Sherbrooke Daily Record

63rd ANNUAL REVIEW

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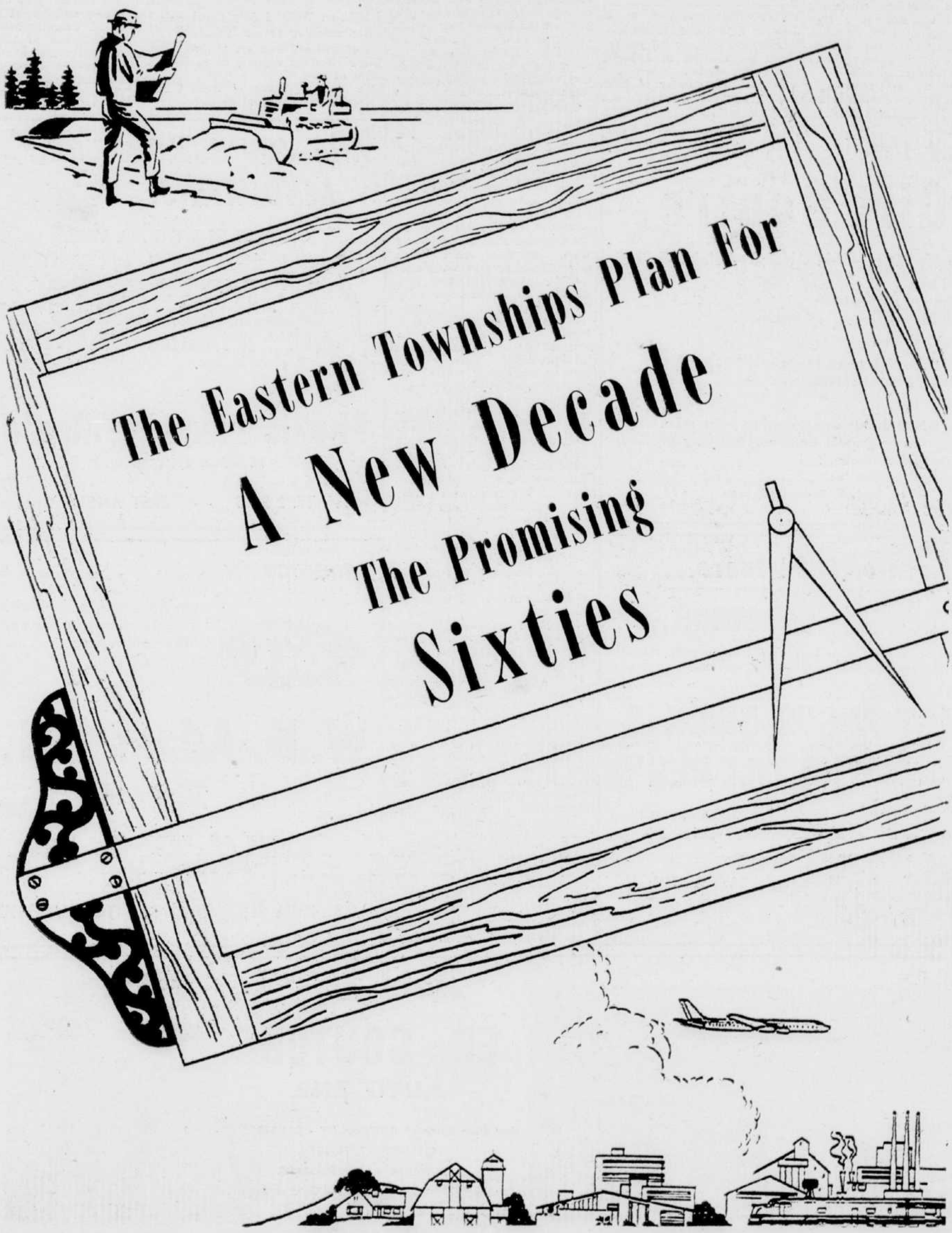

Cover by Gerry Tapp

Ingot-Producing Capacity Of Canadian Steel Industry Utilized At Record High Level

By H. G. HILTON
Chairman and Chief Executive Officer,
The Steel Company of Canada, Limited.

How essential the existence of an integrated steel industry is to Canada was proved once again this year by the steel strike in the United States.

Thanks to the fact that Canada now possesses four integrated steel producers, manufacturers, farmers, contractors, mine operators and lumbermen were able to continue production to an extent which would have been impossible if they had to rely upon steel imports.

Because Canadian steel-using industries operated at a high level throughout 1959, Canadian steel-producing capacity was utilized to a much greater extent than was the case in 1958.

This was the more remarkable in light of the fact that Canadian ingot-producing capacity as of January 1, 1959 at 6,313,000 tons, was 390,000 tons, or 6.6 percent above the capacity of 5,923,000 tons a year earlier.

In the first quarter of 1959, this ingot-producing capacity was utilized on the average to the extent of 85.9 percent. The second quarter figure was 88.1 percent, and the third quarter 90 percent. Fourth quarter production involved using ingot capacity to the extent of about 95 percent.

Those are all remarkable figures when viewed in historical perspective. In the first six months of 1958, prior to the Stelco strike, Canadian ingot-making capacity of 5,923,000 tons was utilized on the average only to the extent of 78.8 percent. Prior to World War II capacity utilization of 78.8 percent in Canada was very exceptional, and 95 percent was unheard of.

The North American steel industry is now passing through a period of technological evolution. In that evolutionary movement, Canadian steel-makers are playing a leading part.

Both in blast furnace and steel-making technology there have been significant developments pioneered on this continent by the Canadian steel industry. Canadian steel users are therefore being served by a domestic steel industry which can stand comparison with that of any country in progressiveness.

However, it should not be assumed that because of new developments, and the fact that our ingot-producing capacity has been so extensively utilized this year we Canadian steel producers have no problems.

In the first place, thanks to the high cost of raw materials, labour and services, and to high taxes, we are now high-cost producers when compared with Asian and European countries. This means that it is always extremely difficult, and in many cases impossible, for us to compete in foreign markets. Just to make sure that we do not compete even when we could, many foreign markets are well protected by tariffs, or import quotas, or foreign exchange control or very high purchase taxes.

Because so many foreign markets are closed to us by reason of our own costs or the actions of foreign governments, we steel-makers must perforce look to Canada for our livelihood.

The Canadian market is certainly a good one, as witness the eagerness of foreign steel producers to export to it. But ours is still a relatively small market and its size precludes the full use of those mass production and distribution techniques which have made it possible for some other countries to make steel at costs lower than our own.

Despite the relative smallness of our domestic market, and the essentiality of integrated steel producers to the continued progress and prosperity of Canada, our industry receives surprising little consideration from governments at all levels. Imposition

H. G. HILTON

of tolls on Welland Ship Canal traffic affecting several million tons of coal and iron ore destined for Hamilton mills is an example of this.

We have a degree of tariff protection which would be considered ludicrously low in any other industrial nation. Consequently, our domestic market is flooded with imported goods which can or could be made in Canada.

The disposition of both the people and of public bodies to buy from other countries goods which can or could be produced in Canada indicates a degrees of blindness to their own best interests which is really surprising.

Without the employment, the production, and the taxes of steel-making and other manufacturing, it would be impossible to sustain our present standard of living or way of life.

When the existence of profitable manufacturing is so essential to the well-being of Canada, and a progressive steel industry so vital to Canadian manufacturing, the failure of those in control of government to realize our importance is cause for grave anxiety and a deterrent to

Continued on page 3

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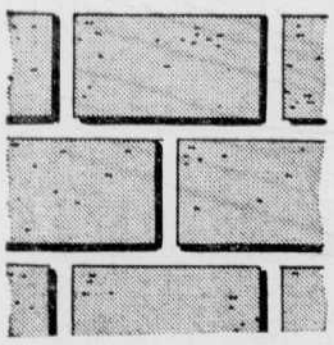

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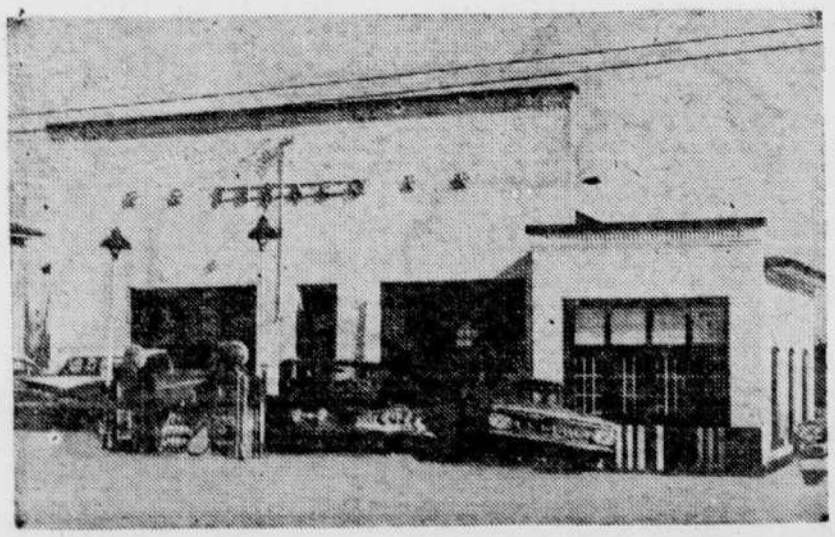

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Production Efficiency Increasing

Pulp And Paper Industry At Peak Output

By R. M. FOWLER
President, Canadian Pulp and Paper Association
and Newsprint Association of Canada

In 1959 the pulp and paper mills of Canada experienced a reasonably satisfactory year despite rising costs, despite exchange losses on sales in U.S dollars, and despite operating at only slightly better than four-fifths of capacity. The tonnage of all products manufactured for sale by the industry during the past twelve months was close to six per cent more than in 1958. Indeed, the final figures for 1959 will reveal that over-all output equalled that of 1956, the all-time record year. Although at the beginning of 1959 production was lower than in 1958, as 1959 drew to its close the industry was producing at a rate exceeding the highest levels ever attained in its history.

The present excess capacity in the industry stems from efforts to meet the demand for pulp and paper in the years up to 1956. This resulted in an expansion of capacity, both in Canada and abroad, which went a little too far, particularly as in the intervening years there occurred in the United States some softness in the demand for some grades, notably newsprint. Thus in 1959, as in the preceding two years, the Canadian mills encountered an increasing competition in export markets.

The Canadian mills have met these and other problems by the application of management skills including the adoption of new or more efficient operating methods in the woods and in the mills. As a result, profits throughout the industry have been reasonably stable and have, indeed, shown a remarkable resiliency in the face of operating and marketing problems and increased losses on U.S. exchange.

A significant development during the past twelve months has been an increased public awareness in Canada of the dependence of the economy on the well-being of the pulp and paper industry. This was reflected in the report of the Parliamentary Committee on Mines, Forests, and Waters this year which said that "by almost any criterion, the forest based industries are paramount in the Canadian economy." The report pointed out that: 'forest products have represented annually 29 to 36 per cent of the total value of our exports. The forests support industries which are first in the nation in terms of employment, wages paid, freight loaded, new capital investment, and net value of the output product in dollars. As a factor in the gross national product, these industries represent twice the combined output of all the metal mines in Canada. The woods produce both more dollar products and a higher export value than the nation's second largest export, wheat."

The report also recommended areas for specific research; improved research methods; and participation by the federal government in forest fire protection. It stressed that the annual forest fire losses are equivalent to half the value of Canada's yearly wheat crop.

Other recommendations of the Committee include the enlargement and speeding up of the forest access roads program which should envisage a system of road grids to serve fire protection and forest management purposes; federal aid in marketing Canada's forest products; a review of forest industry taxation; and the elimination of existing discriminatory taxation of the forest industries.

Finally, the report emphasized that Canada is not maintaining its previous share in expanding world markets and that government spending for defence, national development, and social services "cannot be maintained if we lose the great tax source provided us by the forest industries."

PULP PRODUCTION

The final figures of wood pulp production by Canadian mills in 1959 will run close to 10.5 million tons, some five per cent above 1958. Of this total, 77 per cent is used in Canada for the manufacture of paper, paperboard, and other cellulose products. The tonnage of pulp converted into other products at home in 1959

R. M. FOWLER

was more than four per cent greater than in 1958. The exports of pulp, which have a value exceeded only by Canada's exports of newsprint, wheat, and lumber will, according to preliminary figures, amount to 2.4 million tons in 1959, an increase of ten per cent from 1958.

NEWSPRINT PRODUCTION

The output of the Canadian newsprint mills increased by some 4 per cent in 1959 as compared with 1958. Although the total production of the newsprint industry during the past year was still some two to three per cent lower than in the peak 1956 year, nevertheless in the closing months of 1959 the actual rate of production of the mills was at the highest level yet attained.

To a greater extent than some other sectors of the industry, the newsprint mills have been affected by a world-wide expansion of the industry. Between 1956 and 1958 world newsprint capacity increased sharply, but during these same years world newsprint consumption did not increase and, in fact, declined slightly. Between 1956 and 1958, Canadian capacity increased 16 per cent; Scandinavia jumped by 21 per cent ;the United States by 29 per cent; and Chile, the United Kingdom, Belgium, France, Italy, and Japan also added substantially to their productive capacity. There were further substantial increases in world capacity in 1959.

However, newsprint consumption in the United States, which takes some eighty per cent of the Canadian output, accelerated during the year. And this acceleration was intensified in the closing months of 1959 to bring the level of production of the mills to the highest level on record.

Although Canada now accounts for a slightly smaller proportion of the world's trade in newsprint, the mills generally enjoyed a satisfactory year. The current rise in newsprint consumption in both Canada and the United States has touched a new all time level. The U.S. consumption increased in 1959 by 7.6 per cent and the Canadian mills supplied about half of this increase, a gain in shipments of more than a quarter million tons. Furthermore, the Canadian mills expect to supply at least half of the expected increase of the U.S. consumption in 1960.

While the newsprint industry at home and abroad still has some excess capacity, insofar as the Canadian industry is concerned, a large proportion of this excess represents a desirable reserve that is required to meet those not infrequent bulges in the demand from customers that, as the record reveals, occur from time to time.

PAPERS AND PAPERBOARD

If the total of close to eleven million tons of products shipped to customers by the mills in 1959, approximately 1.9 million tons consisted of paperboard and of a wide variety of papers other than newsprint including fine, book, writing, wrapping, and building papers and boards. As these products are subject to tariffs abroad, only about ten per cent of the tonnage manufactured moves abroad.

The total output of the paperboard mills during the year exceeded 900,000 tons, a slight increase from 1958. It is significant that despite the growing use of newly developed packaging materials, the demand for containerboard, for boxboard, and for all the other grades of paperboard increased from the preceding year even though exports dropped slightly from 1958. Notwithstanding the introduction of some new packaging methods, paperboard appears to be holding its own. Thus, since 1954 Canada's total output of paperboard has increased by close to twenty-five per cent.

Reflecting the increasing commercial and industrial growth of Canada, the fine paper mills also experienced a satisfactory year. The output of fine papers was some eight per cent above the level of 1958. Wrapping paper production, approximately 310,000 tons, was up by nine per cent. There was some increase, also, in the output of tissue papers and of industrial papers and boards.

PULPWOOD HARVEST

The increase in the output of the mills in 1959 coupled with an expected increase in the demand

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INGOT-PRODUCING

Continued from page 2

further costly additions to producing capacity.

The fact that our steel industry operated at a high level throughout 1959 indicates that the general level of Canadian business activity was satisfactory. This creates the hope that 1960 will be an equally good year.

However, our hopes for next year, and for the years to come will not be realized if foreign-made goods are given preference over made-in-Canada products; if new burdensome taxes and tolls are laid upon Canadian manufacturers; and if other costs continue the uninterrupted increases of recent years.

Put simply, the level of business we can hope to enjoy in Canada rests to a very considerable degree with the people of this country.

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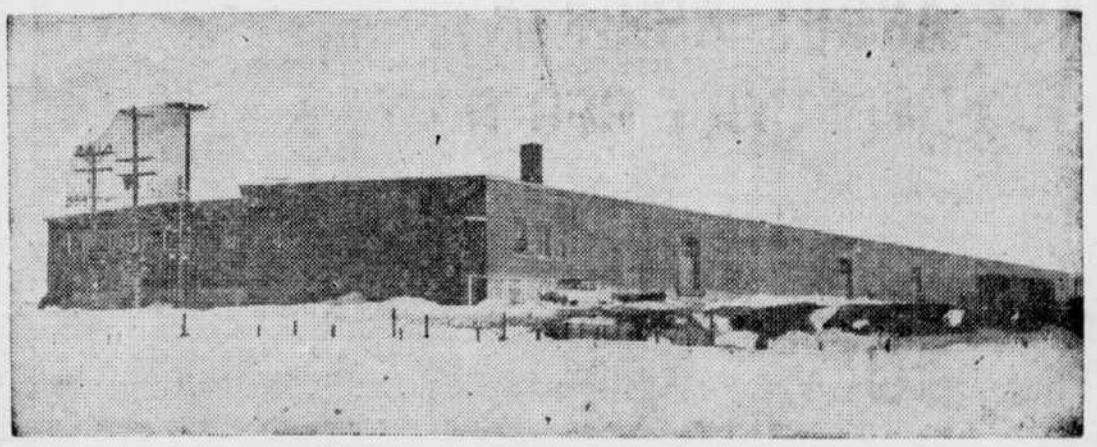

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High Level Of Employment

Town Water Lines, Park Hard Hit By Flash Flood

By MRS. MURRAY LABONTE
(Record Correspondent)

EAST ANGUS—The year 1959 saw the completion of a project started during the previous year, namely the paving of the south portion of Cookshire Street, the laying of sidewalks and completion of landscaping in the same section.

This work had scarcely been finished when the town was hit by one of the worst flash floods in its history. Due to the fact that no homes are located near the river bank the personal property damage was not excessive. Unfortunately the same cannot be said for the municipal water lines, several small bridges and culverts and the Community Swimming Pool and Park.

Repairs to the extent of $45,000 were required to replace the broken water lines. Damage to the pool and park was estimated at from eight to $10,000, although it was hard to arrive at a close figure due to the great amount of time and labor which had been originally donated by the public-minded citizens who were responsible for the original project.

Needless to say, these same people started at once to organize work parties, solicit funds and materials and make a fresh start. In a remarkably short time the pool was in operation again, but it will be several years before the grounds will be fully reclaimed.

Although there were no new industries established in East Angus during the past year, employment was maintained at a higher level than in the previous year. This was reflected in the increase in building permits issued. Permits for new construction to the amount of $216,000 were granted as well as repair and renovation permits amounting to $34,400. The greater part of this construction took place in areas already serviced by water and sewer mains and did not call for further municipal expenditures along those lines.

Chief Andre Phaneuf, of the combined Police and Fire Department, reported a total of 54 fire calls during the year. Fortunately none of these developed into major blazes, due to the efficiency and alertness of the police force and the volunteer firemen.

A breakdown of the calls received shows that 44 were phoned direct from the scene of the fire, eight were made from the call-box system and two were reported by alert constables in the municipal radio-patrol car.

Fifty-five minor traffic accidents occurred during the year. That these were minor is testified to by the fact that only three persons suffered injuries, none critical. Two fatal accidents occurred during the year, one a drowning in the St. Francis River and the second happening on a paper machine in the local mills.

There has been no appreciable change in the population during the past year, Town Secretary Anselme Tourigny reporting in his annual census a population of 4,250. Mrs. A. V. Warner, 96 years of age, is the oldest citizen.

The town council, now headed by Mayor Roland Brousseau, is comprised of Aldermen W. F. Clifford, A. Corriveau, M. C. Labonte, P. Marcoux, L. Olivier and E. Cormier.

Former Mayor D. J. Willard served three terms in his office and previously served 18 years as councillor.

New Paper Made At E. Angus

EAST ANGUS — Another first was added last summer to a long line of outstanding achievements in Canadian production at the East Angus mill of the St. Lawrence Corporation Limited.

For the first time in Canada, the manufacture of an extensible paper, trademarked "Clupak" was begun in August at the East Angus mill.

This new kraft paper is marketed under the St. Lawrence Corporation "Bulldog" trademark in conjunction with the "Clupak" trademark.

In 1907 the East Angus mill was the first on the North American continent to manufacture sulphate pulp for kraft paper.

"Bulldog" extensible paper is an unusually strong and durable paper with stretch or extensibility that absorbs energy on impact to resist rips, tears and punctures. At the same time it is soft and fabric-like to the touch.

This new myriad-use product is opening a new universe of paper.

On the more glamorous side, it can also be made into draperies, seat covers and even disposable clothing such as uniforms, hats and aprons.

Two men stand out in Clupak's short career.

They are the inventor, Sanford L. Cluett, famed for his process of preshrinking textiles behind the Sanforized trade mark, and Gerald E. Amerman, 49-year-old president of Clupak, Inc., specially-formed patent and trademark organization to which Sanford Cluett assigned his patent.

Another Canadian Company, Canada Paper Co. as well as seven firms in the U.S.A. and one in Sweden are now manufacturing this versatile paper product.

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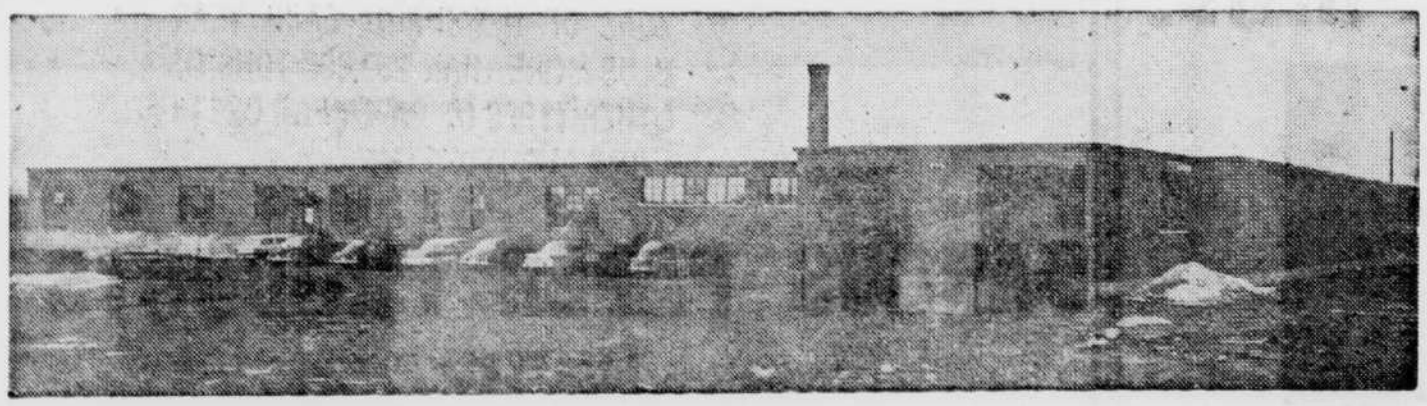

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Canadian Army Assumes New Responsibilities

Having wrapped up a busy and progressive year, the Canadian Army looked back on a 12-month period that saw its troops:

Assume new and serious responsibilities in the nation's stepped up national survival program;

Continue to maintain important NATO and United Nations commitments overseas and hold themselves in readiness for future emergencies;

Carry out, at home and abroad a series of training exercises designed to keep them in fighting trim, especially in the field of nuclear warfare.

The task of providing and operating a national survival warning system that would give the Canadian public notice of the likelihood or imminence of a nuclear attack was given to the Army September 1. At the same time the Army assumed responsibility for a number of specific tasks relating to national survival previously held by other government agencies.

These included warning the public of the dangers of fallout; the re-entry into damaged areas and the rescue of trapped or injured survivors; direction of police and fire services in contaminated areas; direction of municipal and other services for the maintenance and repair of esssential facilities in stricken areas; provision of emergency support to provincial and municipal authorities in the maintenance of law and order and the upkeep and operation of emergency communication facilities.

Faced with a monumental task, the Army immediately stepped up national survival training for its Regular troops and Militiamen; reorganized the military boundaries between Alberta, Manitoba and Ontario to simplify national survival planning, and began exercising units and Corps schools in their new roles.

At year's end, the program was proceeding smoothly.

While troops at home tackled the complex problem of national survival, Canada's overseas Army continued to bolster the ramparts of world peace on half a dozen fronts.

The start of 1960 will find some 6800 Canadian Army officers and men serving overseas. Majority of them are based in West Germany where, with their families, they occupy a sizeable Canadian community in the ancient province of Westphalia.

Canada has maintained an infantry brigade group in West Germany since 1951 as part of the NATO ground forces in Europe.

CANADA'S ARMY 1959 — Troops of the Canadian Army continue to serve in various parts of the world including Germany, the Middle East, Indochina, Pakistan, Palestine with one lone officer in Korea. The Army in Canada stepped up its training on National Survival during 1959 and also participated in the Royal Tour. Upper left, three soldiers prepare to lower a casualty during a National Survival exercise. Lower left, soldiers of the Canadian reconnaissance squadron serving with the UNEF in the Middle East check at a Brazilian infantry outpost during a routine patrol. Centre, Her Majesty Queen Elizabeth II presents colours to Argyll and Sutherland Highlanders on Parliament Hill during Dominion Day ceremonies. Upper right, members of the 1st battalion, The Black Watch (Royal Highland Regiment) of Canada arrive in Germany during the rotation of troops to the NATO brigade. Lower right, Capt. J. P. Dufour of Quebec lights a cigaret for a South Viet Nam soldier during a patrol of an International Supervisory and Control Commission team in Indochina.

(National Defence Photos)

An integral part of NATO's defence system, its units have continued to maintain their efficiency and training peak with a series of manoeuvres, including atomic, on the great north German plain. As a result the brigade is considered ready at all times for any task that may be assigned to it by SHAPE.

A three-year rather than two-year cycle of rotation for troops serving with Canada's NATO brigade was introduced during the year. The new plan saw two-thirds of the brigade group rotated during the fall months with the changeover completed by early December. The move, carried out by ship and aircraft, took some 4,000 troops and 3,500 dependents to new homes in Germany while more than 5,000 troops and dependents returned to Canada after a two year stint in Europe.

The rotation of troops serving in the Middle East with the United Nations Emergency Force also was carried out during the fall months. At year's end there

Continued on page 6

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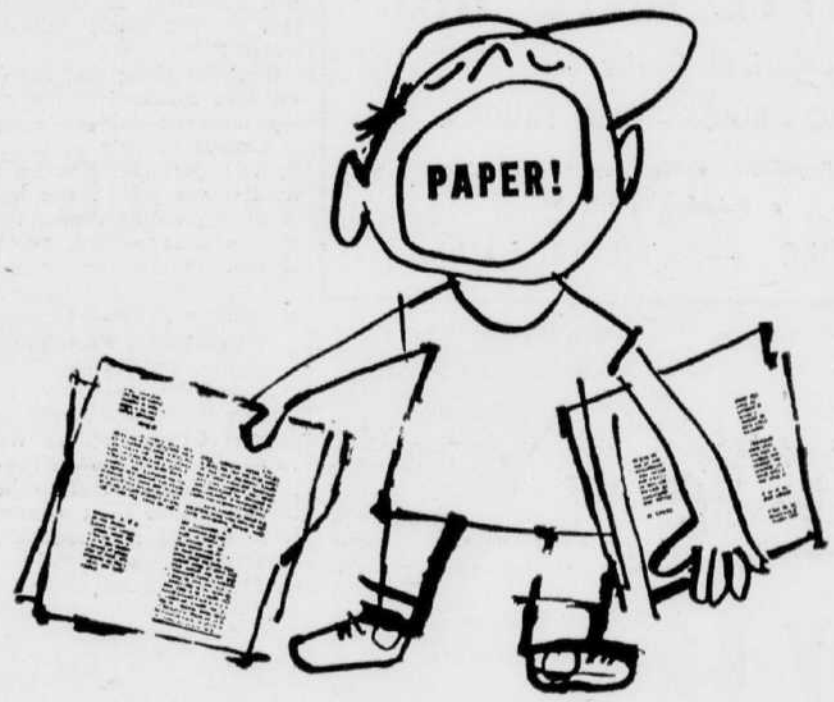

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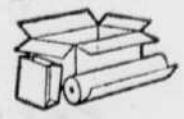

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END OF 1959 SAW DECREASE IN ACTIVITY AT PLASTICS DIVISION

Imports Still Throttling Industry

American Firm In Control Of Wallace Co.

