. The parent is left to beat his head against a stone wall, and his head may crack but the wall won't break.

Digby's problems are not uncommon, but they have come to the public's attention, and now they are assured they will be given a fair hearing. We are happy that the Department of Education, now headed by a young man who is interested in what the public has to say, has agreed to give them an inquiry.

We will venture a guess that when we finally get an Ombudsman in this province, he will find plenty to do as others have wherever there is an alert public, interested in maintaining democracy through dialogue, rather than obeying government orders like sheep in a pasture.

Richmond County Record.

Established in 1897

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ARICHAT, C. B., Canada

APRIL 11, 1970

View From the Hill

By JOHN A.

On a clear day from the Top of the Hill you can see many miles. But when the Hill happens to be the visionary hill of this correspondent, the view can be extended to the limits of imagination and the time factor opens up to the past and future as well as the present.

Today, I look northward into the future and the "Humbly" sponsored, much publicized, tanker MANHATTEN is proceeding through the ice packs of the Arctic Ocean. Her "D" day (Departure) from Halifax had been delayed 3 days while Dept. of Transport re-checked the list of 27-28-29 plus points of qualification required by Ottawa officialdom and the P. M. O. (Most senior Federal Authority.)

It is now D plus 8 and the ice conditions have slowed the progress of the ship despite the valiant breakers. At 2:30 p. m. the captain of the Manhatten receives the message that his ship has been damaged by the ice and tanks S2 and S4 and P9 have been ruptured.

This however, is an experiment in pollution control and in Fire Alarm style the crew start pumping the contents of these tanks into barrage balloon sized bags which are dropped over the side onto the ice or into the ocean from life raft type mountings. The emergency deck valves now nicknamed "Arrow" valves are connected to the balloon type necks of these large plastic bags and it is only a matter of opening valves and applying steam pressure to off load the ruptured tanks cargo.

Four hours later those tanks are reported off loaded and 300 tons of molasses and gelatin mixture are setting on the ice or afloat in the water confined in 6 plastic balloon bags.

Disposition crews went into action when the damage call was received and enroute to the spot are a group of four large helicopters with nylon rope nets to pick up the discharged cargo for salvage or destruction.

It was interesting to read about the competition which developed between the Goodyear Rubber Co. and the 3M Company when the call went out to produce these cargo disposal plastic bags. Monsanto Chemical Co. of Canada also figured in the race, but being based in Canada, they were not considered a favourable contender.

The success of this experiment in pollution control is awaited hopefully by ecologists and tanker fleet owners throughout the world.

Stranger things have been done, by the Midnight sun, by the men who moil for the black gold of the Arctic. And that, dear Reader, is what I see from the Hill on a clear day in Arichat, with not a bird in the sky, since they were all fouled down, by one Arrow.

John A.

Tax Tips

by John F. Andrea, Dist. Director
Public Relations Officer
Sydney District Taxation Office

QUESTIONS AND ANSWERS

This income tax column has been prepared by the Sydney District Office, Department of National Revenue, Taxation. The questions used are common ones, and the answers usually straightforward. However, unusual circumstances sometimes alter the answer. If your question isn't answered here, or in the Income Tax Guide, phone 539-2150 in Sydney, N. S., or write National Revenue, Taxation Federal Bldg., Sydney, N. S., for free service.

1. Q. My wife and I were separated last year. We have a signed separation order. What information must I provide when claiming a separation allowance for income tax purposes?

A. If you are claiming a deduction for the allowance given to your wife, you must give her full name and latest address.

2.Q. Last year when I changed my job I received a lump sum payment from the pension fund into which I had been paying. I understand that I can report this as income and that the tax will be calculated over the period of two years when payments were made. How do I set about doing this?

A. Actually, tax will be calculated on this income over three taxation years regardless of the period during which you paid into the pension fund. You will find instructions on dealing with this type of income in the Guide which accompanies your form under the heading "Income Taxable at a Reduced Rate."