COOKSHIRE. — The biggest single event during the past year was the acquisition of Wallace Silversmiths (Canada) Ltd. by the Hamilton Watch Co. of Lancaster, Penn. In November 1959 the Hamilton Watch Co. purchased virtually all of the outstanding common stock of Wallace Silversmiths Inc., Wallingford, Conn., the parent company of the Canadian operation.

Senior management officers feel that in uniting the forces of Hamilton and Wallace in a program of increased marketing activity in Canada, the firm will be able to provide the maximum service to jewellers throughout the Dominion.

SILVERSMITHS DIVISION

Activity remained on a par with the previous year but still remains at a much lower level than was experienced from 1950 through 1954. Competition from Japanese imports of stainless steel tableware and cutlery reached its peak during the year, and still maintains its throttling effect on the whole industry in Canada.

Statistics show that the Japanese have captured 83 per cent of the domestic tableware market in Canada because of their ability to export merchandise at extremely low prices. The industry is making strong representations to Ottawa requesting quota protection. To date no specific action has been taken by the Government in power.

GENERAL PLASTICS DIVISION

During the latter part of 1959 activity fell off sharply in the plastics division at Wallace. Normally a three-shift operation, production had to be curtailed because of a decrease in sales volume and mounting inventories.

The introduction of new decorated lines of Melmac dinnerware met with almost immediate price cutting competition from both domestic and foreign suppliers, and has not provided the results originally forecast.

Activity is being concentrated on the introduction of new items which, it is hoped, will restore the level of production which is necessary to operate successfully.

No new equipment purchases are planned until such time as all present equipment is fully utilized.

FIREPLACE FURNISHINGS DIVISION

Much progress was made during the past year on production techniques in this relatively new division at Wallace. During a period when sales of fireplace furnishings were off on a country wide basis, Wallace lines made a definite impression on the Canadian market. Sales for 1959 were below forecast, but the outlook for the 1960 season is optimistic.

GENERAL

In 1951 approximately 135 people were employed at Wallace on Silverware Products alone. The work force gradually shrank to one half this number in 1956 due to competition from foreign lines. In 1957 Wallace added the General Plastics division to provide a greater diversification of products and maintain year round activity. At present there are approximately 160 people employed at the Wallace factory in Cookshire. This figure does not include the staffs of Sales Offices maintained in Toronto and Montreal.

The majority of personnel employed at Cookshire live in Cookshire and the immediate area. However, due to the shortage of housing in Cookshire some employees must commute from Lennoxville and Sherbrooke daily.

CANADIAN ARMY

Continued from page 5

were more than 800 Canadian soldiers still serving in Egypt. In all, some 3,000 Canadian Army officers and men have guarded sections of the International Frontier between Gaza and the Gulf of Aqaba.

Canadian Army officers and men also are serving with United Nations truce supervisory commissions in various parts of the world. There are 68 in Indochina, 29 in Pakistan and Palestine and one lone officer in Korea working with the United Nations Command Military Armistice Commission in Panmunjom.

Other troops are serving with the Canadian Army Liaison Staff, London, the Canadian Army Staff, Washington and as military attaches in more than a dozen world capitals.

Backing them up at home are three well trained Infantry Brigade Groups. A battalion in one group has been specially designated for emergency service whenever and wherever it may be required. Held in a high state of readiness, this battalion is prepared to move anywhere on very short notice.

Since 1958 the "stand-by" battalion has been the 2nd Battalion, The Royal Canadian Regiment, based at London, Ont. Highly trained to meet any international commitment that might arise, the battalion includes a special "company group" of some 250 paratroops skilled in wide varieties of trades including communications and medical as well as fighting skills.

In Germany, Canadian troops continued to practice for conventional or nuclear warfare on up-to-date training areas only 50 miles from the Iron Curtain. During the year their field training included a three-week brigade concentration at the All Arms Training Centre at Sennelager and workouts on the ranges at Putlos, on the Baltic.

With more then 1600 Canadian families living in Permanent Married Quarters in nine camps and other 1100 living in German rented accommodation in and around Soest, Canadian troops and their dependtnts are an important factor in the economic stability of the predominantly agricultural region.

The troops spent an estimated $3,000,000 during the year; travelled some 15,000,000 miles in

Continued on page 26

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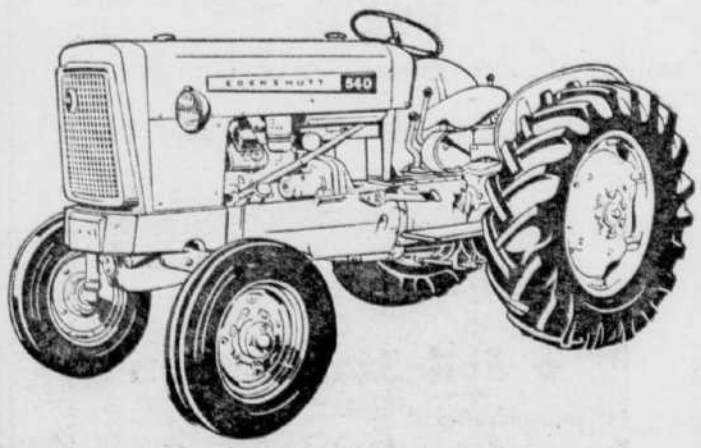

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Several Civic Improvements

Population Increase Noted In Cookshire

By Mrs. E. S. Heatherington
(Record Correspondent)

COOKSHIRE — A notable increase in population over the past year speaks well for this pleasant little town in Quebec's Eastern Townships. Figures reveal an increase from 1425 to 1525.

With the modern conveniences which exist at present and which are continually being added to, there is no reason to suspect any market change in the future.

In the past, it has been the habit to elect councillors, and then, from this group one is selected to act as mayor. This year, however, the mayor was elected by the vote of the people. Bruno Turcotte was returned as Mayor for a term of three years. The Councillors are: Lucien Richard, H. C. Barter, Cecil Gilbert, Pat Cassidy, Girard Beaudoin, Jean-Paul Dionne. The secretary-treasurer is Colin Standish. This group is active and provides many facilities for the townspeople.

There is a Convent, a Brothers' School, and the Cookshire High School, several grocery stores, a dry cleaning establishment, train, bus and trucking services, Roman Catholic, Anglican and United Churches. The Compton County Seat or office is situated in a lovely park, which has been lighted by night, with flood lights at the base of the cenotaph. The registry office and other office space is contained in the County Building.

One new street was built this year and water mains extended on three streets. Lights to the value of $5,000.00 have been installed on the new play-ground, situated in the lower end of the town across the river.

Needless to say, Cookshire is proud of its two town hockey teams, which have won most of the games they have played this year; the High School also participates in sports and have both girls' and boys' hockey teams. A Badminton Club is also functioning, with games being played in the High School.

The children enjoy skating on the High School rink under supervision provided by the A.B.C. Home & School Association. There are also town rinks for skating purposes, and the Brothers have a rink for their school.

The Bell Telephone Co. has built a new building for Dial Exchange and facilities went into effect Feb. 7, 1960.

The telephone poles have been removed from the Main Street, and a new entrance built to the parking grounds behind the Bank of Montreal, which will facilitate the circulation of traffic.

There is very good taxi service provided by a number of individuals, and Lessard's daily bus service to and from Sherbrooke is a great convenience. The Provincial Bus Co. also operates through the town.

Welding and auto repairs are carried out by competent workmen in their shops. There are several service stations and garages, and a number of restaurants. Feed and grain stores supply the needs of the farmers, and farm equipment and building supplies are also available.

The Bank of Montreal and the Caisse Populaire are always ready and willing to give courteous service to their customers.

There are two hotels, the old Osgood House, and a new hotel owned by Mr. Cassar, of East Angus. This new building is of brick construction, and has 24 rooms, well-carpeted and supplied with the latest furnishings. It also contains a dining-room, a grill, a bar, and all modern conveniences.

Considerable painting and repairing, has been done on the two Protestant churches, thus adding considerably to their appearance. The Catholic parishioners are justifiably proud of the three new bells which they have had installed in their church recently.

The climate seems to be conducive to longevity, for there are numerous people over 80 years of age, and a few over 90. The oldest citizen, Mrs. Thomas Kinsley, died during the year in her 99th year.

There are three doctors — Dr. S. J. Bennett, Dr. A. Lepine and Dr. G. B. Scott to attend the sick, and also one dentist, Dr. G. Lauzon. Dr. Denis St. Jacques is the veterinary.

There are factories which help to give employment to residents and non-residents. The Frasier, Thornton & Co. Ltd., the largest Proprietary Medicine Company in Canada, making and selling exclusively goods of their own manufacture, has been established since 1902. Upon the death of J. A. Frasier, in the autumn of 1959, Mrs. Frasier assumed the

Continued on Page 11

Island Brook Church Re-Opens

ISLAND BROOK. — In the center of this small village stands the beautiful little church, which until this year was known as Christ Church, Anglican.

In 1874 the land was bought by the Anglicans through the British American Land Act. The following year a group of attentive churchgoers wanted a church built, the principal movers in the work of the building being S. Wood, Wm. Dawson, R. H. Wilford and James Weston. Rev. E. C. Parkin was missionary of the district at the time.

The building cost $1000 to erect and Geo. W. L. French and R. H. Wilford were the first wardens and Rev. A. H. Moore B.A. was incumbent. Several of the accessories of the church were donated by the Guild and other different concerns.

As years went by the good old timers passed away and the younger generations grew and went elsewhere to make a living so the congregations kept getting smaller and smaller.

One evening there was a Guild and Vestry meeting held at the home of Mr. and Mrs. Arthur McLeod with a small number of attentive members. After quite a bit of discussion it was decided to close the church as there were not enough parishioners to keep it going. That was the month of January in the year 1957. Now what Anglicans are left have joined the Cookshire parish.

In October, 1956, a new denomination called Pentecostal Assemblies of Canada started in Lawrence Colony with cottage meetings being conducted by Pastor Vernon Hatch of Lennoxville.

The congregation grew to the extent that the people felt they wanted a larger building so plans were made either to build a church or buy one. The Anglicans were approached to see if they were interested in selling their church and they consented. The building was purchased on January 9, 1960 and the church is now open with services being conducted by Pastor Vernon Hatch.

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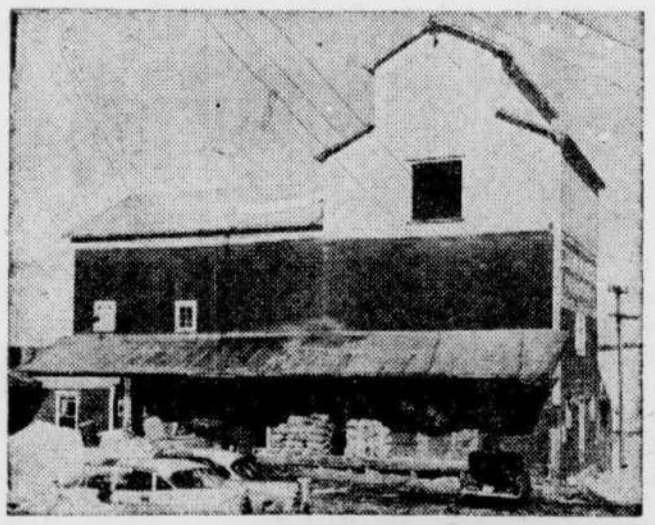

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Redesigning For Greater Efficiency

C.P.R. Develops Land, Sea, Air Services

By N. R. CRUMP
President, Canadian Pacific Railway Company

Business conditions in Canada improved in 1959 although the improvement was not uniform in all segments of the business community. Exports of agricultural and mineral products and lumber lagged behind, adversely affecting rail traffic. The increase in the volume of railway traffic in 1959 has been small.

Throughout the year, the business policies of Canadian Pacific have been directed towards two major objectives—first, developing its transportation services by land, sea and air to meet the changing requirement of the public and securing new markets for its services—second, redesigning its administrative structure and altering its operating procedures to achieve greater efficiency.

Notwithstanding the progress made, as the new year approaches, the Company is faced with major problems. Foremost among these is the situation arising from the statutory rates on grain and grain products. These rates are fixed at the level of 1899 and bear no relationship to today's greatly increased costs. Canadian Pacific, recognizing that the national economy would be adversely affected by an increase in export grain freight rates, has proposed to the Royal Commission on Transportation, under the Chairmanship of Mr. M. A. Macpherson, Q.C., that freight charges to western grain growers remain under the control of Parliament at their present level, and has recommended that a fair level of rates be determined, the difference between such fair level and the fixed statutory level to be recognized as a national obligation of the Treasury of Canada.

Another problem of substantial proportions for Canadian Pacific is the marked and rapidly growing change in travel habits affecting passenger train service. The growth of private automobile travel has made it necessary to eliminate passenger trains on many branch lines. Reduction of train service on main lines has also been undertaken. Further curtailment is indicated as the public's preference for air travel for longer distances and private automobile travel for shorter distances continues to grow.

To meet expanding public demand for air travel, Canadian Pacific Air Lines was granted authority in 1959 to provide one flight per day in each direction between Vancouver, Winnipeg, Toronto and Montreal. This service, inaugurated in May, has proved so popular that many patrons have been subjected to inconvenience as a result of the restriction on the frequency of its flights and many of those wishing to use C.P.A.'s transcontinental air service were unable to do so. Before the end of 1960, the limited authority as to flights and route patterns now held by Canadian Pacific Air Lines will be reviewed. It is anticipated that expanded services of Canadian Pacific Air Lines to the Canadian travelling public will result.

N. R. CRUMP

Canadian Pacific Air Lines also expanded its services in the international field in 1959 by increasing flights to the Orient and to Mexico and introduced Britannica aircraft on this latter service. On March 4, 1960, the Company will inaugurate flights between Eastern Canada and Rome. This direct link between Canada and Italy will be a most welcome new service to numberous Canadians travelling to the Holy City as well as to the many who have emigrated to Canada from Italy.

Canadian Pacific in 1959 has continued to give close attention to improved efficiency of surface transportation by integrating merchandise handling on road and rail. In British Columbia a new operation fully integrating merchandise handling at Vancouver and on Vancouver Island was inaugurated in October. This new service combines through a central agency all l.c.l. rail, truck and express operations. Further extensions of this new integrated service, which has been well received by shippers, will be carried out in 1960.

Substantial development has also been undertaken in the movement of truck trailers on flat cars. This service, commonly known as piggyback, has been expanded so that it now covers 6,000 Canadian Pacific route miles and extends from the Atlantic to the Pacific. The advantage of piggyback service in combining the efficiency of rail line haul with the flexibility of truck terminal movement has necessitated placing some 900 specially equipped flat cars in service.

Progress in the communications services of Canadian Pacific was made during the year. Telex facilities, which give rapid printed communication service to business and industry, were extended to a number of new areas in Canada. In addition, new links were added between Canadian and United States subscribers to augument the existing network to Europe and the United Kingdom. A number of private wire teletype systems specially designed to meet the needs of customer were also placed in service during the past 12 months.

Canadian Pacific, through its wholly-owned subsidiary, Cana-

Continued on page 30

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Sawyerville Year Marked By Construction, Repairs

New Sawmill Operating, Post Office Being Built

SAWYERVILLE — A new sawmill completed last spring, a new Post Office building, in process of construction and a number of repairs to the town water and sewer systems highlighted the year's activities in this Eastern Townships locality.

Many of the old water pipes and sewers had been laid from 50 to 100 years ago and were badly in need of repair.

In March 1959 a full time town man was hired in the person of Ernest Berwick. It had become evident, because of more and more demands made upon the town, that in order to secure a reliable person, full time employment must be guaranteed.

One new sewer was installed costing approximately $2500, to accommodate the Fina Station and connect Faulkner Street to Eaton Street in one sewer of 12 inch diameter, the cost of this enterprise to be borne by all who are served by any municipal sewer.

There was no new paving of streets, only the usual repairs made necessary by the 1st of July floods which hit this area rather hard. Last fall a short piece of road from the Eaton Road to Alden King's was built.

A fire truck ordered in 1958 was delivered last winter and although we have not had much cause to use it, it is here and ready to serve not only the Town of Sawyerville, but surrounding areas as well, provided they wish to avail themselves of its use. The people of Sawyerville can look with pride at this addition to the fire fighting force.

In December the Town sold their corner lot known as the Greenley lot to the Dominion Government to construct a new Post Office, already started.

The Post Office in recent years has been housed in the Town building which space and accommodations the Post Office department said were not adequate. This, coupled with the fact that the rent received did not cover the cost of upkeep, the town council suggested to the Post Office department that they build. This was referred to the Department of Public Works Ottawa, the site was chosen and construction has commenced.

NEW SAWMILL

In January of last year, Jack Garneau approached the town council asking if they would assist him in securing a site on which to build a sawmill. After due consideration it was decided to take matter up with the M.P.P. for Compton County, Claude Gosselin with the hope he could secure Government assistance towards such an undertaking. Due to his efforts a grant was secured and Mr. Garneau was able to purchase the site of the old sawmill owned by the Sawyerville Manufacturing Co., the mill having been destroyed by fire some years ago.

By ABBIE A. FRENCH
(Record Correspondent)

* * *

This new mill was completed in April and ran much of the summer and fall. This undertaking, though comparatively small, has already proved a great asset to the town and surrounding country.

Several new lights have been installed on the street and around the cenotaph in front of the Town Hall.

There are two skating rinks. A new one has been made by the town this winter. The other one is run by the Athletic Association.

Two new houses were built during the past year, a bungalow in lower town by Mr. Dodier and Mr. Francis Williams' house on Randboro Road. Extensive repairs have been made on Baptist Parsonage which is now a modern home throughout.

FORMER MAYOR HONORED

An outstanding event during the year was the dinner given by the present council and its immediate past members to Mr. and Mrs. L. H. Hunt in honour of Mr. Hunt's long service to the Town both as Councillor and Mayor.

At the dinner L. R. French, present Mayor, presented Mr. Hunt, on behalf of the people of Sawyerville, with an attache case. Mr. French referred to the 35 years of service Mr. Hunt had given his town as a record seldom surpassed. He complimented him for his generous sacrifice of time and substance and readiness always to listen to any problem no matters who presented it or how trivial it might have been.

OLDEST RESIDENT

The oldest resident now living in Sawyerville is Miss Ida MacKay who was born at Low Forest near Sawyerville on December 5, 1867, daughter of the late Mr. and Mrs. Michael MacKay.

She was educated at Low Forest, Sawyerville and later attended Cookshire Academy.

She lived on the farm where she was born until 1947 when she and her brother, Wilbert MacKay, moved to East Angus. They lived there for a short time, then returned to Sawyerville where they now reside.

Miss MacKay is still very active, attends to her household duties and spends much time reading and painting pictures as a pastime. She also pieces quilts for the Red Cross.

Miss MacKay is charter member of the Women's Institute, a member of the Farm Forum and an active member of the United Church.

Recently two old residents of this community died, Mr. Robert Statton at the age of 95 and Mr. Leon George Garon in his 94th year.

LODGES CELEBRATE ANNIVERSARIES

Eaton Valley Lodge No. 60 of the Independent Order of Oddfellows celebrated its 50th anniversary last spring with a banquet and presented 50 year jewels to the charter members. Other jewels were also presented.

Wilhelmina Rebekah Lodge No. 23 received its charter on January 10, 1910, and members are planning to celebrate their anniversary a little later. This Lodge still has six charter members.

These two lodges assisted other lodges in the district in sending a delegate to the Youth Pilgrimage to the United Nations last year and also are assisting again this year.

TOWN FACTS

Sawyerville, with a population of about 1000, is an incorporated town, situated about 24 miles from Sherbrooke, 28 miles from Beecher Falls, Vt., and about 20 miles from Chartierville. It is on the C.P.R. line.

There are three Protestant Churches, Anglican, Baptist and United, and a Roman Catholic Church.

Two good schools serve Sawyerville residents, the Sawyerville High, with 11 grades and 227 pupils and the Convent with nine grades and 117 pupils. Clarence Kendall is principal of the former and Mrs. William McLeod is assistant. Sister Matilda heads the Convent teaching staff.

Plans are underway for an extension to the High School to be built in the spring.

Mayor Lloyd French heads municipal officers and aldermen are: Douglas MacKay, Ross Bellam, Harold Locke, Clinton Smith, Zeph. Rousseau and Paul Vallee. George R. Hurd is secretary-treasurer.

Canadian North Saw Economic, Social Progress In 1959

HUNT FOR OIL — The hunt for oil gained new life in the Canadian North during 1959 as private interests indicated increased interest in development work. Here a geophysicist takes measurements with a gravity meter as his native guide and team of huskies takes a break. This type of exploration provides clues to underground rock structure, necessary in helping deciding where to drill for oil. (CP Photo)

OTTAWA (CP)—Economic and social progress stirred the Canadian North in 1959.

The hunt for oil surged into new prominence with prospects of development by private interests. For the first time, the department of northern affairs and national resources reported a year with no deaths by starvation among the 10,000 Eskimos.

There were some notable firsts, indicative of things to come.

Chance No. 1, an oil and gas producer, was brought in 40 miles south of the Arctic Circle in the western sector of the Northwest Territories. Oil interest in the Arctic islands burst into life early in the year when applications zoomed for oil exploration permits. They totalled more than 105,000,000 acres near the end of the year.

TOURISTS IN ARCTIC

The first Arctic tourist camps were built and the first co-operatives designed to stimulate Eskimo and Indian enterprises were organized.

Preliminary study began of the polar continental shelf on the west flank of the archipelago, with scientists seeking new mineral sources, data on tides, currents and ice, fish food potential and diverse other information. The years - long study, largest ever undertaken by Canada in the north, will proceed next year on a permanent basis.

Canada's fast-growing northern fleet, augmented by a ninth icebreaker—largest in the country—hauled a record 100,000 tons of cargo to Arctic points in the short summer season. Grain shipments from Churchill, Man., totalled a record 22,000,000 bushels.

The battle continued to provide basic health services for a shifting population of fewer than 36,000, scattered over 2,500,000 square miles in the Yukon, Northwest Territories and northern Quebec.

By seaboard and air patrols, government doctors checked more patients than ever before. They reported that tuberculosis, once a prime Eskimo killer, had

Continued on page 17

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MAYOR: Lloyd R. French
George R. Hurd, Sec.-Treas.
Councillors: Zepherin Rousseau, Harold Locke, Paul Vallee, Douglas MacKay, Ross Bellam, Clinton Smith.

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Bury Businesses Expand; Many Rural Roads Improved

By EVA C. MacRAE
(Record Correspondent)

BURY — While no new industries came to Bury last year, some businesses expanded

THE SOKOKI CHIEFS COLOR PARTY LEADS BURY DOMINION DAY PARADE

The restaurant formerly known as J. J. Lapointe, has undergone a complete renovation and an up-to-date eating place has emerged, of which we are justly proud. Mrs. Ballentyne Desruisseaux is in charge. Specialties include home cooking, barbeques, spaghetti, etc. while the Beauty Parlor which was formerly on the ground floor will be found upstairs.

Mr. Arthur Prangley, our up-to-date grocer, has remodelled his store inside and the results are pleasing to the eye.

COUNCIL

Our genial mayor, Osborne Dougherty, still heads municipal affairs. Two councillors, R. Stokes who served faithfully for some nine years, and Lindsay Groom, retired. They were replaced by Clifford Gaulin and Harley Asker. Other members are Raymond Morrison, Gordon Dougherty, Clayton Grey and Adolphe Lariviere.

Once more we have a resident bank manager, J. Paquette, who with his wife and family have taken up residence in the apartment over the bank. The best wishes of the town are extended to them.

The Pope Memorial School of which we are justly proud has an enrollment of over 200 pupils and is under the principalship of Alan Sutherland. The school with its efficient staff of teachers, is making a name for itself in the educational and sports world.

ROAD WORK

Improvements to roads in rural districts went on through the summer. A recent by-law stated that work on the necessary sidewalks must be attended to as soon as weather permits and continued until completed. As a safety measure children are required to walk on sidewalks instead of roads whenever possible.

The Municipal Council purchased a large army truck to be converted into a fire truck. This necessitated enlarging the fire station, the only bit of building done, but several houses were given new coats of paint, which made a vast improvement to the area.

CHURCH IMPROVEMENTS

The United Church this year put on a new roof, while St. Paul's Anglican Church beautified its already lovely interior with a red aisle carpet. Both churches are proud of their electric organs and surpliced choirs.

The members of the Canadian Legion finished off a room in the basement of their hut and held their annual Oyster Supper there.

The one outstanding event to which all Bury looks forward, is its July 1st Celebrations. 1959 was highlighted by visits from members of Montreal Canadiens Hockey Team and the Sokoki Chief 60 member band. It is estimated that some 5,000 people visited Bury on that occasion.

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Water System Augmented, Fire-Fighting Equipment Purchased At Scotstown

By MRS. CHARLES MacRAE
(Record Correspondent)

SCOTSTOWN — Augmentation of the water system in Scotstown formed the greater part of undertakings by the municipality during the past 12 months, Mayor D. D. MacLean said recently.

Included in this system were 640 feet of six-inch water pipe laid on Victoria street at a cost of $3,800. A further 400 feet of ½-inch and two-inch water pipe were put in on Gordon and Argyle streets, and hydrants added for purposes of fire protection.

The town also purchased some additional small pieces of fire-fighting equipment.

During 1959, there were two major fires. The first completely destroyed the two-story home of Mr. R. Rousseau on Ditton st. The second fire gutted the home of Wilfrid St. Laurent on Gordon st.

Mayor MacLean is assisted by Aldermen Louis Laprise, Albert MacLeod, Laurent Poirier, Ansel Wintle, Alfred Grenier and Norman Lapointe.

Canada - U.S. Relationships Strengthened

By HAROLD MORRISON
Canadian Press Staff Writer

WASHINGTON (CP)—Canada's relations with the United States, often strained by economic differences, showed noticeable improvement during 1959. Queen Elizabeth added a warm touch with a brief but spectacular Chicago visit during her momentous Canadian tour.

In many ways it was a year of achievement as the two neighbors struggled to erase the continuing growth of border irritations. But many problems remained unsettled and Canadians looked to 1960 with mixed feelings of confidence and apprehension.

The new year likely will see the two countries getting down to serious negotiations and perhaps even a start on the harnessing of the mighty Columbia River for a great new flow of power to benefit the west coast border area.

Canada would likely benefit also by the U.S. plan to open world negotiations next fall to reduce U.S. tariffs by a total of 20 per cent over a four-year period at the rate of five per cent a year.

The flow of surplus Canadian natural gas to the U.S. is likely to increase with import red tape cleared away. To some extent this might offset the gradual decline of Canadian uranium shipments to the U.S. following the American decision to drop Canadian uranium contracts after 1962.

But 1960 also is a presidential election year.

The Canadian fear is that legislators may be more concerned with vote-capturing moves than meeting appeals of foreign friends. This could lead to a pre-election emphasis on nationalism and protectionism, with perhaps increased pressure for tightening of import curbs.

Decisions to limit the quantities of goods which could be shipped into the U.S. would offset the advantages of tariff cuts. The U.S. has given wide publicity to its deficit in international trade in goods and services, but less known to the American public is that Canada also has its huge trade deficit, particularly in trade with the U.S.

Mr. and Mrs. Angus MacKenzie

Scotstown Couple Recall Early Days

By MRS. CHARLES MacRAE
(Record Correspondent)

SCOTSTOWN — A visit to the home of Mr. and Mrs. Angus M. MacKenzie on Albert St., proved to be most interesting, as they are active, have very keen memories, and are interested in all the activities of the Town and Community, as well as keeping up with all the world events by papers, radio and TV.

Mrs. MacKenzie, (nee Lilly Morrison) daughter of the late Mr. and Mrs. Murdo Morrison of Red Mountain, Que., cares for her own home, and is an active member of the Circle and the W.M.S. of St. Paul's Presbyterian Church, of which she and her husband are members.

Two years ago in June they celebrated their Golden Wedding Anniversary. They have three children, Doris MacKenzie, of Montreal; Arnold MacKenzie of St. Johns, Que., (married, and with four children) and Mrs. Calvin Smith, of Cornwall, Ont., (with one son).

Mr. MacKenzie was born in Dell, approximately 5½ miles from town, in 1878, son of Mr. and Mrs. Murdo K. MacKenzie.

He became interested in lumbering and pulpwood business at an early age, and has spent 60 years at this work, operating lumber camps in Dell until seven years ago. He owns over 400 acres of timber land and a couple of farms.

He has also had extensive interests in granite quarries. Black granite was quarried in the Dell Quarry, and green granite from the Megantic Mt. quarry.

In 1904 he opened a general country store, and sold everything needed including household furniture, hardware, clothing, groceries, drugs, and feed. His son Arnold MacKenzie helped to manage this store for several years, but the store was closed in May 1959, after operating for 55 years. It is greatly missed by all the residents especially on Albert st., as there isn't any other on the North side of the river. The store, with its large apartment above is now up for sale.

Mr. MacKenzie took an active part in the Town Council, and was Mayor at different intervals for approximately 25 years.

Mr. MacKenzie told me several interesting stories of when he was a young boy.

In 1885 the C.P.R. line was extended through Scotstown to Megantic. Mr. MacKenzie was then seven years old. His father, thinking it would make a nice outing for his two sons, suggested they walk to Scotstown, as there wasn't any road from Dell, just a trail through the woods. En route they sat down to rest near the tracks. After a few minutes they heard the train coming. Much to their delight the train stopped for fuel, which was cord wood in those days and Mr. MacKenzie asked permission for his sons to look at the engine. They were welcomed aboard and given a ride to Scotstown. The same day Mr. MacKenzie took his sons to see the pulp mill, one of the shareholders being the late Col. MacAulay.

Among his happy memories are the good times had at the old time Cattle Shows which were held every fall. Before the Fair Grounds were on Coleman Hill, a section of ground where the Scotstown High School now stands was used. As a very young man Mr. MacKenzie operated a booth where he sold lunches. There was much competition, he said each one trying to draw the crowd to their booth.

In speaking of all the modern cars on the road today, Mr. MacKenzie recalls when there were none in town. The late Rev. Dixion was the first to have one, he said. When the young folks wanted to go to Gould or other towns on Saturday night to dances, they went by horse and buggy, many having very smart outfits and driving horses.

SEVERAL CIVIC

Continued from page 7

presidency and general managership of this firm. She feels this is a period of expansion, and has re-organized the whole company. Their goods are sold from coast to coast.

The Cookshire Woollen Mills, under the presidency of Louis Beaudoin, have had a very successful year and have expanded twice. Last May they built a storage building for wool and raw stock, 5,600 square feet in area.

In October, they started to build a new carding and spinning department, which is just about completed, taking 7,650 square feet of floor space. This will increase their production by 50% next spring and the number of employees will be increased in the same proportion. However, it will take a few months to receive and install all the new machinery. Beautiful blankets of all descriptions are made here, as well as different types of balls and skeins of wool.

The Southern Canada Power Co. supplies efficient electrical service, and has an up-to-date store with all types of electrical appliances on display. There are also other types of stores, a tombstone business and saw mill, with all types of lumber.

The Roads Department of the government has a very fine building, and in this building are also located the offices of the Agriculture Department and the Health Unit.

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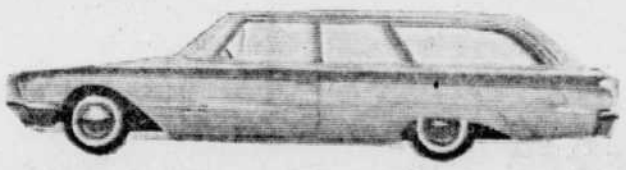

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Councillors: Laurent Poirier, Louis Laprise, Albert MacLeod, George Riglar, Alcide Grenier and Ansel Wintle.

Inquiries should be addressed to the Mayor: Normand Lapointe, or the Secretary-Treasurer: Paul Beaudoin, or the Chairman Industrial Committee: Albert MacLeod.

Life Insurance Sales Up

Canadians Own Nearly $42 Billion

By GEORGE W. BOURKE
President, Sun Life Assurance Company of Canada

The trend in life insurance sales continues to be a favorable one reflecting the economic strength of the nation, the thrift and foresight of its people and the public's confidence in the industry. Ownership of life insurance, for example, has more than doubled in the past seven years. In 1952, Canadian families owned $19 billion of life insurance. At the close of 1959, the figure was close to $42 billion. There are now more than 8 million policyholders in Canada and life insurance companies furnish three out of four families with protection against loss of income arising from the death of the head of the family.

While final figures for 1959 were not available at time of writing it appears likely that close to 6 billion of new life insurance was purchased during the year, an increase of 4½% over the record total for 1958.

As life insurance membership has grown and policies have remained longer in force, total life insurance benefits paid to policyholders and their beneficiaries increase sizeably each year. The annual total of benefit payments increased six-fold between 1925 and 1959, it has nearly tripled since the end of World War II. The total amount thus paid in 1959 amounted to $590 million, $27 million more than in the preceding year. Benefits to living policyholders account for approximately 63% of policy payments. Last year an estimated $310 million was paid in 'living' benefits, while payments to the beneficiaries of deceased policyholders totalled $180 million. Accident and sickness benefits paid by the life insurance companies amounted to an additional $100 million.

In their purchase of life insurance, men and women are looking towards the future and it is therefore not surprising that Canadian policyholders and beneficiaries set aside more than one - fifth of the benefits due them in 1958 to provide future income payments rather than withdrawing them in lump sums. Approximately $85 million, or 21%, of life insurance benefits payable in Canada were set aside for income purposes in comparison with 3% of benefits set in 1925. It is estimated that almost $600 million of accumulated policy proceeds and policy dividends are currently held by the life companies to provide future income payments for Canadians.

GEORGE W. BOURKE

The life insurance industry in Canada offers a splendid example of free enterprise in action. First, it is highly competitive. Secondly, Canadians are the best insured people in the world. Since 1938, fifteen new life insurance companies have been incorporated in Canada and have commenced business. Since the Second World War, numerous United States and European companies have entered the field. Today, more than 75 different Canadian, British United States, Netherlands, Swiss and German companies are transacting life insurance amongst us. This is by no means a one-way street. Canadian insurance companies also operate abroad. More than a million and a half people in fifty different countries own policies in Canadian companies in an amount exceeding $10½ billion. In particular, Canada and the United States do a thriving business across their common border; 70% of the life insurance which the Canadian companies provide abroad is on the lives of United States policyholders.

More than half the dollars set aside by Canadians in premium payments for future protection are put to work by the insurance companies and play a large part in the economic fabric of the nation. In recent years, one quarter of the income of Canadian companies was derived from earnings on their investments and these earnings have helped materially in reducing the cost of insurance to policyholders. Life insurance dollars, might thus help to build an office in Sherbrooke or a housing development in Edmonton or a factory in Montreal or a shopping centre in Halifax. Life insurance dollars might help to finance a farmer in Ontario or a small businessman in New Brunswick, to say nothing of hundreds of schools and roads and public works. To be specific, out of a total of $7 billion of life insurance company investments at the end of 1958, over $2.6 billion was in mortgage loans on homes, apartments, office buildings and other commercial property; over $2 billion in the securities of private industry and about $1.5 billion in federal, provincial and municipal government bonds.

The Canadian life insurance industry, through its Public Health Committee, made grants and awarded fellowships for public health projects and medical research last year amounting to more than $110,000. These grants are in addition to those made by individual companies for miscellaneous educational and charitable purposes.

It is natural that the questions of medical research and accident prevention should be a matter of profound and continuing interest to the life insurance industry. Following the experience of recent years, diseases of the heart and circulatory system continue to be by far the greatest cause of death. In the upper age groups, close to two-thirds of the death claims stem from such diseases. Even in the younger age groups, the number of death claims from heart disease is barely exceeded by those resulting from accidents and violence. The improvement in life expectancy has been caused mainly by a substantial reduction in infant mortality and deaths from infectious diseases. However, diseases in middle and old age have proved more difficult to control. It is questionable, therefore, whether improvement in future life expectancy will be comparable to that of the last quarter century.

In the younger age groups, accidents and violence are responsible for the largest number of deaths and it is significant that about 40% of all accidental deaths are traffic fatalities.

The third greatest killer is cancer, which causes about 18% of all deaths at age 40 and over. Even in the younger age groups, the rate is 12% of all deaths.

Heart disease, accidents and cancer thus account for 84% of all deaths, indicating a remark-

Continued On Page 30

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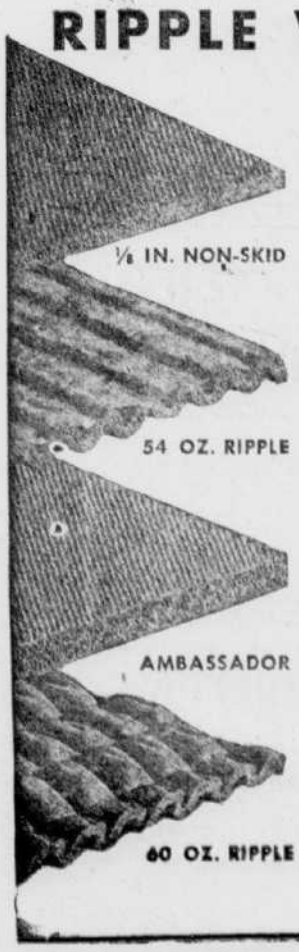

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WATERVILLE - - - - - - Quebec

'Talking Machines' Used In Waterville, N. Hatley Compton Area Since 1886

North Hatley, Waterville and Compton have a telephone history that dates back to the earliest days of the "talking machine."

The telephone began its vital role in the business and social life of the three comunities in 1886—just 10 years after the first demonstration of Alexander Graham Bell's electrical telephone and only six years after the founding of The Bell Telephone Company of Canada.

In that year, Bell Telephone opened an agency in North Hatley and named W. B. LeBaron as its first agent. The following year the company established an exchange in Compton, with J. S. Craig in charge, and in 1889 Waterville joined the list of Bell exchange, with L. W. Wyman as local manager.

The first directory listing for any of the three communities came in 1887 when the following list of Compton customers appeared in Bell Telephone's Montreal directory:

Bliss, A., bridge inspector.
Cochrane, J. A., stock farmer.
Cochrane, M. H., senator.
G. T. R., station.
King, R. A. D., M.D.
Larue, T., M.D.
Rugg, H., M. D.

The first listings for Waterville appeared in 1889 and showed the following subscribers:

McIntosh, J. & A., general store.
Powers, G. W., residence.
Sleeper & Co., machinists.
Sleeper, F. H., residence.
Swanson, C. O., Hotel.
Vernon, J. Walter M., residence.

Although North Hatley was the first of the three communities to be served by the Bell Company, it did not get its own exchange until 1905, being served until then from other exchanges, including the one in Stanstead. Today, however, the North Hatley exchange is the largest of the three.

The first directory listening for customers of the North Hatley exchange was published early in 1905, when A. H. Ham was local manager, and showed only two customers, the Boston and Maine Railway station and Dr. C. J. Edgar.

E. L. Johnson replaced Mr. Ham as Bell manager in North Hatley towards the end of 1905, and a directory published in December listed two additional customers, H. M. Atkinson and the Glen Villa Inn, which was owned by G. A. LeBaron.

From that time, telpehone service has grown rapidly in the three centers, until today there are over 1,000 customers served by the three exchanges.

Although telephone service in the three communities began with Bell Telephone, the telephone history of North Hatley, Waterville and Compton belongs as much to the Eastern Townships Telephone Company as it does to the Bell Company.

Founded in 1888 by Carlos Skinner, the Eastern Townships company—which was originally called the Sherbrooke Telephone Association and then the People's Telephone Company—served the three communities until 1953, when Bell Telephone, which had been its majority stockholder since 1912, purchased the company outright.

The Eastern Townships company operated exchanges in the three communities, as well as in others, including Sherbrooke, in competition with Bell Telephone until 1912, when the Bell company became the majority shareholder. In the interests of better service, an agreement was worked out whereby Bell Telephone withdrew from North Hatley, Waterville, Compton and other points, while the Eastern Townships company discontinued its Sherbrooke service.

Little information is available about the telephone service in the three communities in the years between 1912 and 1953 when they were served by the Eastern Townships company, but the annual reports of that company contain some interesting items pertaining to its operations in North Hatley, Waterville and Compton.

The following appeared in the Eastern Townships company report for 1929:

"Compton—We are unfortunate in having had a bad fire in this village on August 30, which completely destroyed our Central

Continued on Page 22

This anonymous telephone construction crew posed for a photograph before heading out to string iron wire across the country about 1904. Any good lineman of the day could climb the pole with the cross arm over his shoulder, chop a notch for it in the pole, drill a hole for the bolt, and fix the arm firmly in place — all in a few minutes.

Year Of Progress

$60,000 Spent On Construction

By MRS. BEN SMITH
(Record Correspondent)

WATERVILLE — Looking back over the past months this town reports a year of progress.

Building permits totaling $60,000 were issued for construction in the municipality.

Greatest of the projects undertaken by the town was that of renewing the water works and sewage system on Compton St., with $23,000 being allotted to this purpose. This work was started last fall to encourage the Winter Work Program, Waterville being one of the first municipalities to start such a project.

The new system will encourage housing development in this area since it has been planned to accommodate future growth. The fire protection in this section will also be greatly improved. The sewage will be mechanically elevated, which is the first undertaking of this nature in Waterville.

MAYOR G. T. MILTIMORE

Several town streets and roads have been reconstructed during the year. Last fall, with the cooperation of the Provincial Roads Dept., Main St. was widened to a full forty feet.

The municipal water department took this opportunity to renew all water connections from the cast iron main into every house and to renew the storm drain from King St. across Main St. A new retaining pier was built. The road on the west side of King St. adjoining Highland St. was also rebuilt, this being completed in March, 1959.

The old dam on the Coaticook River was demolished and a new one built. This task was carried out by the Dominion Snath Co.

R. A. Raymond, the retiring mayor, was replaced by G. T Miltimore in January, 1959. Members of the town council include: I. Rouillard, M. Barter, P. J. Sarrasin, A. S. Blier, C. Beaudoin and G. Fortier. Jules Gervais is secretary - treasurer for the town.

Waterville's oldest citizen is Abram Foote, who is in his 93rd year and enjoying good health.

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St. George's Erected In 1909

Windsor Church Marks Jubilee

WINDSOR — The Lord Archbishop of Quebec and several former parishioners and guests joined the congregation of St. George's Anglican Church to mark the 50th anniversary of the dedication of the church last October 4. Archbishop Carrington also was guest speaker at the special anniversary luncheon which followed at the Canada Paper Club.

Although services had been held at Windsor Mills and Brompton from as early as 1838, it was not until 1873 that the district was formally constituted as a Mission and a clergyman in charge appointed. Until that date services had been taken first by the Rev. William King (father of the Rev. E.A.W. King, a later incumbent) from Sherbrooke and by the Rev. Henry Roe, from Richmond, assisted by the Rev. Isaac Thompson and by Albert Stevens, a student from Bishop's University.

In 1873 the Rev. L. O. Armstrong was appointed in charge of the Mission and he ministered to a congregation of about 25 at Windsor and a larger congregation at Brompton where, in that year, the present Christ Church was built.

At Windsor services were held in the Presbyterian Church which was lent by the Presbyterian congregation each Sunday until the first St. George's Church was opened in 1876. However, during those three years the Anglican congregation managed to collect sufficient funds, with help from Quebec and the Church Society, to build a church on property of which they had aquired the freehold — property which they still own and on which the present St. George's Church and the Parsonage stand.

Few details remain of this first building. It stood between the parsonage and the present church, a simple wooden frame building, which served as a place of worship for 35 years.

The parsonage was the next project undertaken, and funds for its building were partially raised in 1889, during the incumbancy of the Rev. T. L. Ball who was also responsible for the building of Grace Church at Hardwood Hill, a settlement now no longer populous on the St. Georges de Windsor road. The parsonage was finally completed, after some struggle to find sufficient money, in 1892 when the Rev. J. C. Cox was in charge of the Mission. The total cost of the parsonage, in essentially the form it is today, was $1,658.10.

The possibility of building a new church at Windsor Mills was first raised in 1904 when it was suggested at a vestry meeting that the site, then well on the outskirts of Windsor Mills, was too isolated. However no decision was taken in the matter.

ST. GEORGE'S ANGLICAN CHURCH

The next serious mention was at a vestry meeting in 1908 when the wardens reported that the church needed extensive repairs to the roof and Alton Rowland moved that a new site be sought and a new church built. The matter was brought to the fore again in January of the next year when it was suggested that the Hardwood Hill Church, no longer used, be moved to Windsor Mills and re-erected as a hall. A committee investigated this possibility but decided it was impracticable and that it was not even worth salvaging timber for rebuilding. This decision, reported to a vestry meeting on January 26, 1909 prompted James Stevens to offer the timber for a frame for a new church and a week later another meeting decided to go ahead and build a new church "at a cost of not more than $3,500."

From that date plans went ahead quickly and the foundation stone of the present St. George's Church was laid on May 24, 1909. The progress of the work must be attributed in large part to the energy and enthusiasm of the building committee and the incumbent, the Rev. J.F.B. Belford.

The building committee was a flexible one and during its work various members were added for the special advice and service they could render, but among the members largely responsible for the work were J. Stevens, A. Rowland, G. Crutchlow, H. M. Thorne, L. E. Wheeler and N. Knapp. It is to their credit that the whole work was completed in the one summer and on October 17, 1909 the present St. George's Church was dedicated by the Lord Bishop of Quebec, the Rt. Rev. A. H. Dunn. A ceremony of consecration was conducted by the succeeding Bishop of Quebec, the Rt. Rev. L. W. Williams, on June 9, 1918.

The building project was even less expensive than had originally been anticipated and the total cost was only $2,832.20. This saving was no doubt in part due to the fact that the design and architectural supervision was undertaken without charge by C. Des Baillets, an architect employed at that time by the Canada Paper Company.

It is also clear that some of the materials used and some of the incidental labour was contributed by the members of the congregation. Of the cash, more than $1,500 was obtained from diocesan sources and from contributors outside Windsor Mills, the rest being collected from within the parish.

Since the building has been completed there have been constant improvements undertaken and additions to the furnishings made. The altar was dedicated as a memorial to Humphrey Tear, a former organist, in 1918; the east window was given in memory of the Stuart family in 1950 and the alms dish in memory of Charles Stevens, whose family had such a close connection with

Continued on page 19

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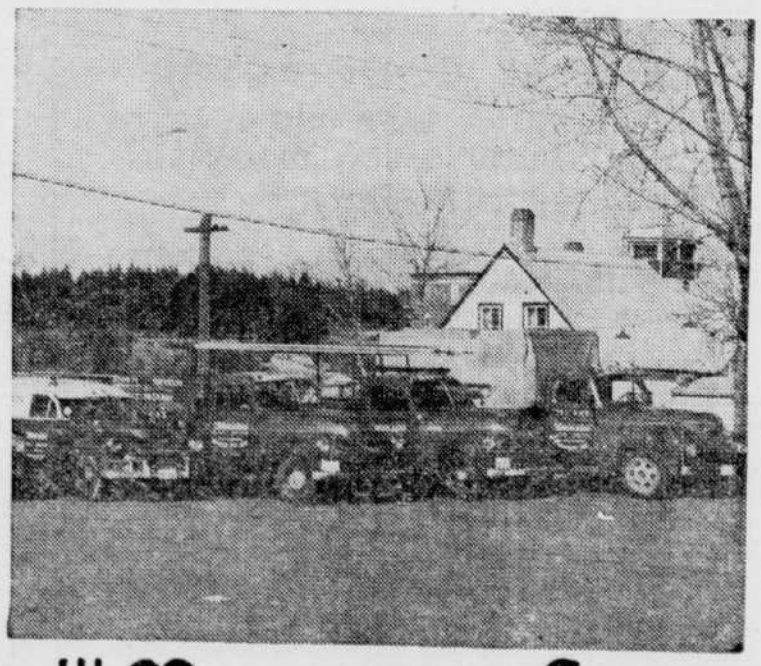

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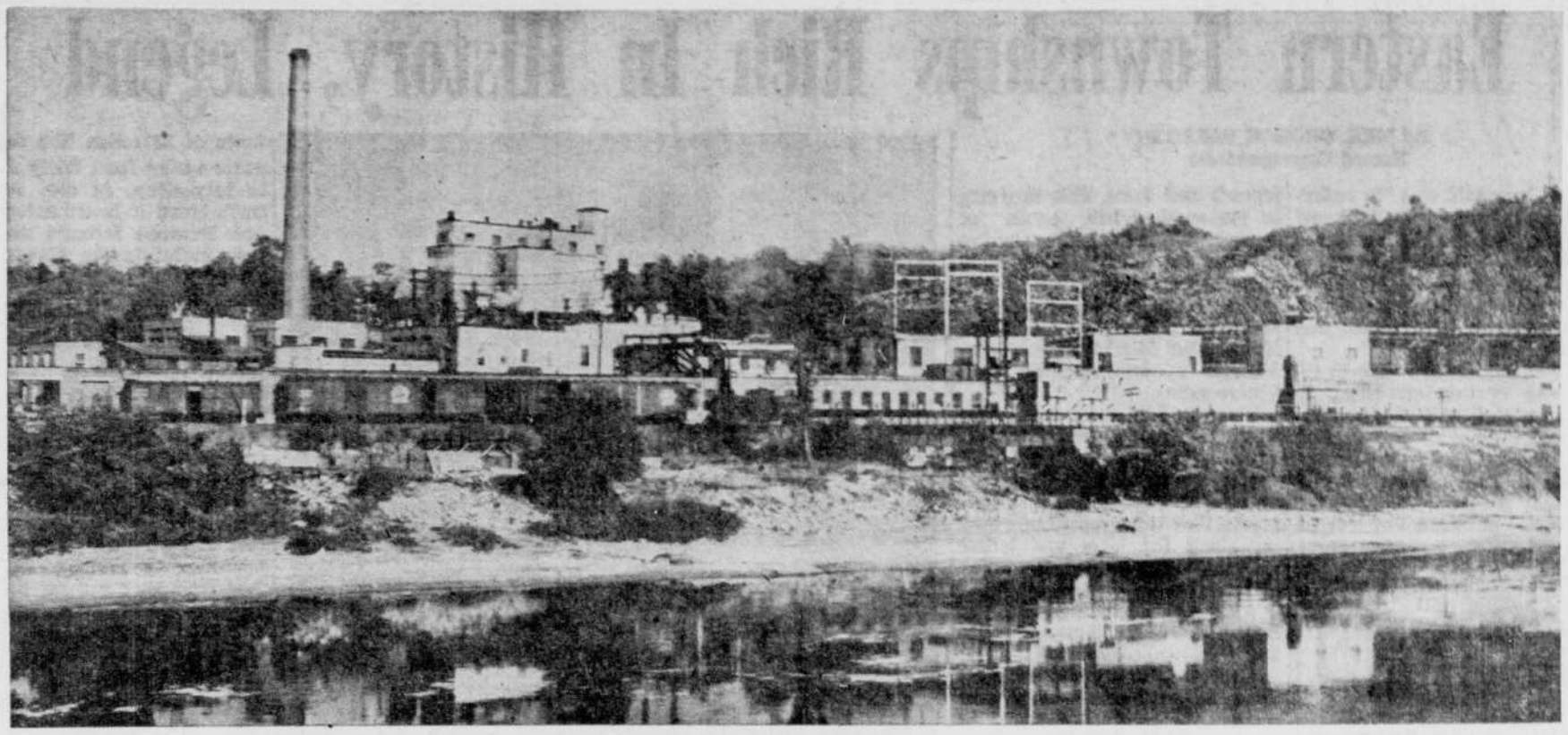

THE CANADA PAPER COMPANY, which this year celebrated the 100th anniversary of its founding is the principal industry of Windsor, providing employment for the majority of its wage-earners as well as a number from out of town. The above photo shows part of the present mill, a far cry from the small mill established at the confluence of the Wottopekah and St. Francis Rivers 100 years ago.

Windsor Faces Budget Deficit, Little Prospect Of Expansion

By NICK POWELL
(Record Staff Reporter)

WINDSOR — Financial reports from Mayor Theo Bolduc and Windsor treasurer Paul. A. Turcotte, show a grim picture for the corporation of the Town of Windsor.

The budget for last year was exceeded by more than $41,000, and the previous year by $5,000.

Mayor Bolduc stated the only saving factor in the finances in the town was the $71,000 accumulated surplus over the past nine years.

However, there has been no addition to the surplus since 1957 and it has all been turned over to cover the deficit for the two last years. In addition, the mayor said the council had been forced to obtain permission from the provincial government for a loan from the bank amounting to $50,000 to pay the accumulated bills and cheques presently circulating.

The $50,000 dept, he added, has to be repaid by June of this year. $25,000 of this figure has been already used to help alleviate the 1959 deficit and the remainder will be used to pay bills until the 1960 taxes are received.

Coupled with this, the Mayor said, the tax rates, homologated in the evaluation roll for 1960, are increased almost 35% to a total of 85% of the real value. This is expected to raise the evaluation roll total to nearly $15,000,000 from the 1959 figure of $9,800,000.

The tax rates, he said stand at 13 mills for the town and 10 mills for farm lands within the corporation.

"The fact is," he said, "I am not optimistic about the further increase in population of Windsor, nor do I believe there will be an immediate noticeable increase in building because of these necessary increases in taxes on properties."

Rental tax will also be rising to eight percent for residents in Windsor. This figure represents the maximum levy which may be brought by the town.

Another complication for Windsor is a $270,000 paving by law presently before the council. Mayor Bolduc pointed out that this total is almost certain to rise to $300,000 with a necessary issue of debentures and addition unavoidable expenses.

Treasurer P. A. Turcotte reported a slight increase of 232 in population during the past year, bringing the total to 6,352.

As for buildings, he stated some 25 units had been built an average of $10,000. No schools had been built during the year, but work is expected to begin sometime this spring on a residence for the Sacred Heart Brothers who teach at the Sacred Heart School.

Their old residence is to be torn down and an additional school building erected. Costs have not yet been made available for the project.

An addition has been nearly completed to the Jack Spratt plant at a cost of $55,000. Occupation is expected mid-way through April. This will increase the total number of employees to 100 from 80.

Mr. Turcotte pointed out that the corporation presently goes under the proper name of Windsor. For some time, he said, people have been under the impression that the name is Windsor Mills. Such is not the case. It has been Windsor, under the charter of the corporation since 1914.

The municipality of the township of Windsor first came into being on July 1, 1864. The civic charter, including the township of Windsor was obtained in February 1890, and the town became a corporation nine years later, just before the turn of the century.

Situated on the banks of the Wattopekah river, it was named after a town in Berkshire, England. It is served by the Canadian National Railways and is on Route No. 5, 10 miles from Richmond and 15 miles from Sherbrooke.

The municipal council consists of: Mayor Theo Bolduc, now in his 30th year in municipal office; Raymond Noel, chairman of the finance committee; Lewis Craig, electricity; Victor L'Heureux, police; Bruno Dion, roads; Rosaire Dubois, relief, and Alexandre St-Louis, water.

Aldermen retiring this May at the elections will be Raymond Noel, Victor L'Heureux and Bruno Dion.

Town secretary-treasurer is Paul A. Turcotte. Chief of Police is Esdras Turgeon and Fire Chief is Roger Longpre.

Friendship Canes Of The 'Gay Nineties'

By MRS. GEORGE PARSONS

Just about every generation has a fad that is universally taken up for a while then passes into oblivion. Just recently it was the "hoola hoop." Previously "Elvis Presley" was the rage, and still further back we remember "yo-yo."

Away back in that period known as the "Gay Nineties" they had their fads and fancies too. One of them so prevalent at that time and now almost forgotten was the "friendship cane."