3.Q. My wife and I are separated but we do not have any formal separation agreement. However I do pay her an allowance. How do I go about claiming this allowance on my income tax return?

A. You may not claim the allowance as a deduction but, if the allowance is sufficiently large to constitute support, you are entitled to claim married exemption as if you were still living together.

4.Q. I use my car at work from time to time but my employer does not pay me anything for the use of the car. When I fill out my tax form can I claim any of the expenses incurred operating this car?

A. If it is necessary for you to use your car at your own expense in order to carry out your regular duties, you may be entitled to deduct a portion of your car expenses in computing your income. Your District Taxation Office will be glad to help you determine whether you have a claim and, if so, the amount of the deduction.

5. Q. My father depends on me for support and I have claimed an income tax exemption for him for years. Last year he started receiving the Guaranteed Income Supplement and my claim was disallowed. Why is that, and will it be the same this year?

A. A person may not be claimed as a dependent if he has an income of more than $950. While it was possible for your father to receive the Old Age Pension and still qualify as your dependent if he had virtually no other income, receipt of the Guaranteed Income Supplement would raise his income to an amount well in excess of the $950 maximum and he would, therefore, no longer qualify. It will be the same this year if he continued to receive the Guaranteed Income Supplement.

6. Q. I have two bank accounts and the interest on one of them was less than ten dollars so I haven't received a T5 slip. Does this mean I don't have to declare this amount of income when I file my tax return?

A. Interest credited to your bank account is your income regardless of whether or not you received a T5.

7. Q. During the year I worked for two employers and each employer paid me over $5,200 in the year. Consequently I have paid double Canada Pension Plan contributions. Can I get this money back?

A. An employee may claim a refund of any over deductions or contributions when he files his tax return. Be sure to complete the Canada Pension Plan overpayment section of the T1 Return.

CARD OF THANKS

The family of the late Mrs. Delvina Landry wish to express their thanks and gratitude to their many friends and relatives for their sincerest expression of sympathy at their time of bereavement.

Very special thanks are also extended to Dr. Ummet, Cornelius Boucher, funeral director, and the staff of St. Anne's Hospital. Special thanks also to the three priests; Rev. G. Arsenault, Rev. F. Boudreau and Rev. James Mombourquette, who celebrated Mass.

LOST

A charcoal Kroyden top coat was taken from Louisdale Parish Hall, Saturday, April 4th. I would appreciate it, if same was returned to Wally Hynes, Orangedale, Inv. County, N. S.

NOTICE

TO BE SOLD AT PUBLIC AUCTION AT SCHOOL BUS GARAGE PROPERTY, ST. PETER'S, RICHMOND COUNTY, N. S., APRIL 24, 1970 at 2 P.M. TERMS CASH.

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YARMOUTH	1.00	.75	.50	2.30	1.95
HALIFAX	.70	.50	.35	1.55	1.30
SYDNEY	.45	.30	.25	.95	.80

Remember: If you are in a D D D area and don't know the long distance number in Nova Scotia just dial "1" and then 555-1212 for FREE out-of-town Directory Assistance.

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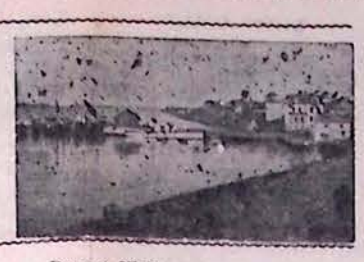
BARRISTER, SOLICITOR NOTARY, ETC.

(By appointment Only)

PHONE 68

Arichat - - Nova Scotia

NEWS ABOUT TOWN AND COUNTY



FROM POINT TUPPER

Thomas Williams, Barrister, of Point Tupper, was a business visitor to Arichat on Saturday, where he attended Magistrate Court. Mr. Williams is Crown Prosecutor for Richmond County.

Mr. Williams was accompanied by five students of the Point Tupper School, whom he had brought to Arichat to witness the proceedings of the Magistrate Court.

Before returning, Mr. Williams also visited the' Record' Office, with the group of bright young students, who were much interested in the operation of the linotype and presses, as well as our offset department.