Only those of a certain vintage can travel down memory's lane to recall that cherished possession. It held an honored place in the parlor, along with the whatnot, the stereoscope, and the plush bound album. By way of a conversation piece it was a close rival of the album, for it was brought out and proudly displayed to every chance caller.

For those too young to remember, the friendship cane was a bow-bedecked walking stick, each bow representing a particular friendship. The distinctive color and type of bow recalled to the owner the person whose friendship it represented. The friendship cane was a tangible expression of an intangible quality. Like faith, it was the substance of things hoped for, the evidence of things not seen.

How the idea originated is anyone's conjecture but it spread rapidly. The first requisite of the

Continued on page 18

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Eastern Townships Rich In History, Legend

By MRS. GEORGE PARSONS
Record Correspondent)

It has been said that "to understand the present we must know the past", but in the strenuous issues of daily life we are prone to relax on our remembrance of things past and thus is lost to posterity much of interest and historic value.

It is fitting at this time to recall some of the interesting items associated with the history, past and present of this section of Quebec known as the Eastern Townships. Both the history and geography of this region form the background of interesting stories, legends and facts. This territory in the southeastern corner of Quebec, comprises the twelve counties of Arthabaska, Richmond, Drummond, Megantic, Wolfe, Compton, Frontenac, Sherbrooke, Stanstead, Shefford, Brome and Missisquoi, covering an area of approximately 6500 square miles.

This region was once the hunting ground of the Abenaquis or St. Francis Indians. Although there is no evidence of their villages or habitations, it is well known that their routes of travel lay along the lakes and larger streams with which this area abounds.

When Canada was ceded to the British in 1759, this part of Quebec was unbroken wilderness, and the British wishing to open it up to settlers of their own country, offered large tracts of land (200 acres) with tools and implements and seed and food for one year, free to those desirious of taking it. Thus not only English, Scotch and Irish came out from the old country, but many United Empire Loyalists from across the border, and French attracted by the prospect, came in to get a share of the free land in this fertile district.

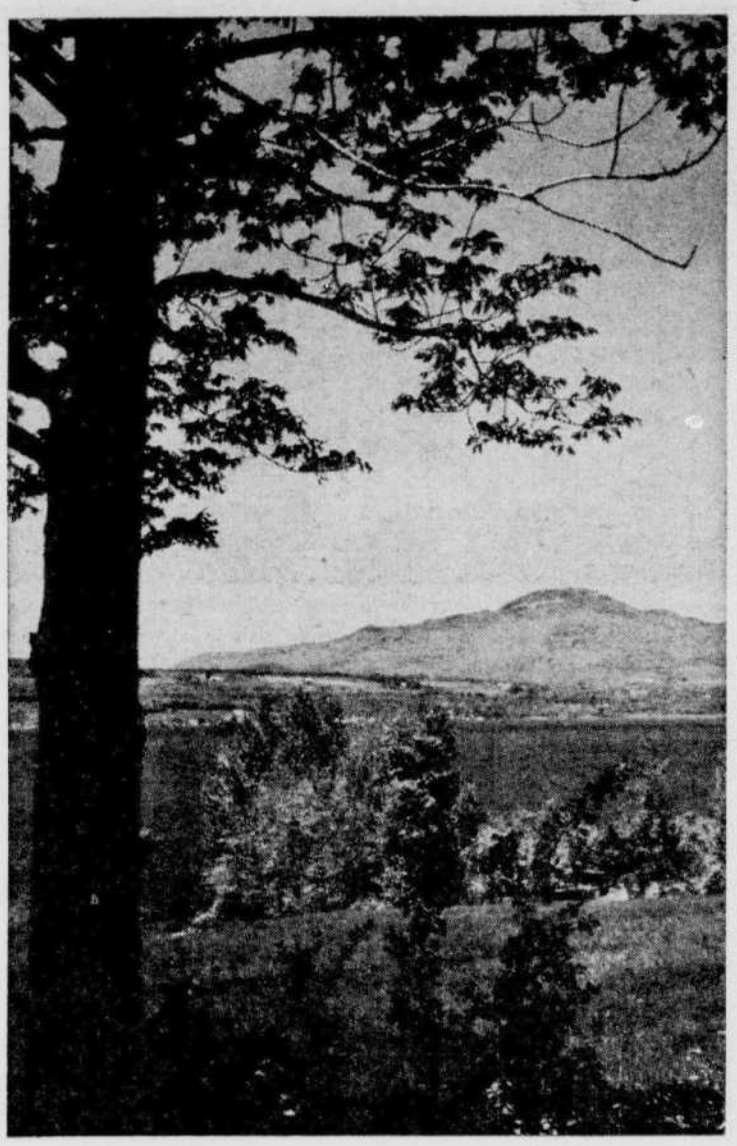
TERRAIN

Unlike the level country, bordering on the St. Lawrence, this area abounds in hills, valleys, lakes, rivers and streams.

A continuation of the Green Mountains of Vermont, enter from the south and appear at intervals. In places they attain a mountainous height of nearly 4,000 feet above sea level. The highest of these peaks is Megantic mountain at the extreme east of Compton County with an elevation of 3,400 feet, and is of solid granite thrust up from the earth centuries ago. Mount Orford stands 2,860 feet above sea level, with Owl's Head a close second at 2,404 feet. Shefford and Brome Mountains, Sugar Loaf and the Pinnacle are other high points.

The natural features of this area are of unsurpassable beauty, limped lakes lying cradled in the hills and rivers winding through fertile valleys and farm lands.

Of the lakes at least three have the distinction of bearing names of Indian origin, Memphremagog, meaning in the Indian tongue "vast expanse of waters," Massawippi, meaning "deep water" and Megantic derives its name from two sources. In the Cree language it means "big woods" and in the Abenaquis, "place of many fish." The Indian names of lakes and rivers form an interesting part of their history for with them no names were idly given to people, animals or places.



Memphremagog, the Indians' "vast expanse of waters."

Of these lakes Memphremagog is the largest, extending from Magog to Newport, Vt., a distance of 33 miles. The depth of water varies from fairly shallow, to very deep. At the foot of Owl's Head it is estimated to be one hundred fathoms deep. Its only outlet is the Magog river which joins the St. Francis at Sherbrooke.

HISTORIC SITE

Historic interest centers in the fact that a meeting of the Masonic Lodge was held at the top of Owl's Head in 1857 at which time an inscription was made in the rock; that Skinner's Island was a refuge for smugglers during the American War, and that Captain Copp settled on the lakeshore in 1797 and built the first boat that ran on the lake. Since that time boat trips between Copp's Ferry (now Georgeville) Magog and Newport have provided many happy outings.

The most notorious of the smugglers of those early days was one Uriah Skinner and because of him a picturesque spot on the lake is called "Skinner's Cave." Cut in a ledge of granite it is 60 feet deep, eight feet high and the same wide. This cavern is one of many interesting places on the lake. It is generally supposed that Uriah evading the officers lost his boat and was unable to get supplies and died in this place which had been a storehouse for stolen or contraband goods for several years.

Stanstead county is the home of the gently rippling waters of Lake Massawippi. Nine miles long it lies along the gently sloping hills with North Hatley at its northern end and Ayer's Cliff nearly opposite. Both these places are delightful summer resorts.

Beautiful Brome Lake, like a sparkling jewel in the jade set-

Continued on page 18

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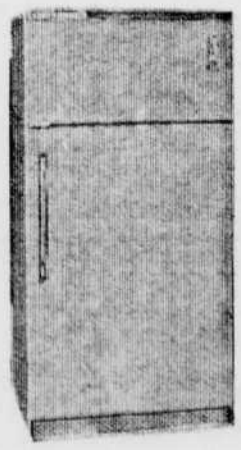


PAY US A VISIT TODAY!

Town Of Richmond No Longer "Little"

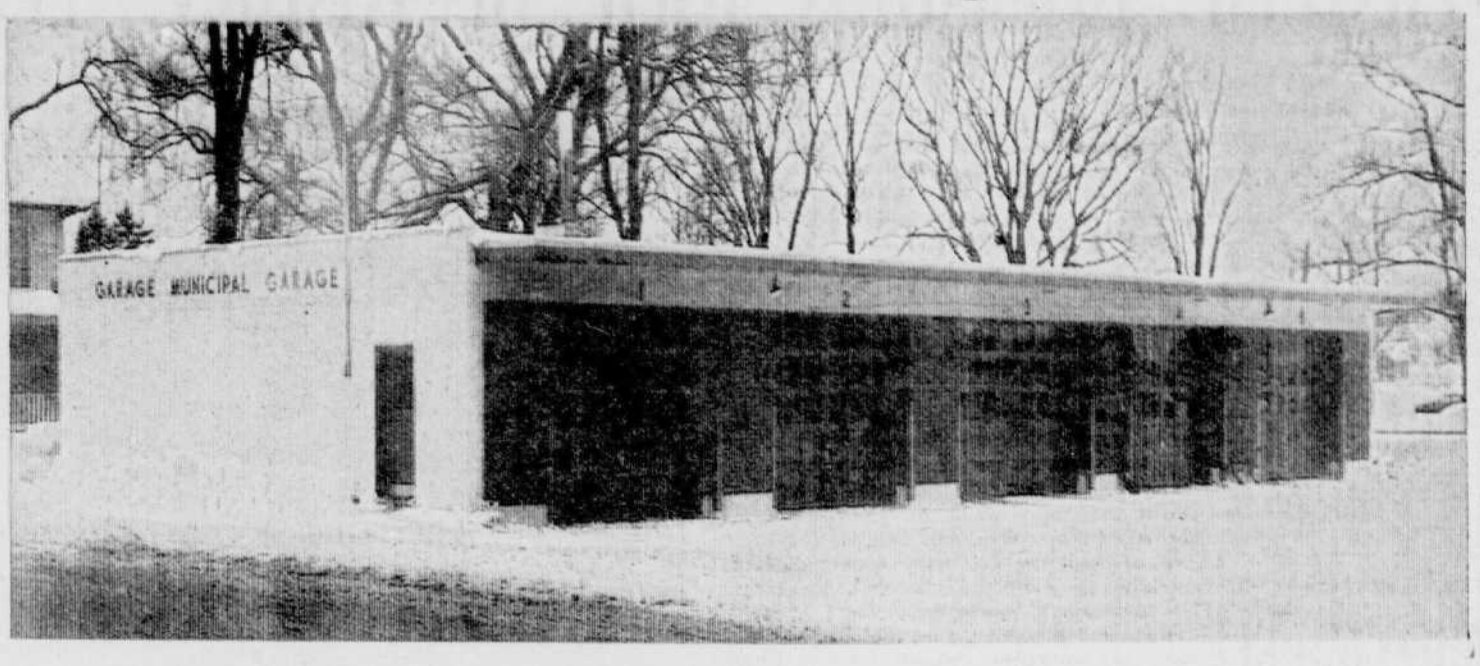
By MRS. JOHN WILKINS
(Record Correspondent)

RICHMOND. — The one-time little town of Richmond has grown.

From time to time it's had its face lifted, and the growing population now numbers 3,997 persons, according to the census taken September 1959. With industries enlarging and the population on the increase, Richmond can no longer be called "little."

During the year 1959 there were several municipal constructions in the town, one of which was a very much needed garage at the rear of the Town Hall at the corner of Craig and College streets. Although there was no road construction, the water mains and sewers were extended on Adam Street for a distance of about 800 feet.

The Town extended the industrial building of the Richmond Shoe Supplies, 75' x 150' which was sold to that company for their industrial expansion. The H. H. Brown Shoe Co. Ltd. occupied the extension that was built for them in 1958 and 1959 and have started a new one.



NEEDED GARAGE — The new Municipal Garage situated behind the Town Hall on College Street, in Richmond, is used to store town trucks, snow removal equipment, fire truck, etc. (Record Photo by Wm. H. Lunan)

MAYOR C. W. ARMSTRONG

Some private dwellings were constructed on Adam and other streets in the town. A new clubhouse for the Belle-View Golf Club was erected the early part of the year.

Purchases were made of a new Case Tractor for snow removal on the side-walks and a new snow plough for the streets.

A big loss was sustained when the Richmond Hotel owned by Roger Trudeau was destroyed by fire on February 26, 1959. There was no loss of life or injury, and 34 persons were removed from the burning building, but the hotel was totally demolished.

Jean-Paul Brouillette, Melvin J. Butler and B. H. Gagnon were re-elected aldermen, and the present council consists of the following members: Charles W. Armstrong, Mayor; Alfred Geoffroy, Pro-Mayor and Alderman, Ward 2; Melvin J. Butler, Alderman Ward I; B. H. Gagnon, Alderman Ward 3; Jean-Paul Brouillette, Alderman Ward 2; Armand Lampron, Alderman Ward 3; John W. Barrington, Alderman, Ward I. Gerard Paquin is Chief of Police and Fire and G. Marveau Alexander is Secretary-Treasurer.

On December 10, 1959 the private bills committee approved a bill whereby the Town of Richmond was permitted to create an industrial fund of $300,000 for Industrial and Municipal buildings.

FAST RIDE

VANCOUVER (CP) — Joseph Sager, 10, was treated for injuries suffered when his power-mower go-cart crashed through a fence.

CANADIAN NORTH

Continued from page 9

been reduced by drugs, southern treatment and re-acclimatization sojourns back north in rehabilitation centres. The mortality rate was about 48 per 100,000 persons. That was the death rate in Canada 10 years ago for the southern populations.

Meanwhile, a school - building program designed to provide education facilities for all northern children by 1970, pushed ahead.

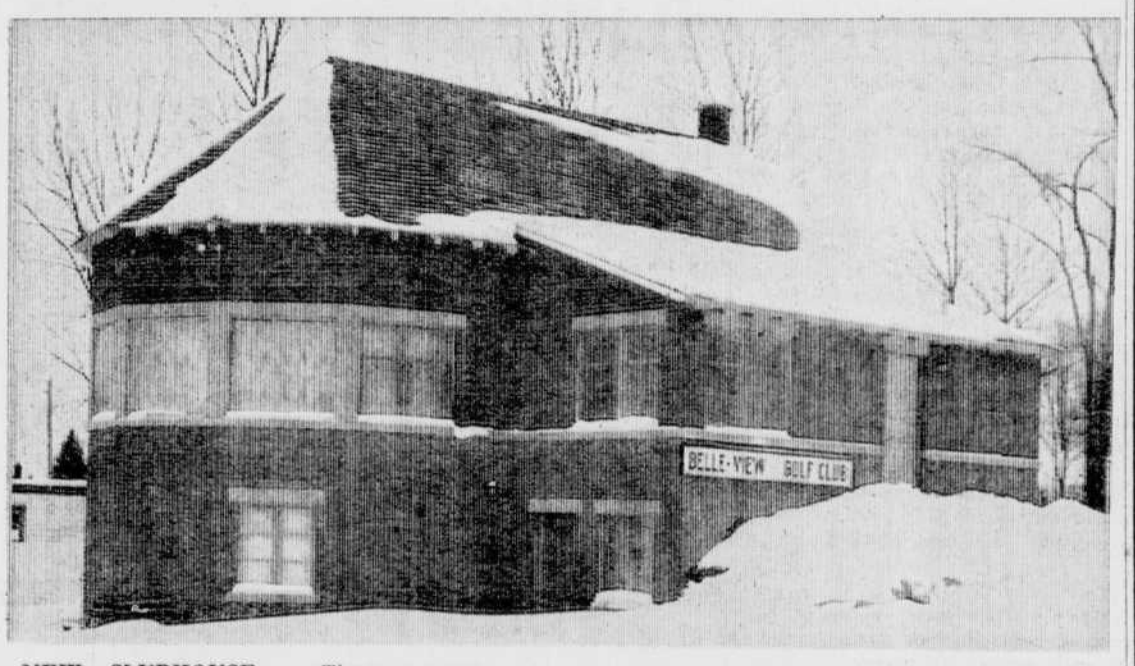
Officials forecast these developments in 1960:

Additional gas and oil exploration permits will be issued for the northern mainland, with expectations that perhaps $200,000,000 will be spent in the next 10 years in exploration alone. Acreage under permit totalled more than 92,000,000 with more than 50 crews at work last summer and perhaps 20 wildcat wells to be drilled this winter.

With the issuing of permits for the islands, larger-scale exploration there is anticipated. Drilling may start in the next two years.

Mining exploration, on the increase in 1959, is expected to continue. Plans for development of a tungsten deposit in the southwest sector of the territories, in the Flat River area, have been made for next year.

Other explorations over a wide area are foreseen, including in the region of Rankin Inlet on the west coast of Hudson Bay, already the site of an Eskimo-staffed nickel mine, Baffin Island, near Great Bear Lake and in the Yellowknife and Mackenzie mining districts. Sought are copper, nickel, molybdenum, silver, gold and other minerals.



NEW CLUBHOUSE — The Belle-View Golf Clubhouse which was constructed the early part of 1959, affords an ideal recreation place for members and friends. There is a large dining room which seats seventy-five persons and a modern, fully-equipped kitchen with easy serving facilities. In the basement are the ladies' and men's locker rooms with showers. (Record Photo by Wm. H. Lunan).

RICHMOND IS A WONDERFUL PLACE TO LIVE

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EASTERN TOWNSHIPS

Continued from page 16

ting of the Bolton hills was once known as Yamaska lake. It is a notable summer resort where tired city dwellers come to lay aside their cares for a time amid the beauty of their surroundings. It is the headwater of the Yamaska river. Evidence of Indian occupation in that vicinity came to light a few years ago when excavations were being made and a stone axe, and part of a stone Indian hunting club were found. Both these relics are now in the Museum of the Brome Historical Society at Knowlton.

LAKE MEGANTIC

Lake Megantic at the east of Compton County is twelve miles long. It was formerly called "Chaudiere Pond" as it is the head waters of the Chaudiere river. Surrounded in game of all kinds, it has long been hailed as a sportsman's paradise. Several other smaller lakes and ponds in the vicinity form a chain of ponds, among which is Spider lake (appropriately named) but originally known as "Macannamac".

Lovely Lake Orford nestling at the foot of Orford Mountain is one of breath taking beauty at all times, but especially in the autumn when its placid waters reflect the deep blue of the sky and the gorgeous colours of the trees on the mountain towering above. It was first called "Mountain Pond."

Waterloo lake has the unique distinction of a floating island.

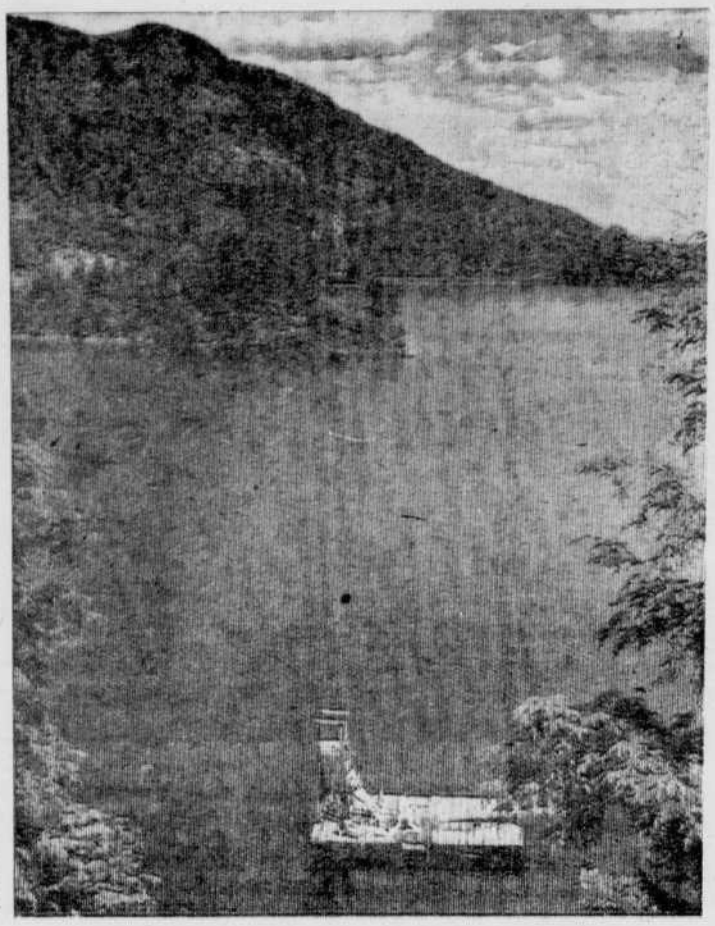
A few miles from Scotstown, Lake Moffatt lying in quiet indolence between verdant hills has its legendary monster which is said in days gone by, to have risen to the surface of the lake, churned the waters to a seething cauldron and then disappeared. However no one who has camped, fished or rowed there has ever been thrilled by either sight or sound of the monster.

Other picturesque lakes in the region are Lake Eastman near the little village of that name, Mirror lake near Bishopton, the Nicolet lakes in Wolfe county, Little Lake Magog once known as "Scaswanipus" and Black Lake in Megantic county near Thetford Mines, which has in recent years been drained to give access to its rich deposits of asbestos.

The St. Francis river rising in Lake St. Francis, runs through part of this area and drains numerous smaller rivers and streams.

While the basic industry of this region is agriculture, each county has its towns and villages carrying on a widely diversified

Continued on page 19



ORFORD LAKE, ONCE 'MOUNTAIN POND'

FRIENDSHIP CANES

Continued from page 15

friendship cane was of course the cane itself. These could be purchased at any local store for a few cents. A very satisfactory substitute could be had by using the handle of a discarded parasol. The next step was to contact friends, relations and acquaintances with the modest request "Would you like to buy a ribbon for my friendship cane?" This request was seldom if ever denied, for to do so would imply a lack of friendship to the young solicitor.

It really was quite a handsome affair, with its array of bows of every kind and colour, gleaming satins, crisp taffetas, moires and Roman stripes, gay plaids and dainty "Madame Pompadours". The colours ranged from deep rich shades to delicate pastels. The more glamorous bows were at the top, gradually decreasing in size as they progressed down the cane.

There was considerable rivalry among the young owners as to who could show the most bows on her cane. Some of the more ambitious or perhaps more persistent might have as many as two or three canes this attesting to the popularity of their possessors. But like so many passing fancies it had its day and ceased to be. The gay bows were eventually stripped from the canes and put to more practical use.

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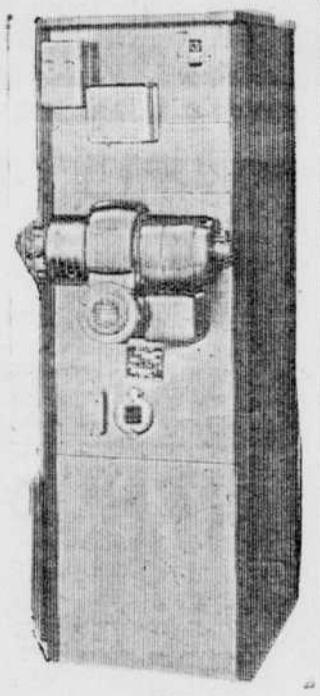

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5TH EXTENSION TO BROWN SHOE COMPANY — The H. H. Brown Shoe Company in Richmond is at present making an addition to their plant, which will increase the floor area by 10,300 feet. This is the fifth extension made since the founding of the factory in 1953. With the completion of the present extension the company expects to be able to hire an additional 50 to 75 persons. The contract given to the Marcel Jeanson firm of Sherbrooke, amounted to $51,775.

(Record Photo by Wm. H. Lunan)

EASTERN TOWNSHIPS

Continued from page 18

range of manufacturers.

ORIGIN OF NAMES

It is always interesting to learn the origin of place names and many names of towns and villages in the Townships can be traced to various sources.

Some are of Indian origin, like Coaticook meaning "pine river," and Arthabasca, "the place where rushes are found."

Others may be traced to the nostalgie longing of the pioneers for their homeland. Thus Bedford is named for a county and town in England; Windsor from that historic town in England; Brompton and Leeds, from villages in Yorkshire. Stornoway is so called from a place on the Isle of Lewis from whence many of our Scottish pioneers came. Danville gets its name from a village in Vermont and Dixville from a place in New Hampshire.

Other places were given names in honour of distinguished personages, or event. Richmond is so named in honour of the Duke of Richmond, one time Governor of Canada, Lennoxville gets its name from the same source, the Duke's full name being Charles Gordon Lennox.

Sherbrooke known as the "Queen City of the Eastern Townships, was named for Sir John Sherbrooke, Governor General from 1816-1818; Drummondville in honour of Sir Gordon Drummond, another Governor General, while a part of the town of Megantic is named "Agnes", after the wife of Sir John A. MacDonald. This place was first called Montague, later changed to Morinville, for a man named Morin who owned a large property there, but was eventually changed to "Agnes" which name it still retains.

Clarenceville was so named in honor of the Duke of Clarence who visited there in 1787. Cowansville was first named Nelsonville in honour of Lord Nelson, but was changed to Cowansville for its first postmaster, Peter Cowan. Its sister village, Sweetsburg was once called "Churchville," later changed to Sweetsburg in honour of an early pioneer, Gardner Sweet.

"SL B CITY"

Frelighsburg in Missisquoi County was first known as "Conrays Mills." This was changed to the somewhat derisive appelation of "Slab City" and still later received its present name in honor of Abram Freligh who owned a large tract of land there. In 1942 an attempt was made to change the name to "Lidice" but met with such strong opposition that the idea was dropped. Frelighsburg was the home of a former premier of Quebec, the Honorable Adelard Godbout. This place was also the scene of the Fenian Raid.

Sawyerville in Compton County was named for Josiah Sawyer who first settled there and built a saw mill. Cookshire too was named for an early settler, John Cook.

East Angus, the site of the big St. Lawrence Corporation, was originally called St. Louis de Westbury. In 1882 the name was changed to East Angus in honour of William Angus, of Montreal, who played an important part in the industrial development of the town.

Bishopton was first called Bishop's Crossing and was named for an early settler, John Bishop.

For some obscure reason the village of Bury was first called "Robinson." No one seems to know why, but as the station was Bury it was confusing to have the post office called Robinson, and so it was changed to Bury in 1908. The name Bury was given the township in honour of Lord Bury, an English financier whose son came to Canada in the early days, as so many other young men came.

In some instances names were derived from some natural feature of the locality, thus Marbleton from a nearby marble quarry; Springhill from the numerous springs gushing from a hill and Asbestos from the magic mineral found in the world's largest Asbestos mines.

KNOWLTON

The village of Knowlton was formerly called "Coldwater" as its first settlement was made on the brook of that name which rises in the Bolton hills and empties into Brome Lake, a short distance away. The name was later changed to Knowlton in honour of Col. P. H. Knowlton who was active in promoting the welfare of that community along religious, educational and practical lines. He built the first grist mill in 1834 which stood as a landmark until it was demolished in 1949.

Knowlton is the headquarters of the Brome County Historical Society, one of three such societies in the Townships. Its museum in Knowlton contains many interesting relics of bygone days, one of which is a quilt which was a wedding gift to a bride married thereabouts on December 9, 1816. Made by the bride's mother, the top is of cloth bought at Frelighsburg, the lining is of

Continued on page 28

ST. GEORGE CHURCH

Contiiued from Page 14

the building of the church, was given in 1954, to mention only a few of the furnishings.

Meanwhile considerable improvement has been made to the basement in recent years, so that it is now a useful hall, and one of the largest single improvements in the history of the building was the installation of the present efficient heating system.

In the spirit of the past 50 years the present congregation is hoping to procure an electric church organ when funds can be sufficiently built up.

The present rector of the church is Rev. J. L. Young.

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Levelling-Off In Farm Machinery

Sales Affected By Farmers' Gross Income

NEWLY FORMED COUNCIL MEETS — Members of the recently elected Danville Town Council are, seated, left to right: Emile Roy, councillor, re-elected by acclamation; Mayor J. Gustave Nadeau, elected; George Flack, councillor, re-elected by acclamation. Standing: Dr. Leo Proulx, councillor, elected; Wade H. Gifford, councillor, elected; Gerard LaFrance, councillor, re-elected by acclamation and Simon Beauchemin, councillor, elected. (Record Photo by Wm. H. Lunan)

By A. A. THORNBROUGH,
President, Massey-Ferguson Limited — Toronto

At this date indications are that 1960 industry sales will be at approximately the same level as last year.

There have been a number of comments recently on lower farm net income for next year. While this is naturally of foremost importance to the farmer, it should be noted that the experience of the industry over many years is that sales of farm machinery are much more closely related to gross farm cash income than to net income. During 1959 gross farm cash income in North America was down about 1½ per cent, and the expectation is that in 1960 it will be down about 2½ per cent.

The fast, light and easy 1959 harvest in the United States, combined with early winter and heavy snow in Western Canada—where substantial quantities of grain will not be harvested until the Spring—left the industry at year-end with an inventory that was higher than anticipated. Industry employment in North America will, therefore, probably be down somewhat from the high level of 1959.

Massey-Ferguson's sales within Canada were up 38 per cent in 1959, and up 24 per cent within the United States. This brings the increase in the United States market to more than 80 per cent over the past two years. Within the European market, France presents some uncertainties; prospects appear reasonably good but increasingly competitive in the United Kingdom, while business in Germany is developing steadily. Australian Operations should experience another good year. On a world-wide basis it seems possible that Massey-Ferguson 1960 sales will show a slight increase over those of 1958.

On North American farms the trend still continues toward larger equipment and more recently a pronounced swing to diesel-powered machinery. In the Eastern Hemisphere the strong demand and potential for modern power equipment are pointed up by the increased tempo of European production and marketing operations of North American - based companies.

Quiet Year Reported

Danville Forms New Industrial Committee

By WILLIAM LUNAN
(Record Correspondent)

DANVILLE — Activities in the Town of Danville were somewhat quiet during the year 1959, partly because of the lay-off at the Canadian Johns-Manville Company in Asbestos which reduced crews in the underground operations. Danville is primarily a residential town, with the bulk of the population depending on the C.J.M. Company for work.

The C. J. Brown Company, clothes-pin manufacturing and the Vermette & Fils Limited, butter and skim milk producers employ a small percentage of the residents.

An industrial committee has been formed by the Chamber of Commerce who are working to place other manufacturers in the Town. A recent bill was passed by Quebec permitting the Town to establish an Industrial Fund of $100,000.

During the course of the year nine building permits were issued, for the construction of a store, one house, four garages, and renovation of the St. Ann Church, with a total evaluation of $94,500.

An extensive programme of fire prevention was followed and executed by Chief Paul Breton. The Town is protected by a volunter brigade who have been well trained in their work. Estimated damage by fire in the Town limits was $5000. The brigade also answered calls in the Township of Shipton which has an agreement with Danville for protection.

Road accidents were at a minimum with no loss of lives in the Town during the year. A Canadian Johns-Manville employee was killed in the C. N. Railway freight yards, when crushed between two freight cars.

No new roads were constructed but a dangerous curve on Water street at the entrance to the Town was straightened. A solid rock, on the property of Mr. X. Allaire was removed and the roadway widened. This eliminated a serious hazard.

The waterworks department spent approximately $3000 to clean-out the pipe line for the artesian well and to install new pumping equipment. This was done to assure a pure, clean water supply. The pump-house on the Green Falls has ben stopped and will only be used in an emergency in case of fire.

Changes were made in the Town Council by elections held

Continued On Page 23

LEGION HOME — The Canadian Legion Branch 41, Danville, on July 3rd., purchased from the Wales Home in Richmond the estate of the late Alex McLeay of Danville. The residence is situated in Shipton on the Town line at the lower end of Grove Street.
(Record Photo by Wm. H. Lunan)

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B of M

Construction Figure Hit $86,000

Shipton Township Poses Administration Problems

By WILLIAM LUNAN
(Record Correspondent)

SHIPTON — The Township of Shipton situated in Richmond County literally surrounds the Towns of Asbestos and Danville making the administration very difficult at times.

Winter and summer, roads are a big problem as those seeking to enter the larger towns have only one access by paved road, and the gravel roads are a distress to the traveler.

Over the course of the past few years appeals have been made to the Provincial Roads Department to bring these outlying roads up-to-date. This past year some concentration was placed on the bridges in the district which have been in a dangerous condition for quite some time. At Nicolet Falls and Brassard's Hill, the railings have been replaced and a dangerous area on the Route 5 outside the Danville town limits has been widened. The majority of the roads are narrow. Built some thirty years ago they afford little safety for modern vehicles. A piece on the Castle Bar section was widened and an amount of $100,000 was spent through the Township.

The winter roads contracts have been increased and $25,000 has been set aside for this work. The stretch between Asbestos and Danville is greatly improved over last year, perhaps due to the fact that the winter has been less severe and to the fact Shipton is supplying the salt for the icy roadway.

Construction in the Township hit a figure of $86,000, with thirteen permits being issued for nine houses and four garages.

The administration of the Shipton Township is; William Lockwood, mayor; William Carriere, Roy Monahan, P. E. Grandmont, Jos. Broucher, Bertrand Boudreau and Armand Plourde, aldermen. Mr. H. Goodenough is secretary with offices in the Town Hall, Danville. Council meetings are held the first Monday of each month at 9.00 a.m.

HIGHLIGHTS OF 1959

January — William Lockwood was elected by acclamation, Mayor of Shipton.

February — Fire destroyed the farmhouse of Willie Mayrand at Nicolet Falls leaving six homeless.

April — Fire destroyed the "Curb-Service" at Taylor's Corner causing an estimated $2000 damage.

May — A project to annex a part of Shipton with Asbestos was defeated 396 to 362. Fire on the Danville-Kingsey Falls highway caused considerable damage and several hundred hens and pigs were lost, along with a barn.

June — Gerard Cote of Asbestos was named the "man of the month", for the work he had done to try to annex Shipton to Asbestos.

August — Work was started on the highway, route 5, to replace the narrow bridge near the C.N. Railway crossing at the extreme end of Academy Street. Estimated cost was $34,000.

September — A fire destroyed the barn owned by Henry Chenard on Scotch Hill. Work was completed on the bridge, over the Falls at Nicolet.

November — Fire destroyed the garage and residence of Roger Charland on the Wotton Road. (Asbestos) A by-law was passed to borrow $200,000 for use on sewer and water lines in that part of Shipton which was annexed to Asbestos.

DECEMBER — By an agreement with the Town of Danville and the Town of Asbestos, residents of Shipton have been afforded fire protection.

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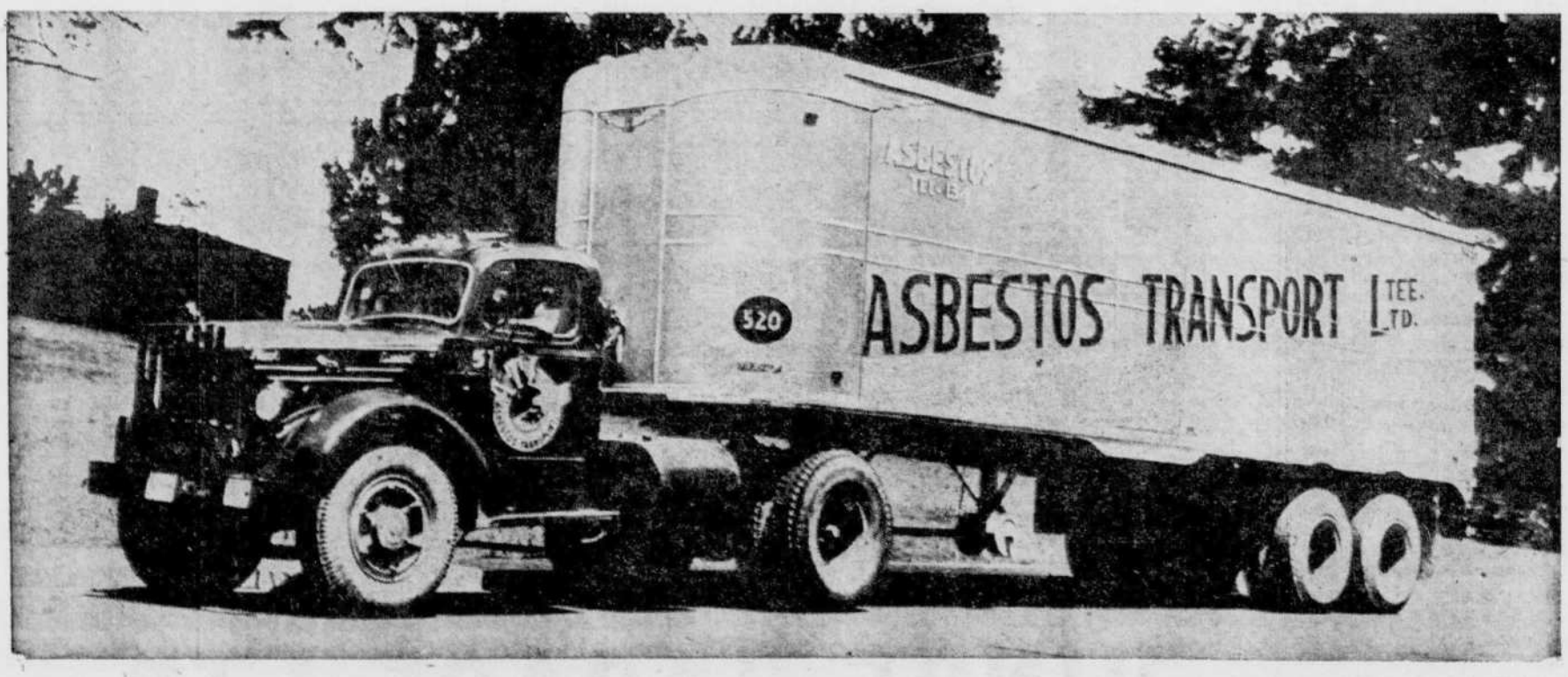
"TALKING MACHINES"
Continued from page 13

Office. Temporary premises were speedily secured and complete service restored in about 48 hours New premises were built on the old site and we moved back again early in November without any further interruption to the service. About 800 feet of new cable were strung because of this fire."

Asbestos and Eastern Transport Ltd.



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Highlights Of 1959 For Town Of Asbestos

JANUARY

Asbestos firemen were called to fight a fire at Tingwick, which for a time threatened the village.

The population of Asbestos decreased by 700 persons.

Karl-C. Lindell received a degree from the Laval University.

FEBRUARY

Gaston Theroux was elected mayor of Asbestos. Irenée Godbout was elected alderman for the first term and Leo Dussault and Leopold Frechette were re-elected.

Fire caused an estimated $100,000 damage to the Jean Leboeuf Drug Store and the dress shop of Mrs. J. Lecomte, on Bourbeau St.

H. Pat Shea was elected president of the Chamber of Commerce to replace Gabriel J. Blouin, who left Asbestos.

The Town of Asbestos and the Bell Telephone Company of Canada signed a contract to install the dial system in Asbestos, a long awaited project.

MARCH

An agreement was made with the village of St. Georges de Windsor to aid in the case of fire.

Georges Marion of Drummondville, was winner of the public speaking contest sponsored by the Chamber of Commerce of Asbestos.

APRIL

Msgr. Georges Cabana made a visit to the parishioners in Asbestos.

The fiftieth anniversary was celebrated by members of the class of Superior Marguerite of St. Sacrement School.

MAY

The Bell Telephone Company announced that they would be spending $750,000 in the town to install up-to-date dial equipment.

The Catholic School Commission is to build two new schools.

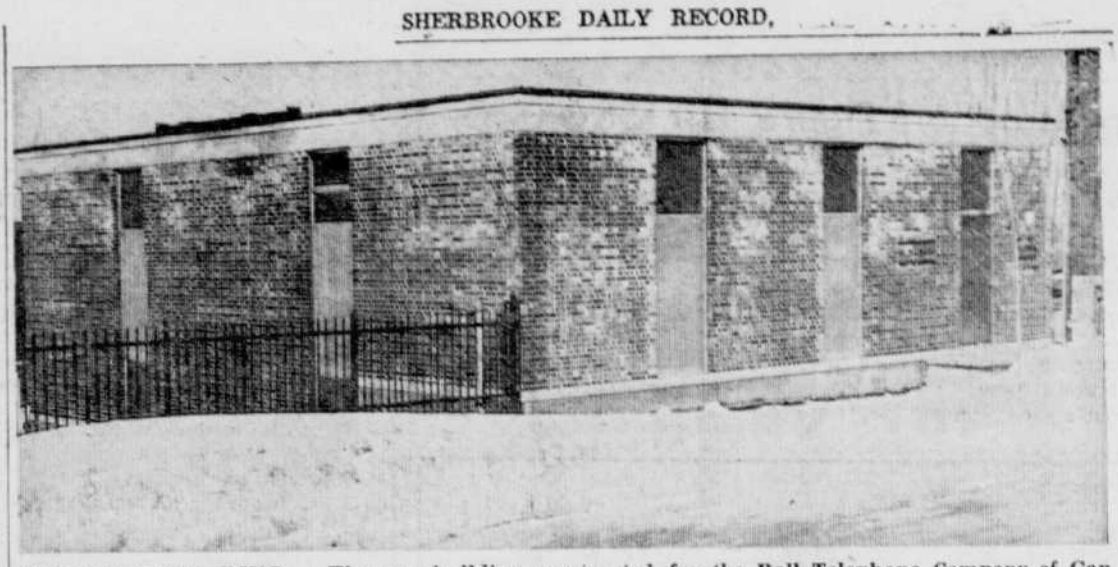
Pat Shea of the Canadian Johns-Manville Company was promoted to Public Relations manager to replace Paul Filteau.

Conrad Tourigny was elected president of the Industrial Committee.

JUNE

The congress of the Federation of Miners was held here. Armand Larrivée of Asbestos was re-elected president. Sixty delegates representing 11 syndicates attended.

The Catholic Women's League was formed in Asbestos, monthly meetings being held in the St. Isaac Jogues Parish Hall.



NEW BELL BUILDING — The new building constructed for the Bell Telephone Company of Canada to house the dial equipment to serve the Town of Asbestos. It is situated on Jeffery Street at the corner of Gaspe.
(Record Photo by Wm. H. Lunan)

JULY

Dr. Romeo Gregoire was elected president of the Catholic School Commission.

AUGUST

A Nautical Festival was held at Three Lakes, organized by the St. Jean Baptiste Society. This is to be an annual event.

SEPTEMBER

Thirty members of the Ontario Chamber of Commerce visited the town.

OCTOBER

Father L. P. Camirand, formerly of Asbestos, and a prominent figure during the strike in 1949, died at the age of 62.

NOVEMBER

The Catholic School Commission received a government grant of $15,000.

Yvonick Bolduc was elected president of the Amateur Band Directors Association.

DECEMBER

Parking meters are being installed for a trial period of six months.

QUIET YEAR

Continued from page 20

on February 1. J. Gustave Nadeau was elected Mayor. Aldermen for the Town are: George Flack, Wade Gifford, Gerard LaFrance, Dr. Leo Proulx, Simon Beauchemin and Emile Roy. J. Gilles Geoffroy is Town Secretary with offices in the Town Hall, Main Street, Danville. Council meetings are held the first Wednesday of every month at 7.30 p.m.

HIGHLIGHTS OF 1959

JANUARY: Joseph Maillette was elected warden in the St. Anne Church. J. Gilles Geoffroy, Town Secretary, was admitted to the Bar of the Province of Quebec. He holds the two positions, with an office in Asbestos.

MARCH: A referendum was held to install a proper sewer system in Danville. This was voted down.

APRIL: Paul Breton was hired as Chief Of Police to replace Chief George Bonneville. Ned Rick was presented with a life membership badge and a card for services rendered, by the Canadian Legion Branch 41, Danville. The dial telephone system was put into operation in Danville.

JULY: The first of July Dominion Day, was celebrated with a parade, picnic lunch and sports events and a dance at the Fair Grounds. Gerard Carier, 29 years, and father of four children was instantly killed when crushed between two freight cars on the Canadian National Railway in the Danville Yards.

AUGUST: Thirty-two cadets of the Asbestos-Danville branch, R. A. Cadets spent two weeks at summer camp at Clinton, Ontario. A dangerous curve was straightened on Water Street, at the entrance to the town.

SEPTEMBER: A civic committee was formed to administrate the activities of the Junior Police Club.

OCTOBER: Andre Drouin was elected regional president of the Chamber of Commerce.

NOVEMBER: Funeral service was held at the St. Anne Church for Frank Johnson, father of Daniel Johnson. M.P. Two men, Bill Brown and Gerald Anthony risked their lives to save two dogs from drowning in the freezing waters of the Danville Pond. Fire destroyed the Shell Garage owned by Mr. Demers on Academy Street.

DECEMBER: Members of the Juvenile Police Club made an all-expense-free trip to Val-Cartier Army Headquarters. Renovation to the St. Anne Church was started. The contract was let for $75.

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HOW IT WAS NAMED

The little mining town that grew up on the edge of the Jeffrey mine was nameless for a number of years. Eventually a post office was established and their first postmistress, Mrs. Church, decided it would be fitting to name the town after the mineral that was responsible for its being. So it became Asbestos.

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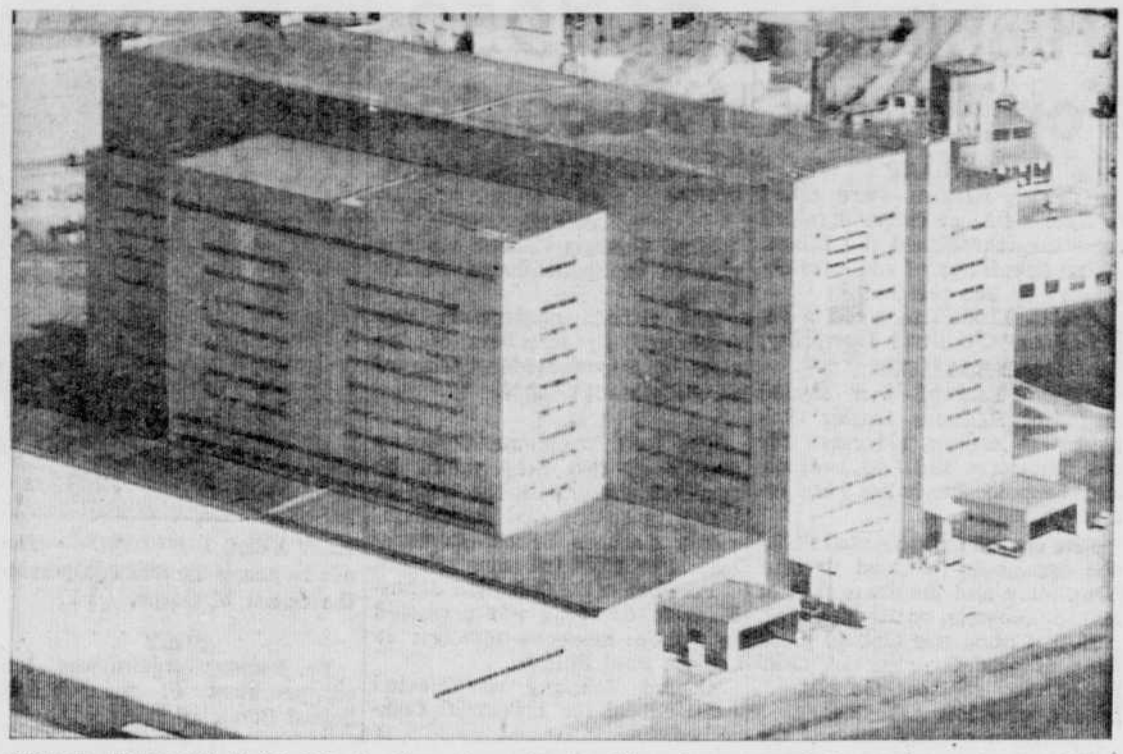

AERIAL VIEW OF MILL NO. 5 where the asbestos fibre is extracted from the rock. In 1959, more than half a million tons of asbestos fibre was shipped from this mill throughout the entire free world.

A Visit To C.J.M.

World's Largest Asbestos Mine

There are two ways of mining asbestos. One way, the open pit method, is to remove the ore from the top of the deposit. The other way is to go underground and remove it from the bottom. Because the asbestos-bearing rock is generally located near the earth's surface as well as at considerable depths below it, most Canadian mines have at one time or another employed both methods.

The Johns-Manville Jeffrey mine at Asbestos, Quebec, provides a typical example of how operations are conducted in a modern asbestos mine. Producing more than 500,000 tons of high grade asbestos fibres yearly, it is the largest asbestos mine in the world. Even at the present high rate of production, it is estimated that there are sufficient reserves of ore in this mine for a period of more than 75 years. In addition to the Jeffrey mine, Johns-Manville owns and operates a mine in Munro Township, Northern Ontario.

Furthermore, Canadian Johns-Manville Co., Limited contracted, in 1958, to manage and operate another asbestos fibre ore body project located in Newfoundland.

A group of geologists are constantly searching for new asbestos ore deposits throughout Canada and United States.

PROCESSING THE FIBRE

The massive fourteen-story structure pictured, is not a modern office building, although at first glance it might well be mistaken for one.

It is the world's largest asbestos mill, located at Asbestos, Quebec. Here the asbestos-bearing rock from the Johns-Manville mine comes for processing-hun-

Continued on page 26

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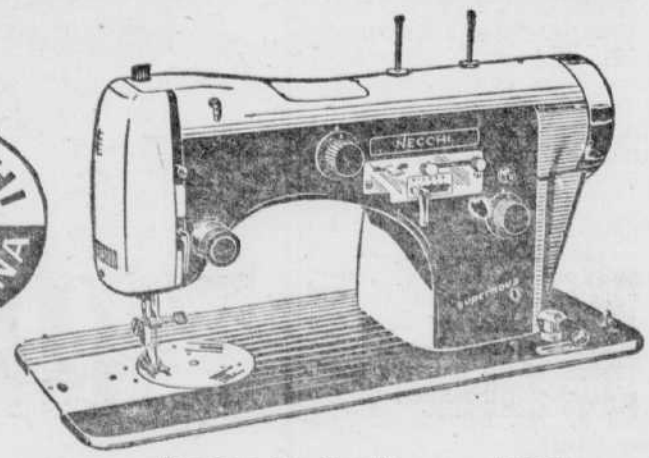

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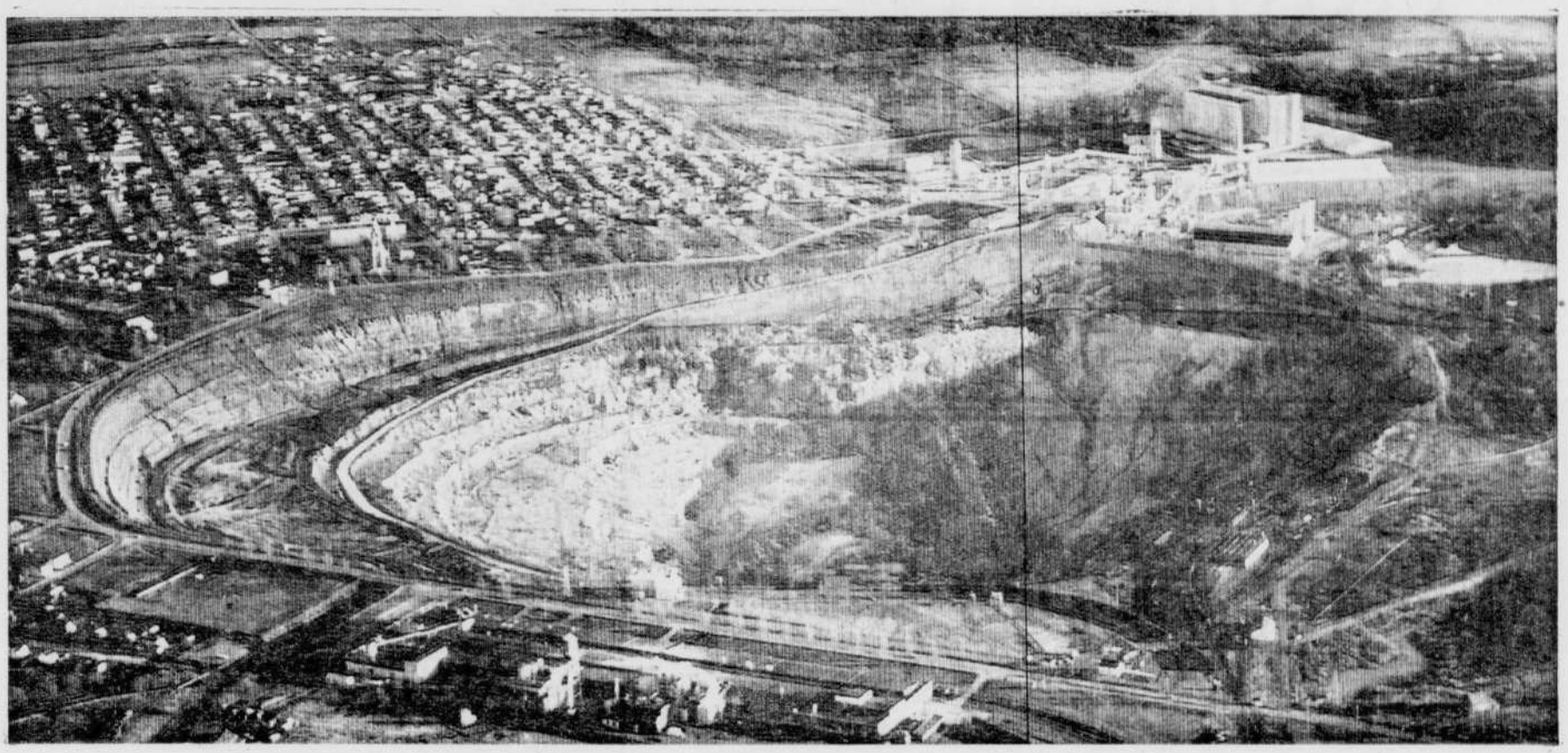
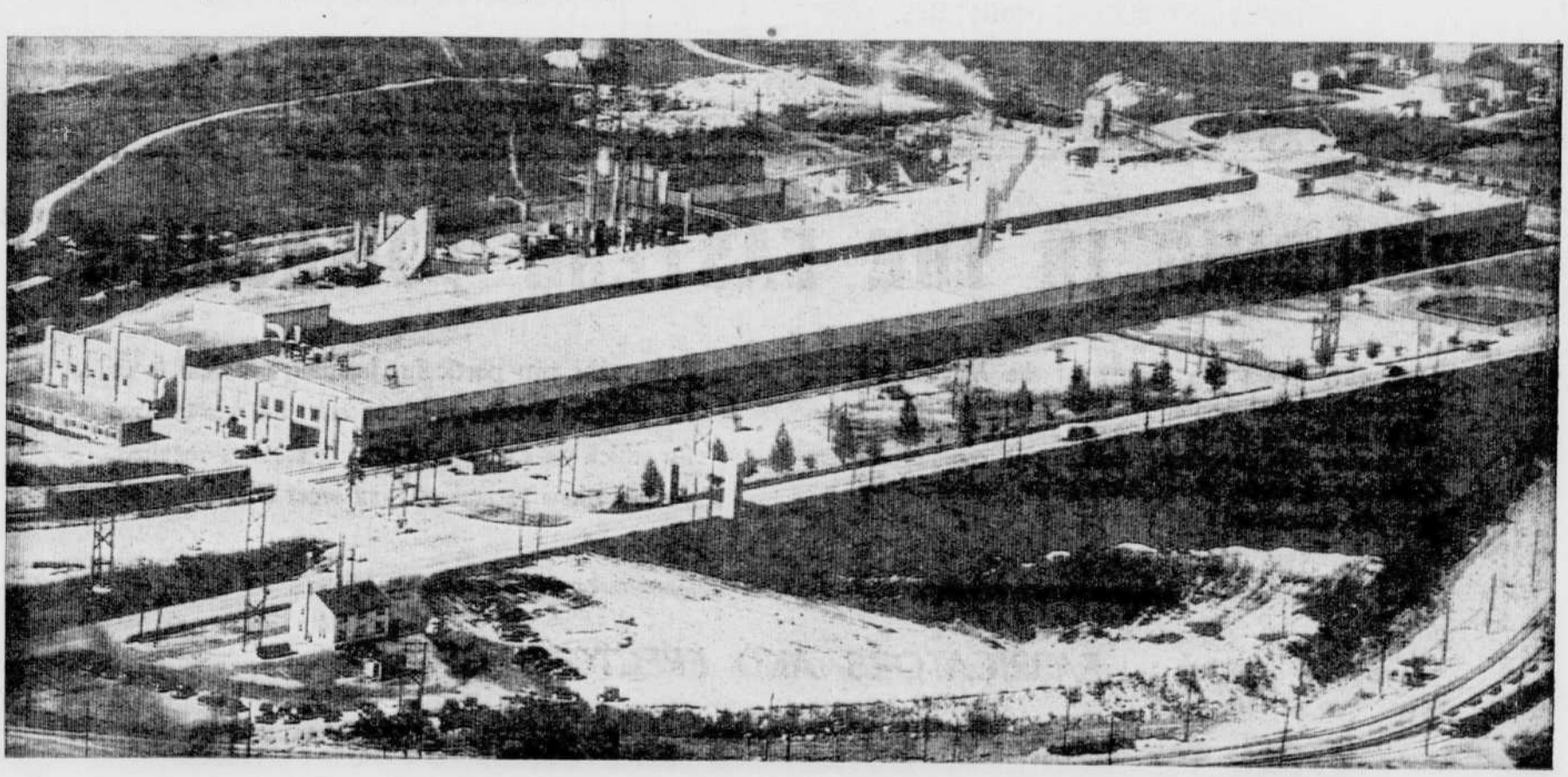


Aerial view of the Jeffrey open pit mine of Canadian Johns-Manville Co., Limited, at Asbestos, P.Q. The extraction of asbestos started in this locality in 1881. One can see the Mill No. 5, the Dry Rock Storage, the Fibre Storage, Nos. 1 and 2 Shaft Headframes and the other surface buildings, such as the Machine Shop, the Storehouse, the Power Centre, etc. In the foreground, the Manufacturing Plant.