Mr. Williams has contributed much to education in this County and his keen interest in young students is worthy of note and we are sure it is greatly appreciated, not only in Point Tupper but throughout the County and Strait area.

Tom is very modest in the work he is doing to promote interest in the field of education and we congratulate him in his noble and unselfish efforts on behalf of the youth of this County.

———:o:———

JAMES BURRELL

We received word from Mrs. Joseph Burrell, of Plantation, Flordia, informing us of the passing of her father-in-law, James Burrell of Danvers, Mass., on January 7th, after a lengthy illness.

Born at Arichat 75 years ago, he was a son of the late Albert and Jane (Vigneau) Burrell and was also a brother of the late Narcisse also a brother of the late Rev. Narcisse Burrell who passed away at his home in Arichat several years ago.

Surviving besides his wife is a son Joseph, a pilot employed by Northeast Airlines; also a sister, Mrs. (Eugenie) Stephen Wigmore of Boston, Mass.; four grandchldren: Cynthia, Stephen, James and Kristen.

Mrs. Burrell has moved from Danvers to Flordia to be near her son and family.

We extend our sympathey to Mrs. Burrell, her son and Mrs. Wigmore in the loss of a loving husband, father and brother.

Motor Visitors

Mr. and Mrs. Calvin Rafuse, of Sydney, were recent visitors to Arichat, while en-route to their home in Sydney. They were returning from a holiday in Boston, Mass.

Mr. Rafuse, who is a natvie of Fourchu, Richmond County, is a member of the Sydney Police Force.

———:o:———

OBITUARY

MRS. ELIZABETH PERTUS

Mrs. Elizabeth Pertus, 86, widow of the late Charles N. Pertus, of Poulamon, passed away at St. Rita's Hospital, Sydney, on February 26th.

After the death of her husband, Mrs. Pertus took up residence with her daughter and son-in-law, Mr. and Mrs. Alphonse Boudreau, of Petit de Grat.

The late Mrs. Pertus was highly regarded on the North Side of the Island, where she spent the greater part of her life and when she moved to Petit de Grat she made many friends in that community.

Her husband predeceased her several years ago.

She is survived by five daughters, Clothilde, in Sydney; Mrs. Alphonse Boudreau, (Lillian) Petit de Grat; Sister Mary Edna Pertus, C. N. D. of Staten Island, N. Y.; Mrs. Maxwell Burke (Helen), of French Cove; Mrs. Adelard Samson, (Claire), Little Anse; and four sons: Clem and Alphonse, in Sydney; Ted in Halifax and Armand in Montreal.

Surviving also, is a brother Albert LeBlanc, of D'Escousse and a sister, Mrs. Marceline Fougere of Medford, Mass.

A sister, Mrs. Cornelius Boudreau, (Mary Louise) and a brother Henry, predeceased her some years ago.

The funeral which was largely attended took place from St. Hyacinth's Church, D'Escousse on Saturday afternoon, March 1st., with Rev. Father James Mombourquette as Celebrant assisted by Rev. Father Arsenault.

Sympathy is extended to the bereaved family, brotner and sister.

From Halifax

Mr. and Mrs. Tom Cooper, of Halifax, were recent visitors at the home of Mr. and Mrs. John Mauger of Cape La Ronde.

Recent Visitors

Mr. and Mrs. Peter LeVesconte, of Dartmouth, were recent visitors to their home in Pondville.

They also visited at the home of Mr. LeVesconte's brother and sister-in-law, Mr. and Mrs. John LeVesconte, St. Peter's.

While here they attended the GRANT—FORREST wedding.

———o———

IN MEMORIAM

DOREY

IN LOVING MEMORY OF my dear father, Peter John Dorey, who left us April 7, 1964.
Gone, dear father, gone forever,
How we miss your smiling face;
But you left us to remember,
None on earth can take your place.
A happy home we once enjoyed,
How sweet the memory still
But death has left a loneliness
The world can never fill.