Aerial view of the Manufacturing Plant of Canadian Johns-Manville Co., Limited located at Asbestos, P.Q., the largest of its kind in Canada devoted to the production of asbestos and allied commodities for domestic and export requirements. More than 300 different products are manufactured annually at this plant.

New Bridges, School Built In Compton

By MRS. LLOYD HYATT
(Record Correspondent)

COMPTON — Two new bridges and a new school highlighted the building reports for Compton during the year 1959 it was reported recently.

Under the Provincial Government, steel bridges were constructed on the Coaticook road and the Hillhurst road. The new school, built by the Roman Catholic School Commission, for boys in grades one to 11, replaces the one built a few years ago.

The older school has been turned over to girl students.

On December 5, 1959, the Bell Telephone company made the switchover to the dial system after working in the Compton district for some months. Now Compton is linked with Waterville and North Hatley although there is a small toll charge.

The new dial exchange number is TErminus 5-.

The Compton town council is made up of Mayor Gerald Groleau, and aldermen Andrew Chapdeleine, Gerald Prevost, Louis Martel and Gabriel Cote.

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A VISIT TO

Continued from page 24

dreds of tons of it every hour of the day.

Designed as it is for the mass production of high quality asbestos fibres, this modern mill is also a clean and healthy place in which to work. Despite the daily handling of so much rock and fibre, the atmosphere is remarkably free of dust, thanks to a highly efficient system of dust control.

Some idea of its extent-and, incidentally, of the scope of the operations that are carried on here-may be gained from the fact that there are some thirty acres of cloth bags in the filters and more than four thousand dust enclosures in the system.

MILLING

Although the milling process is complicated in its many repetitive operations, it is fundamentally one of separating the fibres from the mother rock. This is accomplished by a series of crushing operations, following each of which the ore is passed over vibrating screens which effect a rough separation of the loose, partially opened fibres from the rock.

Powerful suction hoods, functioning like enormous vacuum cleaners, lift the freed fibres leaving the heavier rock and the still unopened fibres, which are conveyed to another crusher. The crushing, screening and lifting operations are repeated until all the fibre has been separated and only waste rock remains.

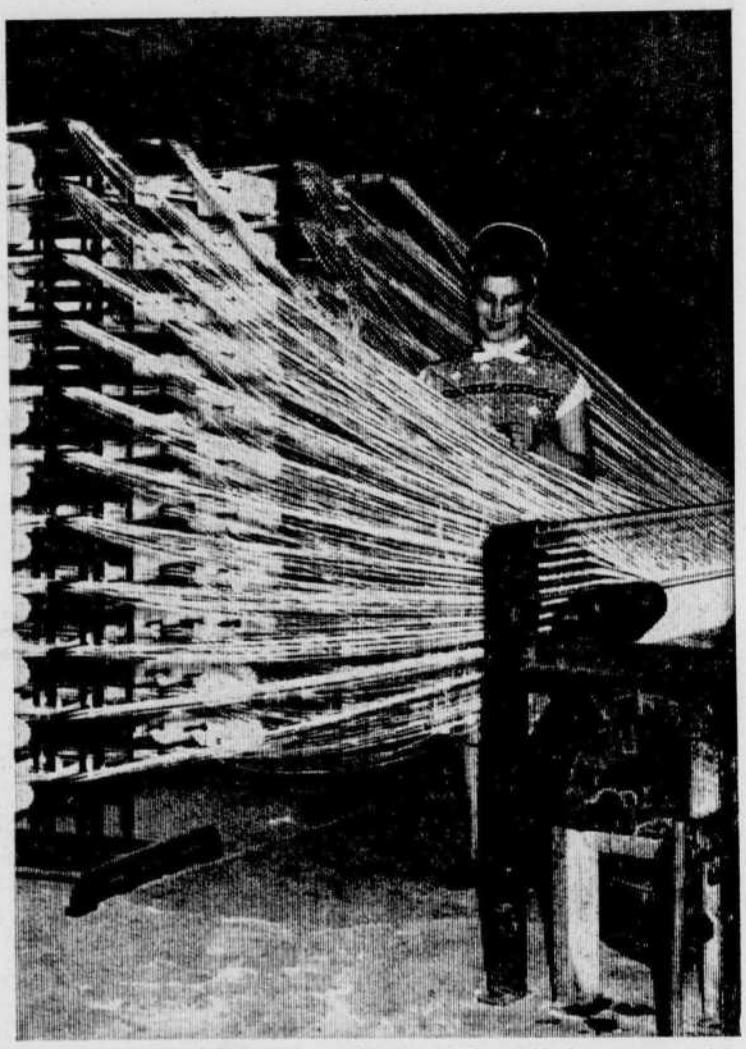
From start to finish, the milling process is continuous, the rock and unopened fibres traveling by conveyor and gravity from one operation to the next, and the separated fibres being drawn upward by air currents to large cyclone type collectors through an extensive system of ducts.

CLEANING AND GRADING

After separation, the fibres are thoroughly cleaned and carefully graded according to length. Since fibre length determines ultimate use, grading is an important step in processing.

Specially designed machines separate the longer from the shorter fibres, producing upwards of eighty different grades which range in length from major fractions of an inch down to fibres so short that they resemble a fine powder in appearance. Grading is in accordance with rigid industry specifications and test samplings are continuously made to assure conformity with these standards in the finished product.

When the cleaned and graded fibres have been packaged in 100-pound containers, they are ready for shipment to the many plants throughout the world where they will be used as essential ingredients in the manufacture of a great variety of useful products.



TEXTILE DEPARTMENT — Asbestos is shown being woven with similar methods used in textile factories. The manufacturing plant at Canadian Johns-Manville Co., Ltd., in Asbestos, is the largest of its kind in Canada and produces asbestos and allied commodities for domestic and export requirements.

Tricotex Company Limited

Manufacturers of:

TRICOT FABRICS, FOR THE LINGERIE, GLOVE,
DRESS AND BLOUSE INDUSTRIES.

CANADIAN ARMY

Continued from page 6

Germany and other European countries and provided scores of jobs for German workers in the Army camps. Many married German brides and some 98 were brought home to Canada when two-thirds of the brigade group were rotated during the fall. Still others donated blood regularly to the German Red Cross, contributed to the upkeep of orphans and pitched in at the request of German Forest Rangers when fires threatened tinder-dry forests of the Sauerland last October.

Their various contributions were summed up by George Duelberg, burgomaster of Soest who said, "Your Canadians have become part of the economic life-

Continued on page 27

BUILDING IN THE EASTERN TOWNSHIPS

Over fifty years the history of the MacKinnon Structural Steel Company Limited runs parallel with the history of the Eastern Townships, so large a number of important works and commercial buildings of every description have been built by one for the other.

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MacKinnon Structural Steel Company Ltd.

Linoleum Industry Active

New Styles Marketed; Prices Remain Steady

By KEN. B. ROBERTON
President, Dominion Oilcloth and Linoleum Co. Ltd.

The year just ended has been a very active year for the linoleum and smooth surface floorcovering industries. Although the building starts are down in residential construction, this has not reacted as markedly in this industry as the government figures show for building in general.

In the post-war years many new kinds and styles of smooth surface floorcovering have been offered tc the public. Most of these have been of the synthetic types, such as vinyl tiles in many qualities; also calendered vinyl sheet goods, supported on asphalt-saturated felt backing, jute-felted, foam-rubber, etc.

Asphalt tiles, the lowest priced tile on the market, had a fair acceptance for a number of years after the war but is now giving way to the more popular vinyl tiles, particularly the less expensive vinyl asbestos which is definitely growing in favour, as it can be used below or above grade. The so-called "pure" or "homogeneous" vinyl tile, the most expensive and most highly styled line, is also receiving a growing share of the market.

A recent newcomer in the printed felt base field is the rotogravure type with a vinyl wear layer. This item has replaced a considerable proportion of the enamelled felt base sales.

Linoleums, in both yard goods and tile, still maintain the major portion of the market. Many contractors and owners are tending to revert to yard goods rather than tiles and are recommending "Do it for me" instead of "Do it yourself".

Raw materials for all smooth surface floorcoverings have been in ample supply and prices have been steady. The one exception is linseed oil which, at one time, rose over 33% compared with last year's high. The cause of this unusual activity was the unfavourable growing conditions in both Canada and the USA where crops were down about the same 33%. Also, about a quarter of the Canadian flax crop has been left unharvested due to unusually early snow in the prairies.

This year's world supply of flaxseed or linseed oil will be smaller than last year's but ample to supply the world's demand; therefore no major decline in the price of linseed oil is expected.

Linoleum prices have remained unchanged with competition from imports increasing actively.

K. B. ROBERTON

The labour rates of the European exporting countries are at the most only a third of what is paid in Canada. Further, the Canadian dollar being at a premium of about 5% reduces any protection by that amount. Exports remain at a very nominal figure but, for the first time in many years, some shipments have recently been made to New Zealand and Australia.

New construction accounts for approximately 50% of the consumption of smooth surface goods. Residential starts this past year were 18.5% below 1958 and the estimate for 1960 is still another 10% lower. Industrial and engineering projects, however, are expected to be higher in the coming year and should make up for some of this reduction in housing.

With the Gross National Product headed for another all-time high figure next year, together with increased population, the industry is reasonably optimistic about the prospects for 1960.

H. J. McCONNELL

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CANADIAN ARMY

Continued from page 26

blood of our community."

Regular Army and Militia soldiers were much in the public eye during the year with a number of colourful parades and ceremonials. Many of them were held in connection with the visit of Her Majesty, Queen Elizabeth II to Canada last summer.

As Colonel-in-Chief (or Captain General) of 11 Canadian Army units, the Queen personally reviewed many of her troops at special parades across the country. Biggest military gatherings were held on the Plains of Abraham, at Quebec, where Her Majesty presented new colours to all three battalions of the Royal 22e Regiment, and in Ottawa where new colours were presented to three Militia regiments during a stirring ceremony on Parliament Hill. Regiments honoured by Her Majesty in Ottawa were the Canadian Grenadier Guards, Montreal; 48th Highlanders of Toronto and the Argyll and Sutherland Highlanders, of Hamilton, Ont.

A Changing of the Guard ceremony carried out daily on Parliament Hill during several hot summer weeks by members of the 1st Battalion, Canadian Guards, proved very popular with visitors. An estimated quarter-million spectators lined the green lawns as the scarlet-coated Guardsmen carried out the historic service. As part of their ceremony the battalion also mounted a household guard at Government House.

During the year selected Canadian soldiers trained on the French SS-10 anti-tank missile at the Royal Canadian Armoured Corps School, Camp Borden, Ont., while others received training on various types of missiles at schools in the United States. Canadian soldiers also participated in live tests with Nike-Hercules guided missiles last winter at Fort Churchill, Man.

Control of the Army's Northwest Territories and Yukon Radio System was handed over during the year to the Department of Transport. A wireless network

Continued On Page 30

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EASTERN TOWNSHIPS

Continued from page 19

woollen material, the wool for which was cut from the sheep, carded, spun, dyed and woven and the linen thread with which it was sewn, spun from flax by the maker.

Here at Brome Lake are found the famed "Brome Lake Ducklings" a choice item on the menus of smart hotels across Canada.

LANDMARK GONE

Stepping into Shefford we find more notes of interest. However the giant elm tree which stood at the foot of a hill near Frost Village is no longer there. Having developed Dutch elm disease, it had to be removed quite recently. This tree which stood as a land mark for more years than anyone knows, was supposedly the largest tree this side of the Rockies with a circumference of 28 feet, and a height of 50 feet from the ground to the lowest branches. Its age was unknown but it was there when Dr. Foster was the country doctor in the early years of the 1800's. It had an interesting history of its own.

Frost Village was then the chief lieu of Shefford County and the little stone church built in 1852, still stands, and is said to be still in use.

The thriving town of Waterloo was founded in 1815, the year when Napoleon met his Waterloo, and was named in commenoration of that event.

John R. Booth, the lumber king of Ottawa, whose granddaughter married into royalty was born at Waterloo. Here too the nationally known Slack Bros. have their mushroom plant, one of the largest in the world.

Granby the chief city in Shefford County is one of the most progressive in Canada. It was here that Palmer Cox created his lovable Brownies, and here in the cemetery he lies with an immense granite boulder marking his resting place. Granby too is the home of the well known Granby Zoo, a popular attraction for several years past.

Compton village in that county is distinguished as the birthplace and boyhood home of the Rt. Hon. Louis St. Laurent past Prime Minister of Canada.

Arthabaska boasts of the birthplace of another eminent Canadian, Sir Wilfred Laurier.

TO SETTLE DISPUTE

There is an interesting story connected with the name of their chief town, Victoriaville." At one time there were two men who claimed leadership in that part of the townships, a Mr. Demers and a Mr. Foisy. When the question of autonomy arose, Mr. Demers suggested the new municipality be called "Demersville," after him, Mr. Foisy objected, suggesting it be named "Foisyville" for him. It was finally decided to settle the matter by naming it after the reigning sovereign — Victoria—and on May 28 1861, it received its official name of Victoriaville. It is a center of Canada's furniture industry. Plessisville in the same county has large foundries and important shoe, hosiery and wood working manufacturers.

While the industries of the Townships have been developing, educational needs have not been neglected. We have come a long way from the log school houses of the pioneers. Now every county has its fine schools meeting the requirements of the times, Bishop's College Schol at Lennoxville being outstanding among private schools in the province. Up until this year Stanstead Wesleyan College at Stanstead was a co-educational institution but has recently been made a boy's school. St. Helen's School at Dunham and King's Hall at Compton are the only two all girls' schools in the Townships.

The Knowlton Composite High School located at Knowlton is a fine modern school to which pupils from all over Brome county are conveyed by bus. Bury has the more recently built Pope Memorial School serving the needs of a large area in that part of the county.

In other localities either new schools have been built or old ones have been renovated and modernized. In commenting on the educational advantages of the present day, it seems fitting that some reference be made to the long and enviable career of the historic old school at Hatley. This school was built in 1832, one of the first in the province and was known as Charleston Academy as Hatley was then called. Students came from all parts of the Townships even as far away as Quebec City. In 1834 there were 113 pupils enrolled with a staff of three.

The regular school course was followed, with the addition of music, drawing and painting for those desiring it. Although many school have come and gone, this old school still stands, not as an ancient relic, but as a modern comfortable school of which the people of Hatley can be justly proud as well as of its record

Continued on Page 30

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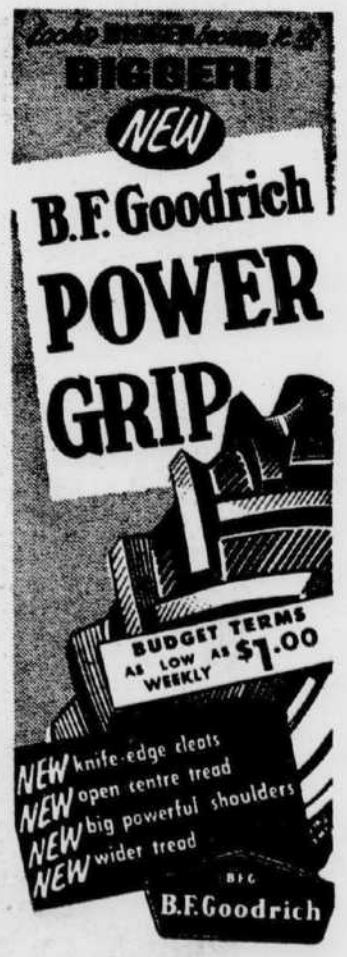

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LIFE INSURANCE

Continued from page 12

able persistency in these three main causes and stressing the need for increased research and study in all three fields. Such need is appreciated by the Canadian life companies.

In what sort of economic climate has the life insurance industry been operating during the past twelve months?

The year 1959 was one of good recovery from the 1957-58 recession which proved to be the most serious since the war. Recovery has been strong enough to result in new high records of national income, output and employment. The main impetus to recovery stemmed from a rising level of consumer spending and a major shift from inventory liquidation to accumulation. A high level of personal income was a major factor in sustaining consumer expenditures which, in turn, quickly brought inventory liquidation to a halt. As the year progressed, rising trends appeared in both capital expenditures and exports. It now appears that exports attained a new high dollar figure of around $5 billion, an increase of about 3% over a year ago. Capital expenditures for the year will total around $8½ billion, about 2% above the 1958 figure. In anticipation of rising sales, inventories are now being accumulated at a rate of around $350 million. Nevertheless, the ratio of inventory to sales continues quite low so that there is room for further inventory building in the months ahead.

Housing which was a strong stimulant in the early months of the recovery has been in a declining trend since the fall of 1958. Nevertheless, the estimated total of starts for 1959 of 140,000 still represents the second largest housing year in Canada's history.

Spending by all levels of government in 1959 ran about 7% above the 1958 level and will total about $6.6 billion. Spending by provincial and municipal governments contributed most heavily to the increase in total government spending.

The pace of Canadian recovery was affected moderately during the latter part of the year by the effects of the protracted steel strike in the United States.

CANADIAN ARMY

Continued from page 27

begun in 1923 by the Royal Canadian Corps of Signals to provide weather reports and air-ground communication, the System played an important part in the early development of a vast northern wilderness.

Although it turned over its far-flung northern communications network, the Army continued to maintain and operate the 1,221 miles of the highway to Alaska running through Canada. At year's end there were approximately 420 military personnel and twice that many civilians employed keeping the Canadian section of the great northern road open continuously. The Canadian Army took over operation of the Canadian section of the highway in 1946.

As the year drew to a close a Canadian soldier employed with the United Nations Emergency Force in Egypt was killed in a border patrol ambush. His death, the Army's twelfth since Canadian troops were first sent to the Middle East in November 1956, pointed up the grim fact that the Canadian Army is still on Active Service, and has been since it was returned to a wartime footing for the Korean conflict.

REDESIGNING FOR

Continued from page 8

dian Pacific Oil and Gas Limited, drilled, during the year, 42 wells, of which 24 were completed as gas wells, 5 as oil wells and 13 were dry holes. A number of other wells were drilled on Company lands through farmout agreements. On November 1, Canadian Pacific Oil and Gas Limited began delivering gas to Trans-Canada Pipe Lines Limited at the rate of about ten million cubic feet per day.

Canadian Pacific is actively seeking solutions to the problems with which it is faced. It is widely recognized that the economic well-being of Canada requires railway service from Canadian Pacific on a sound financial basis.

EASTERN TOWNSHIPS

Continued form page 28

of 127 years of continuous service.

Over the years many natives of these Townships have distinguished themselves in various spheres of endeavour; the arts, the professions, literature, industry and politics to name a few.

So many and varied are the historic memoirs, and natural attractions found here, it is quite impossible in a brief sketch to do justice to them all.

This region, part urban, part rural with its intermingling of French, English, Scotch and Irish, living together in perfect accord, would give to the casual visitor the illusion that he is at one and the same time, in a province of Old France, an English shire or the Scottish Highlands.

This "garden of Quebec", this "little Switzerland of Canada" is the Eastern Townships of Quebec, the home of those "dear hearts and gentle people, who never, ever let you down."

PULP AND PAPER

Continued From Page 3

in 1960 was reflected in some increase in the pulpwod harvested during the last half of the year. East of the Rockies the trend to advance the cutting season continued in 1959. Cutting begins in the middle of May and is very largely completed by Christmas. By the middle of September in 1959, some thirty per cent of the pulpwood harvest had been cut as against about fifteen per cent two or three years ago. Except in British Columbia, the mills must thus estimate consumer demand up to two years in advance as it takes that time for the pulpwood to be cut and moved to the mill.

Other changes have taken place in the woodlands operations. The progress in mechanization continues. The development of new and larger woods equipment has been accelerated by the companies. Progress has been made, too, in the development of machines for full tree harvesting and processing. More emphasis has been placed on forest research and some progress was made on preventing and extinguishing forest fires.

The future outlook for the pulp and paper mills has improved decidedly during the past twelve months. The demand again appears to be gathering momentum. Business conditions abroad are such as to increase the consumption of pulp and of paper. The rapid rate of expansion of capacity throughout the world has been modified. In consequence, with the results attained by the Canadian mills in 1959, it is apparent that they are in favourable position to benefit from the increased demand for their products that presently seems assured in the years to come.

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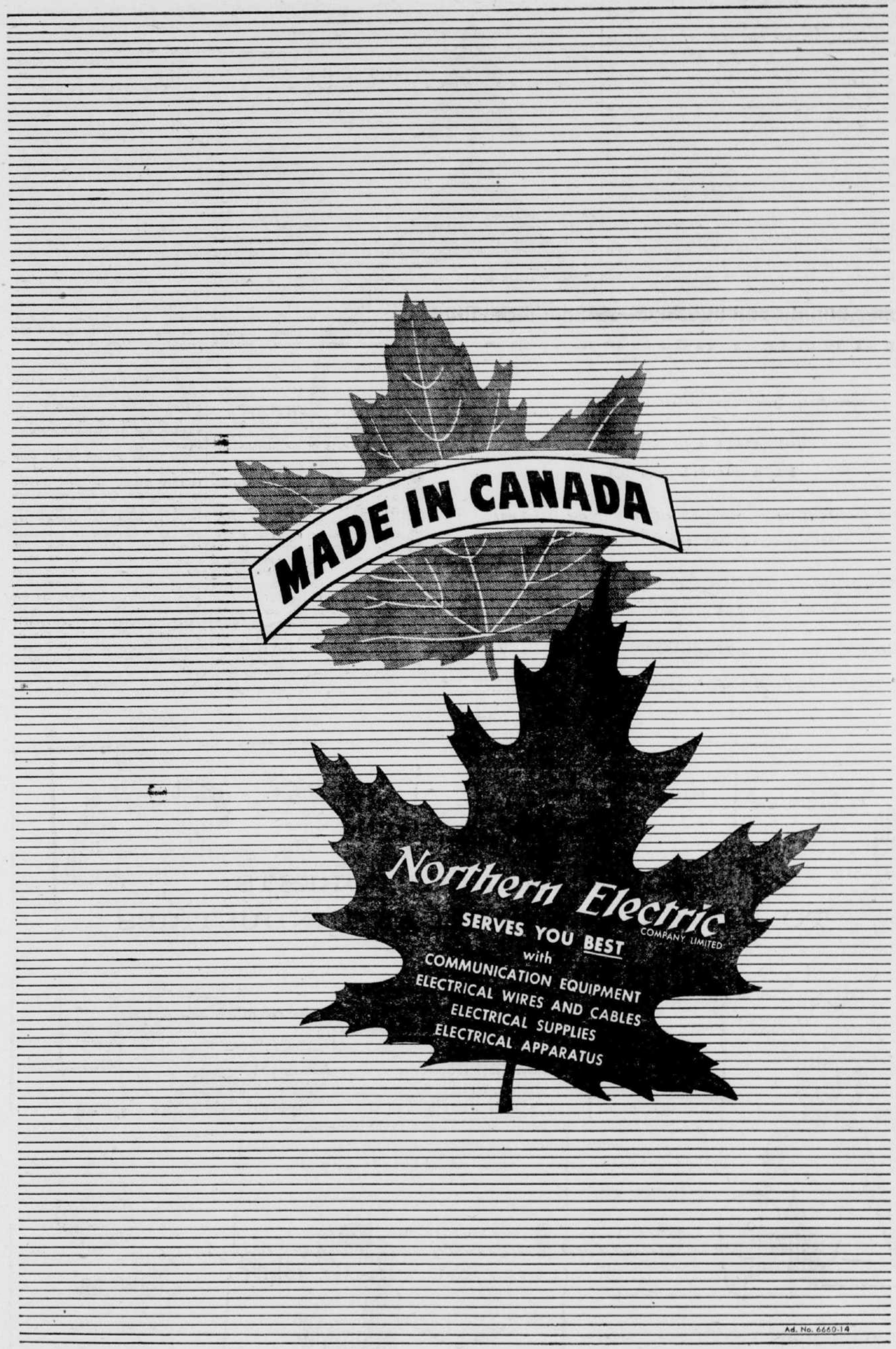
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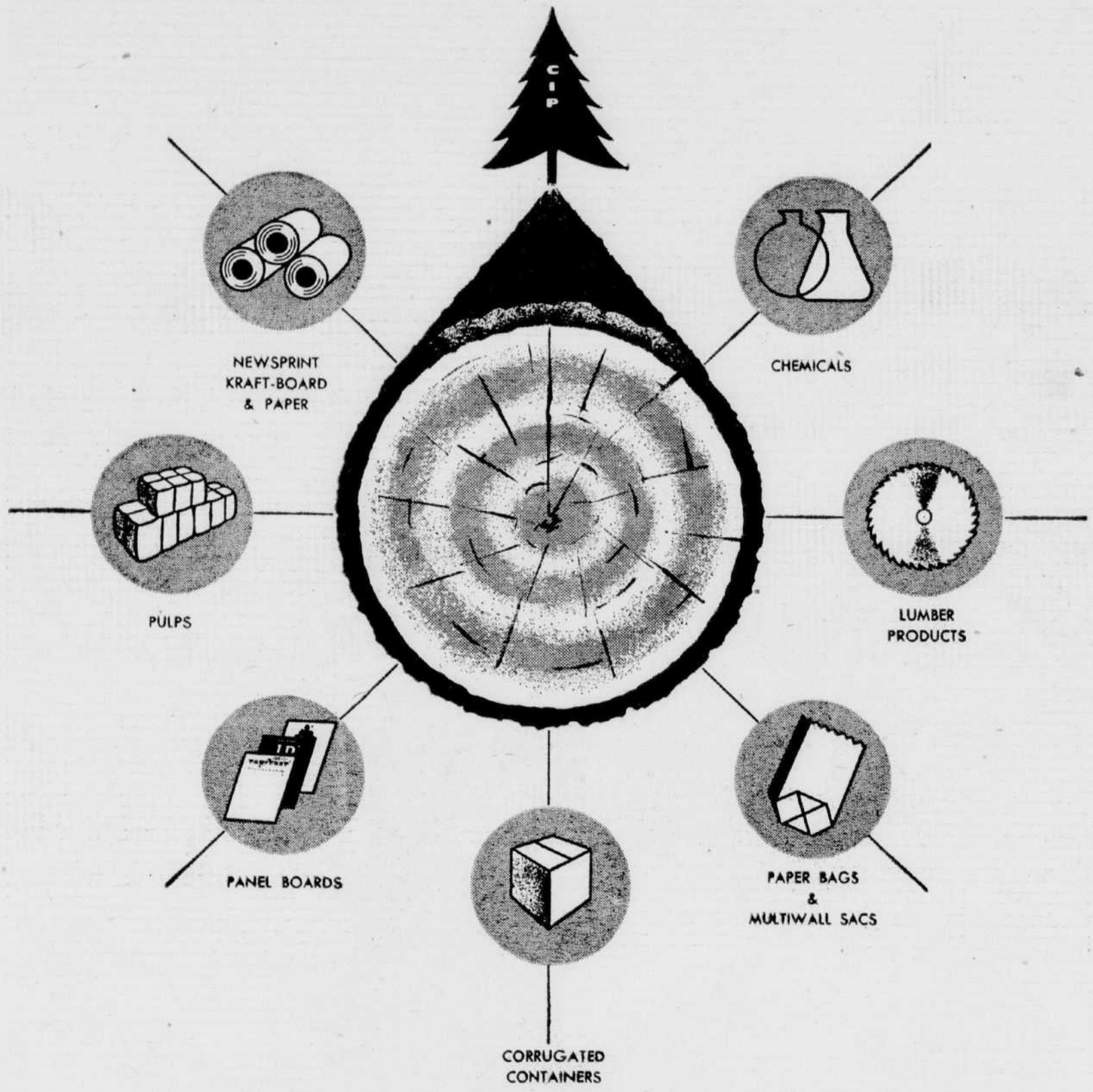

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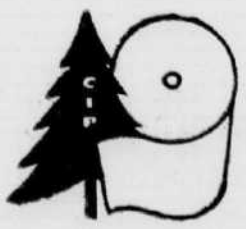

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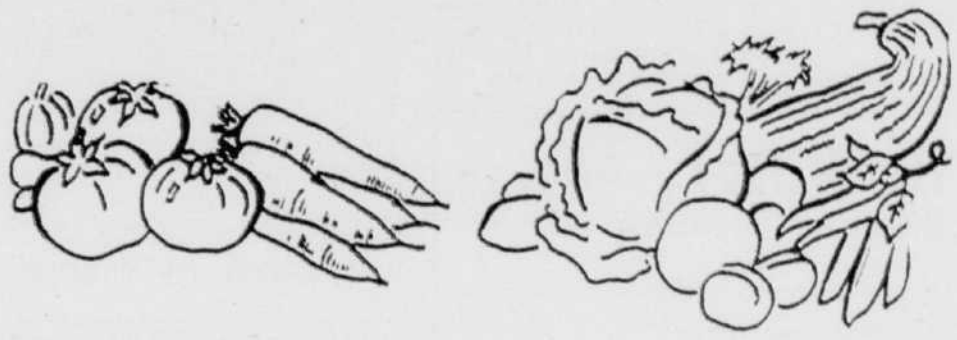
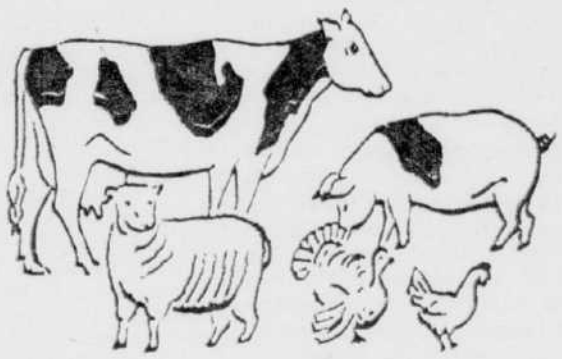
Sherbrooke Daily Record

63rd ANNUAL REVIEW

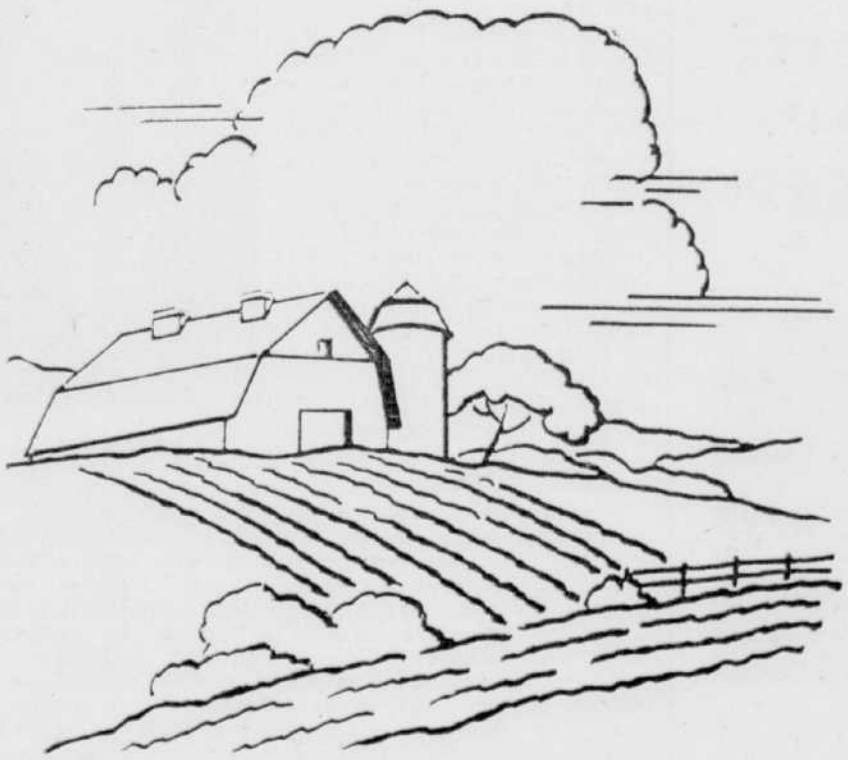
Sherbrooke, Quebec. SECOND SECTION Saturday, March 26, 1960.

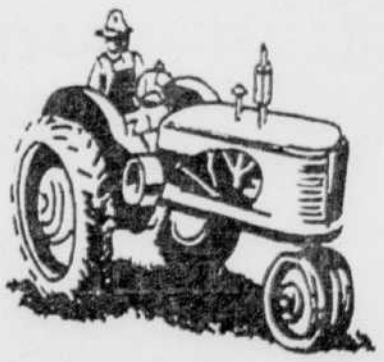
Progress In Agriculture





Farmers Play A Leading Role In Eastern Townships' Economy





Cover by Gerry Tapp

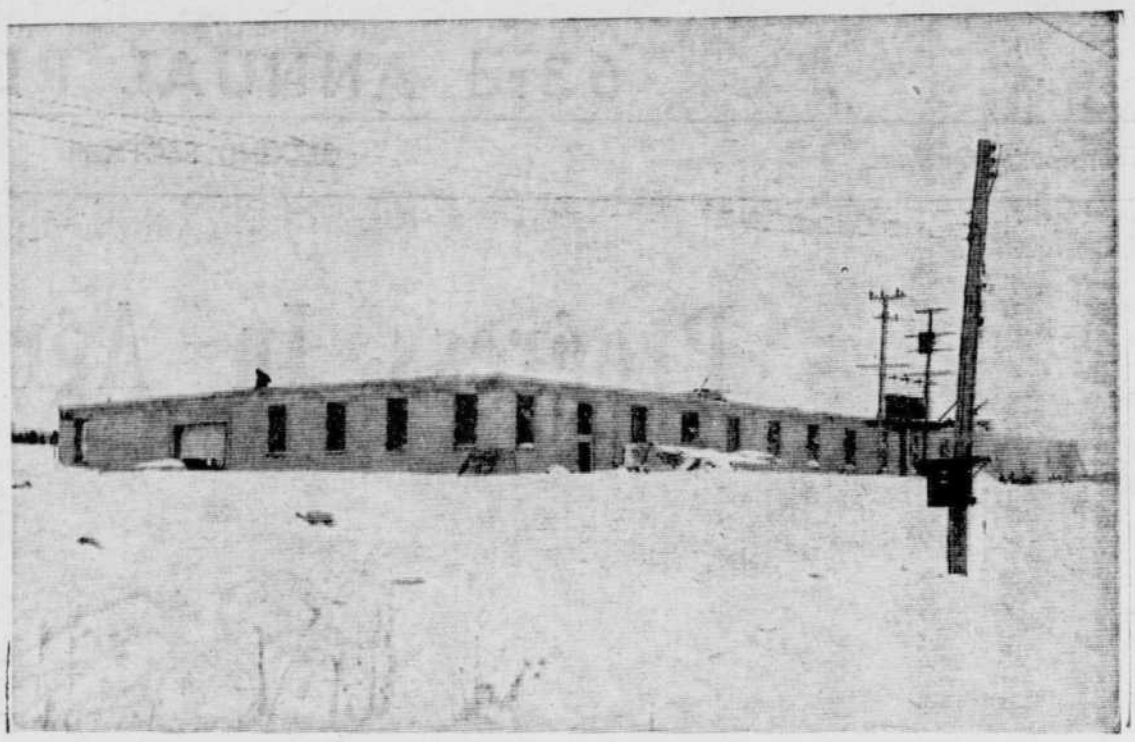
Another Construction Record Predicted For 1960

A further increase in the annual volume of construction has been predicted for 1960 by J. Eric Harrington of Montreal, President of the Canadian Construction Association.

"The construction program should reach around $7½ billion, thereby ensuring another year of record growth of the Canadian economy and the construction industry's position as Canada's largest. Some 600,000 people will be employed in on-site operations and an equal number off-site. Competition will remain extremely keen and the average rate of profit will likely continue to be low. If some bidding does not become more prevalent, we will again see close to 30% of the contracting companies operate at a loss."

"Although the increase in volume in 1960 will be a modest one—in contrast with the more dramatic expansions of previous years—it will mark the fifteeneth year in a row when the physical volume of construction has increased over the total of the previous year. Not all sections of the country or the industry will share in the increased volume of work and its realization is of course dependent upon the qualification that the industry will be free from the effects of wars, prolonged work stoppages and inordinate increases in construction costs or comprehensive changes in owners' plans to build."

The C.C.A. President stated that the size of the housing program was influenced greatly by Federal Government policies. Current plans seemed to be to work towards 125,000 starts. "Although this is well below the previous peak year of over 160,000 starts, it still represents a large program. Relative shortages of serviced land and mortgage funds under the National Housing Act are the main limiting factors at the present time. The industry expects an increase in the number of high-rise apartments built in connection with urban renewal projects in the urban centres."



FACTORY OF TUCKER PLASTICS LTD. UNDER CONSTRUCTION
(Record Photo by Studio Belisle)

"Non-residential building, on the other hand, should increase in volume. The need for schools, universities and hospitals continues, buoyed up by the large number of children from marriages commenced in the 1940s and by the introduction of more hospitalization plans. Educational and hospital construction is big business today, totalling over half a billion dollars. Commercial and industrial building should also continue at a high level—well over another billion."

"The volume of engineering construction, approximately 40 per cent of the total, will be maintained and probably increased. Pipeline construction will rise in volume if permission is obtained to export natural gas. The building of the South Saskatchewan Dam looms large among the current engineering projects."

"Increased road-building is planned in nearly every section but difficulties in floating loans may cause some provinces and municipalities to trim their programs somewhat. If the Federal Government implements a National Highway Policy, the outlook for an expanded road building program would be very much brighter. The Bloor Street extension of the Toronto Subway System will in itself be an important item in the construction of passenger transportation facilities."

LABOUR RELATIONS

Mr. Harrington noted that local industrywide work stoppages continued to occur as a result of a dispute between contractors and but one construction trade union. "All predictions for the coming year are governed by the underlying necessity of keeping such crippling work stoppages to a minimum. Our industry, particularly in British Columbia, cannot afford any more of them. It is very doubtful if the people of Canada and labor itself can afford them. During 1960 it is sincerely hoped that there will be some revisions in our labor legislation and in attitudes at the bargaining tables which will deal with these serious problems effectively."

CREDIT

Mr. Harrington foresaw the overall picture as generally satisfactory although some enterprises might be affected in obtaining the credit they desired because of the competitive nature of the industry at this time. "There will be a reasonable amount of money available with projects being accepted on their individual merits. As long as our economy remains stable and continues to be held in high regard by other nations, projects which are demonstrably sound in concept should have relatively little difficulty in obtaining the necessary financing."

COSTS

Mr. Harrington expressed the view that prices for construction materials for the most part would remain steady. He noted that this had been a stabilizing factor for the whole industry. Some manufacturers, however, were finding difficulties in absorbing higher costs brought about by increased wages, freight rates, etc. Construction wage increases had been above average in the last couple of years or more and further increases had already been negotiated in long-term contracts in a good many cases. "The question of **wintertime construction** costs has received special attention in recent times. I am glad to say that there has been growing recognition of the fact that, when all factors have been taken into consideration and proper attention is given to the scheduling of a project, the costs are usually quite comparable with those experienced in the summertime and sometimes are even less. Frequently the income resulting from earlier occupancy is more than enough to offset higher on-site costs during construction in the middle of winter. It is encouraging to note that it is expected that seasonal unemployment will decline this winter compared to those during the past two years."

CONCLUSION

"In summary, most business and investment surveys show growing optimism and the indications are that the construction industry is headed for another new record in 1960, both in terms of dollars and the physical amount of construction work put into place. Because of the great increase in its capacity, the industry will be working appreciably below its maximum level and therefore its efficiency, because of the strong stimulus of keen competition, will be correspondingly improved."

J. E. HARRINGTON

"The construction industry is a complex, dynamic industry — one that is always changing in terms of composition, technique, procedures in tendering and financing, skills and emphasis on certain types of construction. Because it is so complex it naturally is beset by problems of comparable size to its mammoth operations. Their solution can only be obtained by means of united action on the part of construction men through their associations and cooperation from the other partners in the construction program — owners, the design professions, governments, labour, finance, etc."

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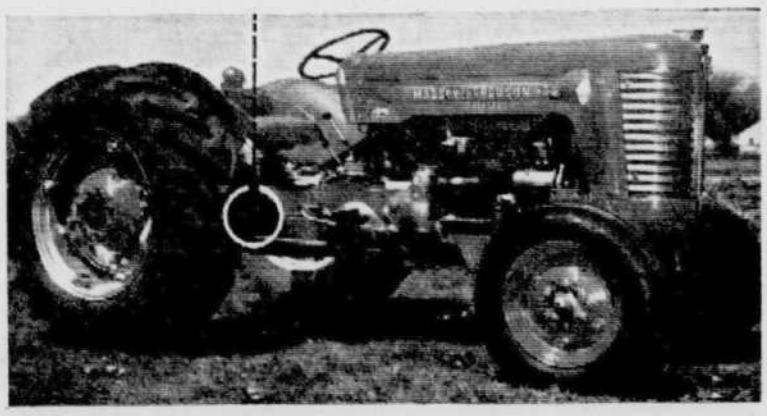

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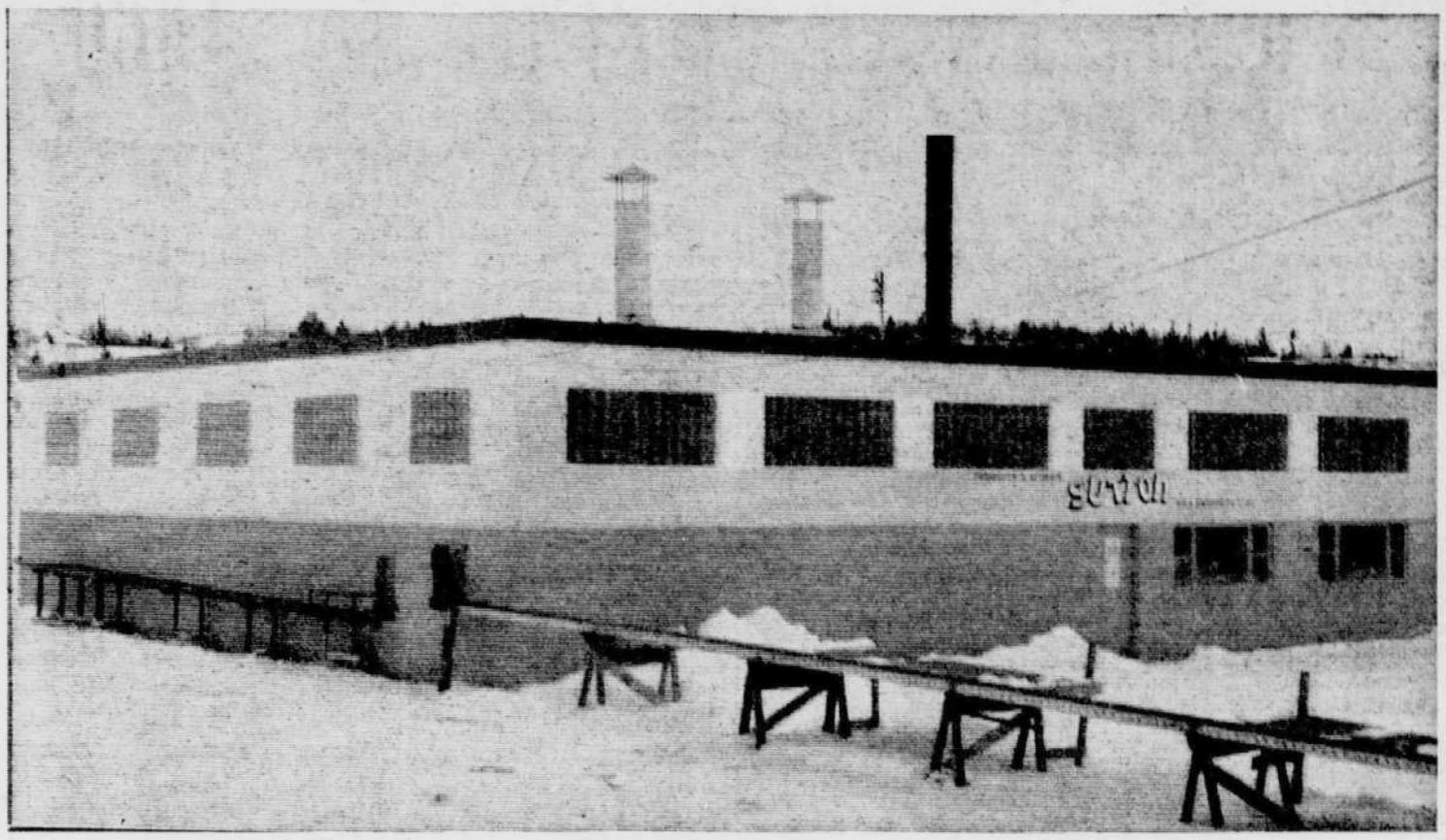

SUTTON MILK PRODUCTS' NEW PLANT AT COATICOOK
(Record Photo by Studio Belisle)

Future Growth Assured

Bright Industrial Outlook For Coaticook

By STANLEY BEERWORTH
(Record Correspondent)

COATICOOK — This town often referred to as "The Pearl of the Eastern Townships," entered the year 1960 with a bright outlook for industrial growth and indications of increased prosperity for local business establishments.

With one sizeable commercial plant erected during the past year, that of the Sutton Milk Products Ltd., another factory already under construction, that of Tucker Plastics Ltd., and plans well completed for yet another plant, that of Francel Sweaters Inc., it appears that the lull in industrial expansion of the past several years has at least been broken.

With the population increasing from 100 to 150 yearly, without the extra influx sure to follow the coming of new industries, plans are also being made to build at least one, if not more public schools within a very short time, the present schools already being overcrowded with the eighteen hundred or more pupils attending.

Keeping pace with the industrial growth also is the home building, 110 permits having been issued last year, for a total value of over three hundred thousand dollars.

To protect this growth in property the Council during the year authorized the purchase of a new, modern fire fighting truck, with the latest equipment. Fortunately the facilities of the new truck were only used for one major fire, that of the Marcoux block fire on Main Street, at the corner of Child Street. where two places of business were cleaned out in a brief but spectacular blaze.

During the year several new stores opened for business on Child Street, in the Dionne block and the renovated Rivoli Theatre building, the drug store of Leger Cameron, the Belisle Studio and Garceau Printing now occupying these premises.

The Town Council is now headed by Mayor Leger Cameron, reelected, with aldermen, Elie Carrier, Hector de LaBruyere, Oliva Beaudoin, Joseph Cloutier, Leonard Akhurst, Charles Audet, J. Albert Fournier and Marcel Benoit.

The Police and Fire Departments are headed by Chief Gerard Groleau. In charge of the municipal garage is Mr. Albert Dupont. The Town secretary is Mr. Romuald Dumont, who has held the post for several years.

The general government of the town is under the following committees, the first named in each case being the chairman of the committee: Administration, C. E. Audet, J. A. Fournier, O. Beaudin; C. Audet; Waterworks, J. Cloutier, H. De LaBruyere, J. Fournier; Protection, O. Beaudin, C. Audet, E. Carrier; Public Works, H. de LaBruyere, L. Akhurst, J. Cloutier; Public Welfare, J. Fournier, E. Carrier, H. de LaBruyere; Recreation and Comunity Services, E. Carrier, L. Akhurst, J. Cloutier; Public Works, Albert Dupont.

During the past year water mains were installed on Main West, Sherbrooke, St. Jacques South, May, Lemay and Vincent Street and sewers on Main East, Sleeper, Sherbrooke, Lemay, Vincent, Johnson, St. Jacques S., May and on a new street parallel with May and Simard Streets.

Paving took place on Ottawa Street and major improvements on Jeanne Mance, Forrest, Simard, Ives, Dionne, Gilmour, Ste. Anne, Desrosiers, Davis, Laurence, Thibault, Merrill, Main, Child, Sleeper and Maple Streets.

The three Protestant churches are under the guidance of ministers who arrived in the community either during the past year or the previous year. Rev. G. Kendrick, rector of St. Stephen's is the most recent arrival, Rev. E. Jenkins, of the Baptist Church, also arrived during the past year, and Rev. G. Joycey, arrived from England a year earlier.

Oldest citizens include Mrs. Emma White, in her 95th. year and Mrs. Leopold Chartier, 89.

BIGGEST CRATER

The crater on top of the Poas volcano in Costa Rica is the largest volcanic crater in the world.

SPANISH ORIGIN

Manila, capital city of the Philippines, was founded by the Spaniards in 1571.

SCIENTIFIC MIND

Richard Hakluyt, the geographer who died in 1616, was archdeacon of Westminster, England.

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Auto Sales Rising

Record Year Forecast For Industry In 1960

By EDWIN H. WALKER
President and General Manager, General Motors of Canada, Ltd.

The Canadian automotive industry enters 1960 with the expectation of a near or all-time sales record during the next 12 months. A limiting factor to a record year would be a further shut-down of the steel industry in the United States.

While the industry now obtains well over 50 per cent of its steel from Canadian mills, it must depend on U.S. sources for larger sheets and stampings which, because of limited volume, still cannot be produced economically by Canadian suppliers.

The favorable forecast for the automobile industry reflects the generally optimistic outlook for most sections of the Canadian economy in the year ahead.

The 12-month sales outlook is bright. Present estimates indicate that 1960 sales of Canadian, European and American vehicles in Canada may total 540,000—450,000 passenger cars and 90,000 commercial vehicles. Passenger car sales in 1959 will likely number 422,000—an all-time record—while truck sales may number 75,000. Total vehicle sales should come close to the record 499,900 units sold in 1956.

During 1960, the industry could build as many as 400,000 units—320,000 passenger cars and 80,000 trucks. This would compare with the approximately 363,000 units built in 1959 and 356,000 built in 1958. It is estimated that industry production in 1959 would have been nearly 30,000 units higher had it not been for the steel shortage.

From current indications, the growing market offers opportunities for cars of all types—standard size cars, the new compacts and the small European imports which in 1959 accounted for 26 per cent of passenger car sales.

The standard size cars will continue to represent the overwhelming volume of sales and production for the foreseeable future. The compact cars have had a favorable reception since their introduction but because of limited and interrupted production, it is too soon to assess fairly their ultimate sales strength. At the same time, the European imports will continue to represent an important part of the market.

An interesting trend in the field of small European cars has been an accelerated rate of sales of cars imported by Canadian manufacturers from their plants in the United Kingdom. In 1959, these cars accounted for approximately 37 per cent of all imported small cars, as compared with only 26 per cent in 1958. Several factors may explain this trend: North American type styling, nation-wide parts and service facilities offered by the Canadian manufacturers, a greater availability of these cars than ever before and their duty-free entry under the British preferential tariff.

Employment and production schedules will be high during 1960, particularly so in the first six months. There are two immediate reasons: to make up production lost during the latter months of 1959 and to meet the steadily growing demand for new cars and trucks. This increased activity should be reflected in other Canadian firms primarily concerned with supplying goods and services to the automotive industry. As a result, they may be expected to maintain or increase their work forces and to increase spending in turn among their own suppliers.

About $1,200,000,000 In Wages, Goods, Etc.

In 1959, the automobile industry continued to play a major part in the Canadian economy. It is estimated to have spent in Canada this past year for goods, services, wages and taxes $1,200,000,000. Its average employment totalled 33,500 and at the same time the industry provided close to full-time employment for another 100,000 Canadians in its 5,500 dealerships — estimated at 66,500 employees—and in the plants of the suppliers of automobile parts, rubber and petroleum.

It has been estimated recently that the industry contributes in a greater or lesser degree, directly or indirectly, to the pay envelopes of one out of five Canadians and that its operation is reflected in one out of seven Canadian businesses.

Motor vehicles continue to provide an important source of government income. The industry itself paid the federal government an estimated $140,000,000 last year in sales and excise taxes. At the same time, Canadian motorists paid out $515,000,000 to provincial treasuries in registration fees and gasoline taxes. This represented approximately 25 per cent of all provincial revenues — more than 33 per cent in the case of Ontario.

Every 4.6 Persons Own Passenger Car

At January 1, 1960, there were an estimated 4,900,000 motor vehicles on Canada's streets and highways—254,000 more than ever before. There were 3,780,000 passengers cars and 1,120,000 commercial vehicles. There is now a motor vehicle in Canada for every 3.6 persons and a passenger car for ever 4.6 persons.

When the industry looks beyond 1960 there appears even more reason for optimism. A steady increase in both population and income should keep demand high over at least the next five years. A good indication of the growing market is the steady increase in Canadian households owning automobiles—42 per cent in 1951 rising to more than 63 per cent in 1959. This is still considerably below the United States average of 75 per cent of households.

The future for commercial vehicles looks highly favorable. As highways are improved and extended, as industrialization spreads, as new areas of Canada are opened up for development and as the need for servicing suburban areas continues to increase, uses for trucks will expand.

A recent independent estimate indicated that over the next five years, total annual vehicle sales may average well over 600,000 units — more than 500,000 passenger cars and more than 100,000 commercial vehicles.

If Canada maintains its present tempo of growth and development there would seem little reason to dispute this estimate.

An early view of Coaticook showing the Sleeper and Akhurst Foundries.