Lovingly remembered by daughter, Marion, and son-in-law, George Kemp, Saskatoon, Sask.

———:o:———

TO NEWCASTLE

Capt. and Mrs. Sam Rideout, accompanied by their daughter and son-in-law, Mr. and Mrs. Marcel LeBlanc, were motor visitors to Newcastle, N. B., where they visited their daughter and son-in-law, Mr. and Mrs. Charles Boulay and family for several days.

———:o:———

To Halifax

Mrs. Lennox Mauger of Cape La Ronde, was visiting friends and relatives in Halifax, during the week. While in the City, she was called to Ottawa, where her daughter (Pearl), Mrs. John Connelly, was injured in a car accident, resulting in a broken leg.

We wish Pearl a speedy recovery.

———:o:———

CARD OF THANKS

The family of the late Mrs. Elizabeth Pertus, wish to express their sincere thanks to neighbors and friends who helped in any way during their recent sad bereavement.

Special thanks to Rev. Father Mombourquette of D'Escousse and Rev. Father Arsenault of Petit de Grat, also to C. A. Boucher, Funeral Director. To all those who sent floral offerings, Mass cards and messages of sympathy, we are deeply grateful.

BIRTH

Born to - Mr. and Mrs. Arnold Pursey, (nee Helen Shaw), a son, David Allan, at City Hospital, Moncton, N. B., Weight 9 lbs.

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Insurance Coverage

IMPORTANT INSURANCE NOTICE

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Prompt and efficient Service both in issuing policies and claim service.

Ask about our time payment on policy premiums.
Our office at Arichat is open daily from 9 a.m. to 8 p.m.
Look for the Norwich Union Sign on our office door.
Please write or phone for any information you require for any type of Insurance coverage. Prompt and reliable information will be given to all your insurance problems.

M. J. BOURINOT

Licensed Agent

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Cape Breton Highlands National Park

Public Hearing Wednesday, June 24

A series of public hearings is being held across Canada on the provisional master plans for development and use of national parks. The plans outline the Government's proposals for intensity of park use, interpretation of natural history, protection of park environment and development of visitor facilities. The objective is to preserve the wilderness character of national parks since their aesthetic, cultural and recreational values are irreplaceable.

A public hearing will be convened in Sydney, Wednesday, June 24, to hear comments and recommendations on the provisional master plan for Cape Breton Highlands National Park. It will take place in The Ballroom, Isle Royale Hotel, Dorchester Street from 9.00 a.m. to 5.00 p.m.

Those interested are invited to submit written briefs on the plan, in either official language, and to indicate if they wish to speak at the hearing.

Copies of the plan may be obtained for $1.00 (remit by money order or certified cheque, payable to the Receiver General of Canada) from

The Regional Director, Atlantic Region,
National and Historic Parks Branch,
6009 Quinpool Road,
Halifax, N.S.

Written briefs and requests to speak are to be sent to:

Secretary, Public Hearings Office,
National and Historic Parks Branch,
400 Laurier Avenue West,
Ottawa 4, Ontario.

The Honourable Jean Chrétien, P.C., M.P.,
Minister of Indian Affairs and Northern Development.

APPLICATIONS

APPLICATIONS WILL BE RECEIVED BY THE UNDERSIGNED UP TO AND INCLUDING APRIL 24, 1970 FOR THE POSITION OF SCHOOL BUS DRIVER FOR THE ARICHAT, RICHMOND COUNTY AREA.

ALLAN W. PAON
Pupil Transportation Supervisor
P. O. Box 45
Arichat, Richmond County, N. S.

FORGERON-McKILLOP

Insurance Agency

West Arichat, Nova Scotia

HAS OPENED A NEW OFFICE LOCATED IN MRS. CLIFFORD BOUDREAU'S STORE WEST ARICHAT, NOVA SCOTIA

APPLICATIONS

Applications will be received by the undersigned up to 5:00 Thursday, April 30, 1970 for the position of Janitor for Lakeside School, Samsonville, Richmond County.

All applications to be marked "application" and addressed to the undersigned, P. O. Box 45, Arichat, N. S.

J. A. MURY
Supervisor of School Maintenance

TENDERS

SEALED TENDERS marked "Tenders for School Buses" will be received by the undersigned up to and including April 27, 1970 to supply:—

Four (4) Sixty-six (66 passenger buses)

One (1) Thirty-six (36 passenger bus)

Tender forms may be obtained at Richmond County School Board Office.

ALLAN W. PAON
Pupil Transportation Supervisor
P. O. Box 45
Arichat, Richmond County, N. S.

BLACK GOLD?

Along the historic Canadian coast
Northeast of Halifax, Miles of site
There lies a peaceful Isle Madame
A fishing area, peaceful and bright.

It's folks they live in homes they built
Not of bricks, but of love and prayer
Arise each day with hope and faith
A day afresh without despair.

As they sail around for fish and bait
In order that they might live
They fill their boats with fish galore
And proudly head for shore.

They know where every buoy lies
And could point to every rock
To them, the bay is an open book
As safe as at the dock.

The other boats that sail the bay
Are freighters, large and long
To bring a load of merchandise
To lighten needs at home.

In the nearby Chedabucto Bay
A shipping channel runs
For large ships that might need to pass
To the ports along the bay.

On a bright and sunny morning
With naught to halt the way
A Liberian tanker filled with oil
Sailed smoothly on it's way.

"We have struck a snag", the seamen cried
In surprise and great dismay
The ship of steel that split in two
On a rock in Chedabucto Bay.

The oil spilt from the hold
To cover the sea of all the bay
The Black Gold cargo had cast it's spell
On the surf of Chedabucto Bay.

It spread along the entire coast
From Janvrin's Island to Petit de Grat
To form a shadow of despair
A cloud of darkness in the air.

The "Arrow" now has run it's course
It's sailing days are over
But Isle Madame will ne'er forget
The damage to it's shore.

Alfred G. Gilbert
112 Stow St.,
So. Acton, Mass.

(Mr. Alfred G. Gilbert is a retired president-manager of the Reeve Folding Machine Co., of Woburn, Mass. Mr. Gilbert resides in South Acton, Mass., and was married to Josephine Girrior of West Arichat.

Mr. Gilbert with his grandchildren spent two summers in West Arichat at his dwelling and enjoyed the charm of Isle Madame and its surrounding waters.

Last summer they were often in the area of Cerebrus Rock—fishing. It is hoped that our waters and beaches will be cleaned up soon, so as to give our American friends an opportunity to visit their favorite fishing grounds.

The foregoing poem was written by Mr. Gilbert):—

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R. J. Bissonnette

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Anyone trespassing on my property, located in Samsonville or St. Peter's, Richmond County, or damaging the dwelling or buildings as well as using the land in Samsonville, will be prosecuted to the fullest extent of the law.

Due notice is hereby given so as person or persons may govern themselves accordingly.

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1969 S.C. No.13887

Sheriff's Sale

IN THE SUPREME COURT
Her Majesty the Queen in the Right of the Province of Nova Scotia Plaintiff

BETWEEN: and

Mr. Abraham J. Sampson and Mr. Edward E. Landry carrying on a business under the firm name and style of Progressive Heating, Louisdale, Richmond County, Nova Scotia. Defendants.

TO BE SOLD AT PUBLIC AUCTION by the Sheriff of Richmond County in and for the County of Richmond, or his lawful Deputy, at the office of the Sheriff in D'Escousse, in the County of Richmond on Monday, the 27th day of April A. D., 1970 at the hour of 12:00 o'clock noon pursuant to a Writ of Execution No. 13887, issued out of the Supreme Court at Halifax, Nova Scotia on the 11th day of Februray A. D., 1969.

UNLESS before the time appointed for such sale, the amount due the Plaintiff on the Execution herein with his costs be paid to him or his Solicitor ALL the estate, right, title, interest, claim, property and demand of the Defendants in and to:

ALL that certain lot, piece or parcel of land, situate lying and being at Louisdale in the County of Richmond, Province of Nova Scotia and more particularly bounded and described as follows: Bounded on the North by the Main Paved Highway running through Louisdale; Bounded on the East by lands owned by the Louisdale Co-op Limited; Bounded on the South by lands owned by Joseph Wilfred Sampson. The said above mentioned land is 74 feet on the North by the paved highway running south and on the East running West 67.7 feet. The said Grantors will allow the said Grantees the right to use the well for water, and also the right to dig a sewer over the said land for their services. Also a right over said lands to trespass and use workmen and vehicles in keeping up the sewer and repairing same when necessary to do so. Reference See Book W 2, Page 336 etseq as recorded in the office of the Registrar of, Deeds, at Arichat, Nova Scotia.

A more particular description of the lands described herein is on file with and may be seen at the Office of the Sheriff of the County of Richmond in D'Escousse aforesaid.

TERMS: Ten percent (10%) deposit at time of sale and remainder on delivery of deed.

Dated at D'Escousse in the County of Richmond the 18th day of March A.D., 1970.

R. J. LeBLANC,
High Sheriff in and for the County of Richmond.
Plaintiff's Solicitor

R. GERALD CONRAD, LL.B.,
Halifax, Nova Scotia.

DOWN WITH DEFROSTING

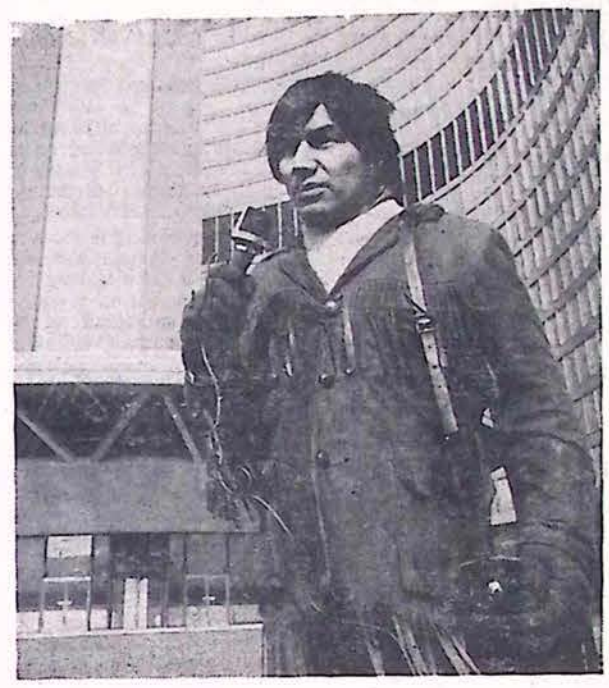
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GEORGE A. SAMSON

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JOHNNY YESNO

Johnny Yesno is a man of two worlds. He travels all over Canada gathering material for Indian Magazine, a natonal forum for Canada's native peoples. Here he's at Toronto's City Hall. Johnny is an Ojibway Indian and is the host-producer of Indian Magazine heard each Saturday on the CBC radio network.



Required April 15 to October 15 For Richmond County

Residents of Richmond County are reminded that burning permits are required between April 15 and October 15 under provisions of the Nova Scotia Lands and Forests Act. For information regarding burning permits contact the following officers or personnel:

NAME	ADDRESS	Phone	Exchange
Lands and Forests Office	St. Peters	144	St. Peters
John L. Landry	Cannes	54-3	St. Peter's
Lloyd A. MacDonald	St. Peter's	90-11	St. Peter's
Edward J. LeBlanc	Arichat	75	Arichat
Robert MacIntosh	Dundee	3-13	Louisdale
Archie MacCuish	East Bay	122-32	St. Peters
Murdock D. MacCuspic	Grand River	208-31	St. Peters

NOVA SCOTIA DEPARTMENT OF LANDS & FORESTS

HON. GEORGE A. SNOW, Minister — R.H. Burgess, Deputy Minister

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