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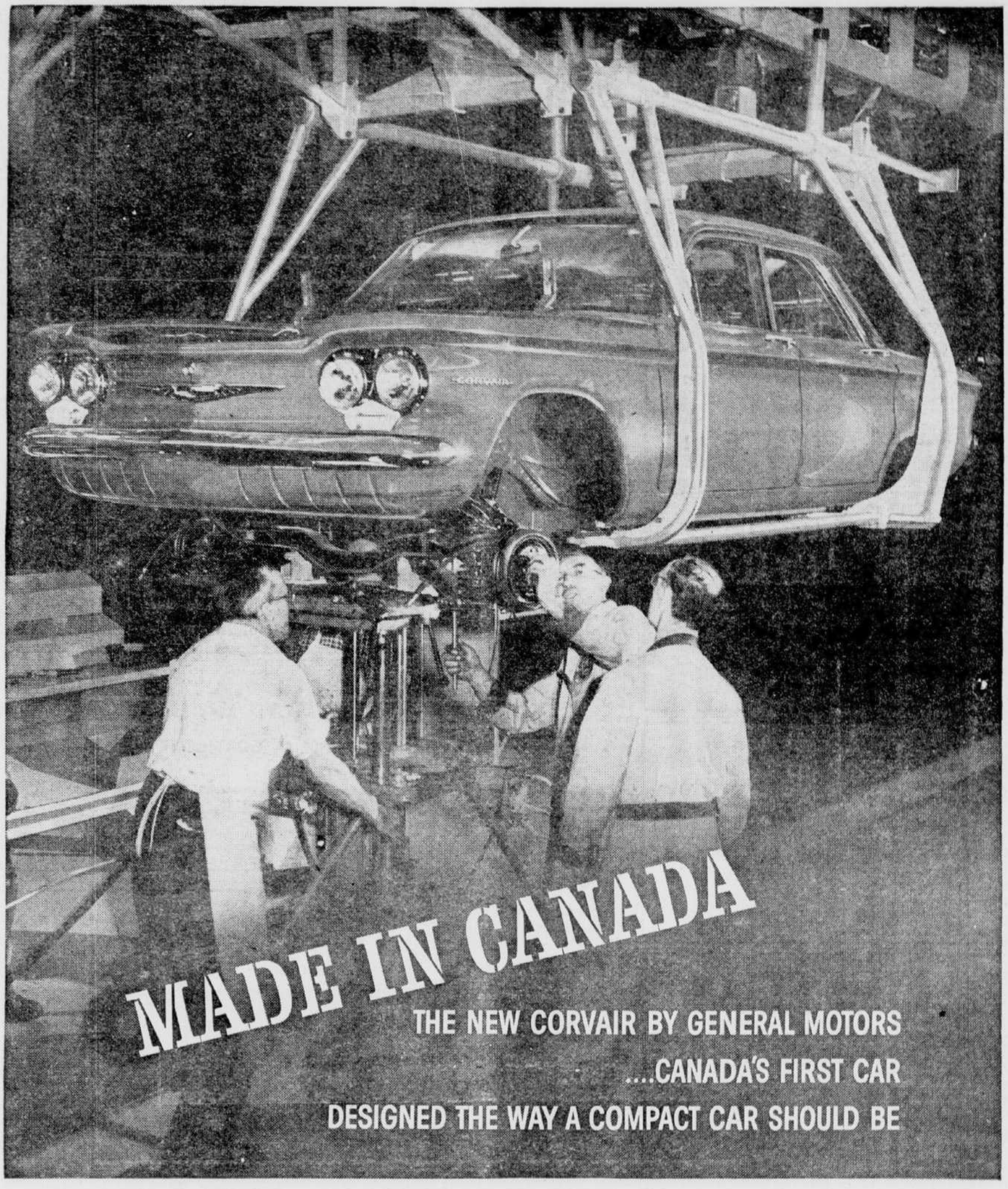

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Industry Efficient

Textile Sales Increase

By W. M. BERRY
President, Primary Textiles Institute

Canadian demand for textiles has never been higher. Nor has the primary textile industry in Canada ever been more capable of meeting the demand. Although somewhat reduced in size during the past few years, the industry today still has 75,000 people working in more than 700 mills on which $750 million has been expended, mostly for capital improvements, since 1946.

Technically efficient, the industry lacks nothing in aggressive marketing, and continues to invest heavily in helping the governments of Quebec and Ontario maintain a steady flow of trained textile technologists through the two provincial technical schools.

The flaw in the picture for the domestic industry is the speed at which foreign countries are still increasing their share of the Canadian textile market despite all the efforts to stem the tide. There was a further fall in 1959 in the market position of Canadian market for fabrics of all adian fabric producers against the relentless pressure of imports. The total Canadian market for fabrics of all fibres, illustrates the trend.

Despite these figures, 83 per cent of companies queried in a broad survey thought that final figures would show increased sales during 1959, and about half were confident that the improvement was carrying over into 1960. However, almost all mentioned the fact that there are a lot less Canadian companies competing for business now than there were eight years ago.

Generally, the industry is confident that it can take advantage of anv chance to increase sales, providing there is sufficient encouragement from Ottawa. Full-scale review by the Tariff Board of the effect of current schedules and rates on imported textiles and clothing is nearly complete after two years, and action is expected to follow.

Too, the government is showing signs of enforcing anti-dumping legislation, and is taking increased notice of mounting exports from low-wage Asian countries. Any action in those fields would be welcomed.

Quiet Year For Hatley Residents

By MRS. W. DUSTIN
(Record Correspondent)

HATLEY — A relatively quiet year was experienced in this community during 1959.

While there was no municipal construction, one project was begun which will prove its worth in emergencies.

The municipality had a portion of the brook dug out and when completed this pond will provide extra water in case of a major fire.

The population of the village remains at approximately the same figure as last year. While some families have moved away, new ones have settled in the community.

There have been three tragic deaths among Hatley residents, all due to car accidents. One accident occurred last spring near Quebec City, when a married couple lost their lives. The other death occurred last fall in the Village itself.

The oldest citizen, who will be 87 years old next spring, is H. H. Brown. He lives at his home, Cottage Garden Farm, with his daughter.

He is well known in the gardening field and up to a few years ago, was very active.

Owing to ill health, he now spends much of his time at home but is keenly interested in local and world wide affairs, keeping in touch through reading, radio and television.

The present council for the municipality of the Village of Hatley is: Mayor, A. E. Bowen; Aldermen, W. W. Gemmell, A Moulton, J. Pidduck, J. Kent, T. Ride and B. W. Bowen.

LABOR PIONEER

Christopher Hornsrud, who formed Norway's first Labor government in 1928, marked his 100th birthday at Oslo Nov. 15, 1959.

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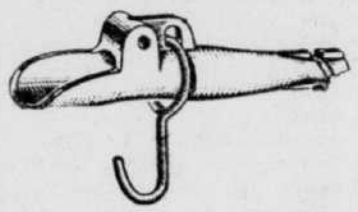
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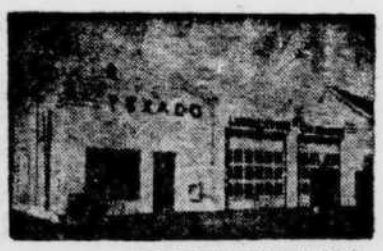

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Aim For Maximum Efficiency

C.N.R. Steps Up Drive For Transportation Market

By DONALD GORDON, C.M.G.
Chairman and President, Canadian National Railways.

The year 1959 has been, for Canadian National, a period of intensive drive on all fronts to win its fair share of an increasingly competitive transportation market.

Precedent-breaking innovations in passenger service and a host of improvements in operational facilities ranging from increased dieselization to signalling and radio communications systems, new shops and simplified procedures spelled out CN's determination to achieve maximum efficiency in giving customers what they want at prices they are willing to pay.

The facilities customers heard about most and used were all-inclusive passenger fares, reduced rates for group travel, such Canadian railway "firsts" as the "Go Now - Pay Later" plan and the CNR-TCA credit card, widely extended Piggyback service, faster freight deliveries, Telex and other improved communications devices. But behind these lay continued improvements in mechanical and electronic equipment, an intensification of research, a streamlining of organization and administrative machinery, all contributing to the rapidly changing face of transportation.

BUSINESS IMPROVES

An overall increase in revenues reflects the general improvement in business conditions in Canada following the recessionary trends of 1958, though the adverse effects of the steel strike in the United States were also felt.

FREIGHT TONNAGE

Estimates indicate the year-end will find CN's tonnage figures for revenue freight handled in 1959 improved by some three percent, or 2,000,000 tons, over 1958. Major volume increases in the movements of ores, concentrates and other mine products

DONALD GORDON

forest products, scrap iron, automobile bodies and parts, were the main factors in this improvement. Major decreases in revenue freight traffic were registered in grain and grain products, pulpwood, coal and manufactured iron and steel articles.

PASSENGER SALES

Despite vigorous efforts to improve the passenger revenue position, including a reduction in train miles of unprofitable services and a stepped-up campaign marked by strikingly new incentive features, passenger train revenues declined by some three percent, compared with a decrease of about 12 percent recorded in 1958.

CNT PROSPERS

Gross revenues of Canadian National Telegraphs pushed to a new all-time high, estimated at approximately $27 million or an increase of some 11 percent over those of 1958. Continued expansion of Telex service, private wire and related services and the extension of television facilities to Newfoundland, were major contributing factors, with revenues further augmented by acquisition of Northwest Communications System (April, 1958) and increases in telegraph message rates and other service charges.

CN HOTELS

Revenues of the seven year-round hotels operated by Canadian National were about on a par with those of 1958, with estimates indicating a small average decline in patronage being more than offset by increased revenues from new facilities at the Fort Garry and Macdonald Hotels. At Jasper Park Lodge, where facilities were expanded, a very good season was recorded, marked by a sizeable increase in convention business. The Queen Elizabeth, opened by Canadian National at Montreal in 1958 and operated by Hilton of Canada Ltd., continued to attract the high volume of convention business it was built to accommodate.

BASIC PROBLEMS FACED

At the year-end two particular sets of circumstances serve to underline the continuing railway dilemma of trying to keep revenues in line with ever-rising costs. A Royal Commission on Transportation is in the course of hearing numerous submissions, including those of Canadian National, dealing with such thorny questions as that of the Crowsnest rates on grain shipments and the entire subject of rate-making which so vitally affects railway revenues. Meanwhile, on the cost side, employees represented by the non-operating unions are in negotiation with the railways following presentation of demands for higher wages and other benefits. This repetitive squeeze between revenues and expenditures sharpens Canadian National's need to increase productivity and efficiency so as to serve its customers at fair prices, provide satisfactory remuneration to its employees, and earn a reasonable return on capital in-

Continued on page 40

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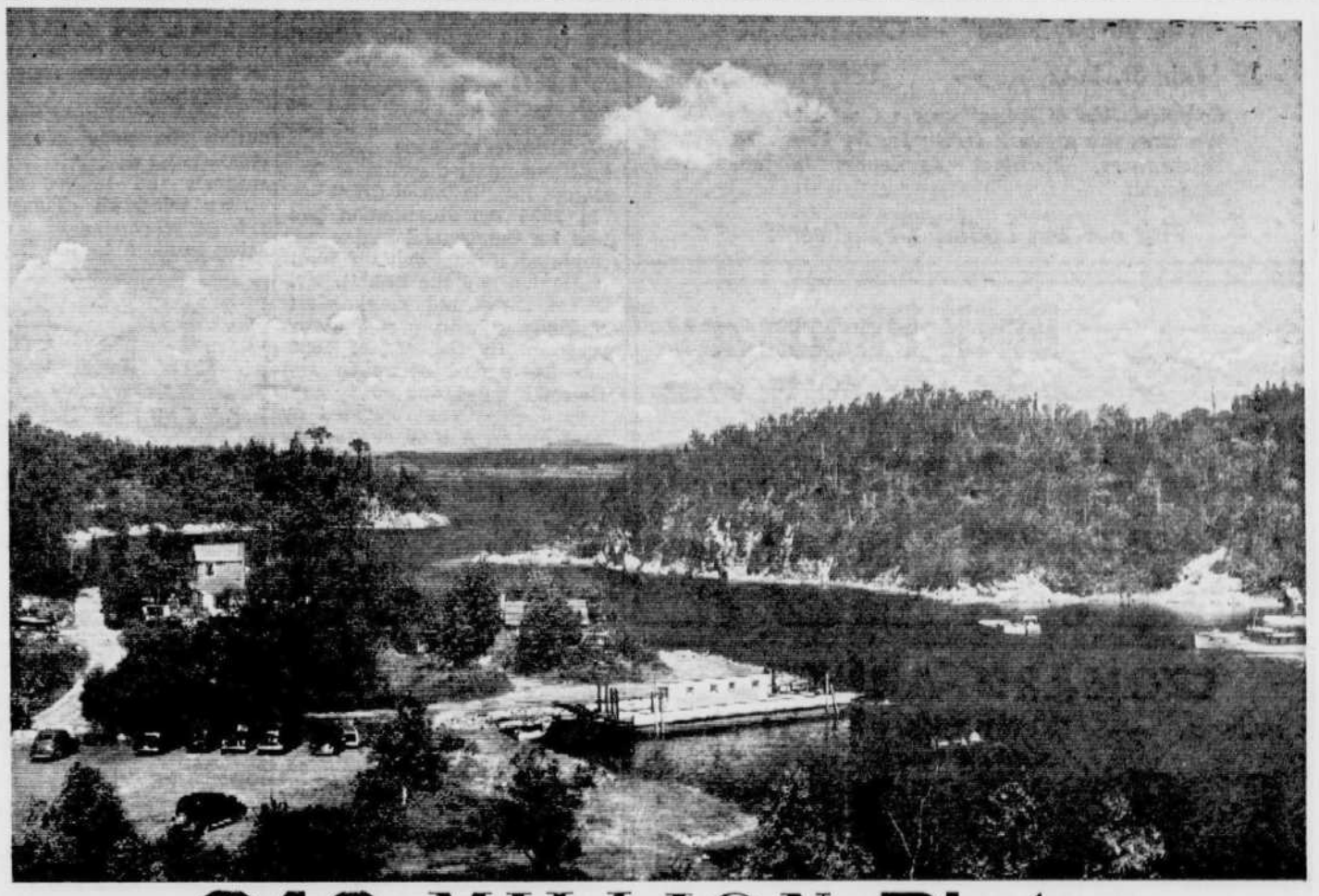

a $40 MILLION Picture

Well, not this one alone. Nevertheless, the picture you see above is one of the scenes that attracted approximately forty million dollars to New Brunswick last year. The business is TRAVEL — and New Brunswick is getting a steadily increasing share of tourists with each passing year. Natural scenery alone is not responsible. New Brunswick carries on an intensive outside publicity campaign to bring tourists here.

We also promote and help organize the things that will persuade them to linger here. These things help our economy — as it helps all Canada's.

NEW BRUNSWICK
TRAVEL BUREAU
FREDERICTON, NEW BRUNSWICK

C.N.R. STEPS UP

Continued from page 39

vestment.

The need to modernize plant and equipment in the interests of efficiency continues. In such modernization, the most graphic aspect of which is seen in dieselization in all its ramifications, the CN management keeps prominently in mind the impact of increasing mechanization and technological change upon its working force. Throughout the CN system, there is constant planning and discussion of a cooperative nature with union representatives, job supervisors and others to organize retraining programs, to arrange transfers for employees as circumstances permit and generally to avoid extremes, as employee displacements become necessary. The problem, in perhaps its most extreme form, was exemplified at Stratford, Ont., where CN's big steam shops, for many years the community's main source of employment, have become redundant in the diesel age. Here the railway undertook a comprehensive program, including job counselling services for displaced employees and intensive sales efforts at home and abroad to assist in locating other industries in Stratford, to provide employment and thus avoid the hardships involved in the transfer of men whose homes had long been established in the area.

These efforts were rewarded a few weeks ago when it was announced that a large American manufacturing firm would establish a Canadian subsidiary at Stratford, leasing part of the railway shops and utilizing the skills of many employees still resident there.

EXPANDED SHIPPING FACILITIES

Modern methods of moving merchandise continue to be added to CN's facilities for the shipper. Competitive rates, agreed charges and piggyback operations continue to play an important role in attracting business. Commercial piggyback was extended to Western Canada in February while the first coast-to-coast piggyback handling of household goods was established during 1959.

Piggyback operations using railway-owned trailers were expanded throughout the year to include many more pairs of points between the Maritimes and Central Canada as well as additional points within Central Region. The first international piggyback rates were established between Toronto and New York, and an additional daily piggyback train was established between Montreal and Toronto.

Piggyback service included the use of specialized trailer equipment for the handling of merchandise and produce traffic requiring refrigeration.

Up to October 31 a total of 992 new freight cars of various types had been delivered and 300 additional cars were scheduled for delivery by year's end, for a total of 1,292 freight cars, including 200 heated box cars.

BIG CHANGES IN PASSENGER SERVICE

During 1959 Canadian National launched one of the boldest programs in its history in an effort to attract new passenger traffic to its trains. Four major sales innovations designed to improve revenues, enlarge our share of the passenger market and simplify the procurement of rail tickets, were introduced.

The first was implemented on April 1 with the introduction of the Pay Later Plan. Results of this plan have been encouraging. On October first, two completely new travel plans were put into effect. The Group Economy Plan makes substantial savings available to coach class passengers travelling in groups of two or more, and is designed to compete with the cost of private auto travel. The All-Inclusive Plan is designed to attract all classes of passengers to our transcontinental trains by offering fares which are competitive with others forms of transportation and which include transportation, sleeping accommodation aboard the train, meals and tips in one price.

In addition to the above innovations, a credit card issued jointly by CNR and Trans-Canada Airlines was introduced to the public on November first.

In order to attract budget-minded passengers, 24 duplex roomette cars were assigned to the Tourist Class service on the "Super-Continental' and Tourist coffee shop and lounge facilities provided as an accompaniment.

Public approval of CN cafeteria service has led to the conversion of nine more dining cars to budget-priced cafeteria cars. When the conversion is completed, 13 such cars will be in service.

Reserved coach seats continue to be available on the fast afternoon pool trains between Montreal and Toronto and in the summer between Montreal and Portland, Me.

Effective October 25, the "Continental" trains 3 and 4 were routed via North Battleford and Vermillion instead of via Biggar and Wainwright, between Saskatoon and Edmonton.

IMPROVEMENTS IN OPERATIONS

The past year saw a continuation of existing programs of operational improvements.

The main line betterment program on the Western Region continued this year. Embankments were widened, drainage improved, ties respaced and improved ballast applied at various locations totalling more than 325 miles.

The long-range program of installing Centralized Traffic Control signal systems on 40 main line subdivisions was further extended with the installation on five main line subdivisions in 1959. Six subdivisions are scheduled for completion in 1960. Work has progressed on revision and lengthening of passing sidings to meet operating conditions under dieselization and through installation of C.T.C.

In 1959 the dieselization program for the Central Region was completed, leaving only the Western Region and the Detroit Division of the Grand Trunk Western Railway with partial steam operation. By the end of 1959, some 94 percent of freight and passenger miles and 99 percent of yard miles were operated by diesel power. A total of 295 new diesel locomotives were scheduled for delivery by the year-end, bringing CNR's total diesel inventory to 2,024 units. Dieselization of the entire system should be complete by June, 1960. About 260 steam locomotives were retired this year, reducing the number of such units owned to 954.

Construction work to provide improved operational facilities continued during the year. Work on the modern electronically controlled hump yards at Moncton, Montreal and Winnipeg progressed favorably. The yards, which will provide faster and more efficient freight car classification and marshalling at Moncton and Montreal, will go into service in 1961, with Winnipeg being brought into operation in 1962. Preliminary planning for a new hump yard and access lines at Toronto progressed.

New diesel repair shops at Edmonton, Alta. and Senneterre, Que. were completed and placed in operation during the year and work has commenced on a third at Moncton, in connection with the new hump yard there. This shop is expected to be completed late in 1960. Plans are currently being prepared for a similar shop at Winnipeg's new Symington Yard with work scheduled to start in the spring of 1960 for completion the following year.

Construction of two major work equipment repairs shops at Edmonton and Winnipeg (Transcona), as well as three minor repair shops at Saskatoon, Prince George and Kamloops were commenced early this year and are substanially completed.

Marking a new advance in rail operations, installation of end-to-end and train-to-wayside radio between Edmonton, Vancouver and Prince George, B.C. was commenced. This system supplements the present line telephone communication system between dispatchers and operators. Wayside radio station surveys were completed and installation of radio equipment is now in progress. A two-way radio communication system between yardmasters and switch engine crews in the Winnipeg Terminals was completed and placed in service.

Another major feature introduced in 1959 was the inauguration on the three Canadian Regions of central bureaux to control the use and repair of motive power. This system, which provides more efficient use of diesel locomotives, will be in full operation next year after completion of a motive power communication system now being set up.

Improvements in work techniques, shop methods, electronic data processing and study methods continued to be introduced to improve the efficiency of railway operation.

New express facilities at Halifax and Walkerville were completed in 1959 and work started on a new combined office and express building at St. John's, Nfld.

PROGRESS IN COMMUNICATIONS

Internal communications in the railway were widely expanded during 1959, including establishment of circuits for extension of electronic data processing of car records and train consists to the Montreal-Moncton sector and for C.T.C. expansion. Radio systems for yard operations were installed at Toronto, Winnipeg and Vancouver. Telephone communication and "talk-back" system was provided for the new yard at Sarnia, and paging systems and telephone exchanges were set up in coach and freight yards at Winnipeg.

In commercial operations, CNT during the year added about 30,000 miles of carrier telephone channels and 185,000 miles of carrier telegraph channels with a large proportion of the latter being assigned to the fast growing Telex network. A contract was negotiated with the Alaska Communications System for a general microwave system to extend from Grande Prairie, Alta., to the Yukon-Alaska border, substantially increasing communications between the Alaska border and the continental United States. The System is to be ready for operation in 1961.

Other construction included commencement of the Rimouski-Mount Carleton-Moncton section of the joint CN-CP microwave system. Telephone service was extended in Newfoundland, the Northwest Territories and northern British Columbia.

CNT progress also included extension of Telex service to 12 additional Canadian towns and cities, for a total of 33, with subscribers increasing by 900 to reach 2800 at year-end; completion of the television portion of the Sydney-St. John's microwave system making two-way TV programming a reality for Newfoundland; extension of TV network facilities to Harmon Field and Cornerbrook, Nfld., and of the CBC sound program network to five additional points, and extensive development of public telephones services in Newfoundland, British Columbia and Yukon Territory.

MAJOR NEW PROJECTS

Track laying is expected to be completed this year on a new branch line from Optic Lake to Chisel Lake in Manitoba. It is also expected that the first ballast will be placed under 40 of the 52 miles of track making up the new line. Built to serve the mining development of the Hudson Bay Mining and Smelting Co., the line is expected to be ready for service in June, 1960.

The eastern section of the Chibougamau branch line, from St. Felicien, Que., to Cache Lake, a distance of 133 miles, was completed and placed in service late in October. The western section of this line, from Beattyville to Chibougamau, a distance of 161 miles, was completed in 1957.

Work on the Victoria Bridge in connection with the St. Lawrence Seaway is proceeding on schedule, with construction of the diversion now over 80 percent complete. The new steel highway deck on the upstream side of the bridge is scheduled to be placed late in 1960 and the diversion is expected to be ready for full operation prior to the opening of the 1961 navigation season.

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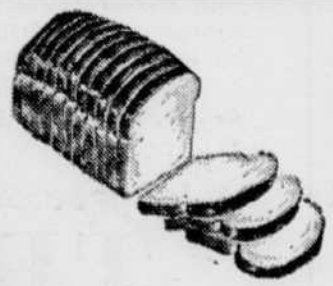
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Quebec Leads In Installations

Hydro Capacity At Record Output

By J. A. FULLER
President, The Shawinigan Water and Power Company

During the past year as more and more Canadians realized that they can "live better electrically," hydro-electric generating capacity brought into service across the country was at a new record high for the seond consecutive year.

Hydro capacity placed in operation during 1959 amounted to some 1,870,000 kilowatts, surpassing by a small margin the previous record of 1,800,000 kw. set in 1958. During the next few years, installations now under construction or on the drawing boards will provide a further 3,000,000 kw. to meet anticipated future demands.

Generating capability, both hydro and thermal, during the past year was up 10 per cent over 1958 to about 21,000,000 kw. A further 10 per cent rise is anticipated during 1960 to increase capability to some 23,000,000 kw.

In the first 10 months of the past year, electric power produced in Canada amounted to nearly 85 billion kilowatthours, up about seven percent over the corresponding period of 1958.

The Province of Quebec, with additions totalling 1,087,500 kw., led the provinces in new hydro-electric capacity installed during the year. Further installations now under construction will add another 1,500,000 kw., about half of which is scheduled to come into operation during 1960 and the remainder later.

The Quebec Hydro-Electric Commission brought the third and last section of its Beauharnois plant, near Montreal, into initial operation. At the year end four units, each rated at 55,000 kw. were in service and the Commission expects to have the remaining seven similar units in operation by the end of 1960. With the complete third section on the line the Beauharnois development will have a total installed capacity of 1,667,000 kw.

The Quebec Hydro-Electric Commission also placed in service the first three 127,500 kw units of its Bersimis II plant. The remaining two similar units are sheduled to go into operation during 1960.

The Commission also made known recently that work was being started on its Carillon development on the lower Ottawa river. The plant will have 14 units each rated at 45,000 kw. Studies are continuing on the Lachine rapids section of the St. Lawrence river near Montreal.

On the Peribonka river in Northern Quebec, the Aluminum Company of Canada placed three units of its big Chute des Passes development in operation. All five of the 150,000 kw. generating units are expected to be in service in February.

At Dufferin Falls, on the Lievre river near Buckingham, Que., the James Maclaren Company completed its two-unit 37,500 kw. plant during 1959.

The Quebec Cartier Mining Company commenced work on its Hart Jaune river project in the headwaters of the Manicouagan and expects to have the three-unit 49,200 kw. plant in service late in 1960.

Ontario's Capacity Further Increased

Installation of new hydro-electric capacity also moved ahead in Ontario, although thermal generation is playing an ever more important role in the province's electric power picture.

New hydro-electric capacity installed during 1959 totalled 620,000 kw with another 220,000 kw. under construction for completion in the next few years. New thermal installations in 1959 totalled 2000,000 kw. with additions totalling another 2,100,000 kw. under construction.

Major hydro installation during the past year was at Hydro-Electric Power Commission of Ontario's Robert H. Saunders—St. Lawrence Generating Station where the remaining nine of sixteen 56,250 kw. units were installed, raising total plant capacity to 900,000 kw.

The Commission also completed its single unit 45,000 kw. plant at Silver Falls on the Kaministikwia river, installed a fifth 49,500 kw. unit in its Abitibi Canyon plant near Kapuskasing, and is proceeding with work on a plant at Otter Rapids on the Abitibi river which will have four 45,000 kw. units with provision for four others.

In the thermal field the first of four additional 200,000 kw. steam turbines was added at the Commission's Richard L. Hearn plant at Toronto. Installation of the three remaining units in 1960 will raise total capacity to 1,200,000 kw. in eight units. Four 300,000 kw units are also being installed at the Commission's Lakeview plant near Toronto where eventual planned capacity is 1,800,000 kw.

In the field of atomc energy, the nuclear power demonstration plant being built at Des Joachims by the Commission, in cooperation with Atomic Energy of Canada Limited and Canadian General Eectric, is expected to be completed in 1961.

J. A. FULLER

Some Moderate Projects In Western Areas

In Canada's Pacific province new hydro-electric capacity added in 1959 totalled 150,000 kw. About the same amount is expected to be brought into service in 1960 and a further 172,000 kw. later.

The British Columbia Electric Company brought two 61,000 kw. units into service at its Bridge River No. 2 plant on Seton lake and plans to have two more similar units in service in 1960. B. C. Electric was also scheduled to have its four-unit 100,000 kw. Port Mann Gas Turbine plant near New Westminster in service by the end of 1959. Work also moved ahead on the Company's steam plant at Ioco on Burrard Inlet which will have six units rated at 157,400 kw. each.

The British Columbia Power Commission brought its 26,100 kw. Ash River plant into operation and, in the thermal field, completed its Georgia Generating Station at Chemainus on Vancouver Island. The Georgia plant contains four gas turbines connected to identical generators, each rated at 21,760 kw.

The Peace River Development Company Limited continued studies on its Peace River project which has an ultimate potential of some 3,000,000 kw.

No major hydro-electric installations came into operation in Canada's Prairie provinces during 1959 but hydro projects totalling some 700,000 kw. are either under way or planned. Thermal plant capacity added during the past year totalled 162,000 kw. with another 282,000 kw. scheduled to go into operation shortly.

In hydro-electric construction, Calgary Power Limited is adding a 46,200 kw. unit to double the capacity of its Spray plant, and a 30,000 kw. unit to more than

Continued on page 46

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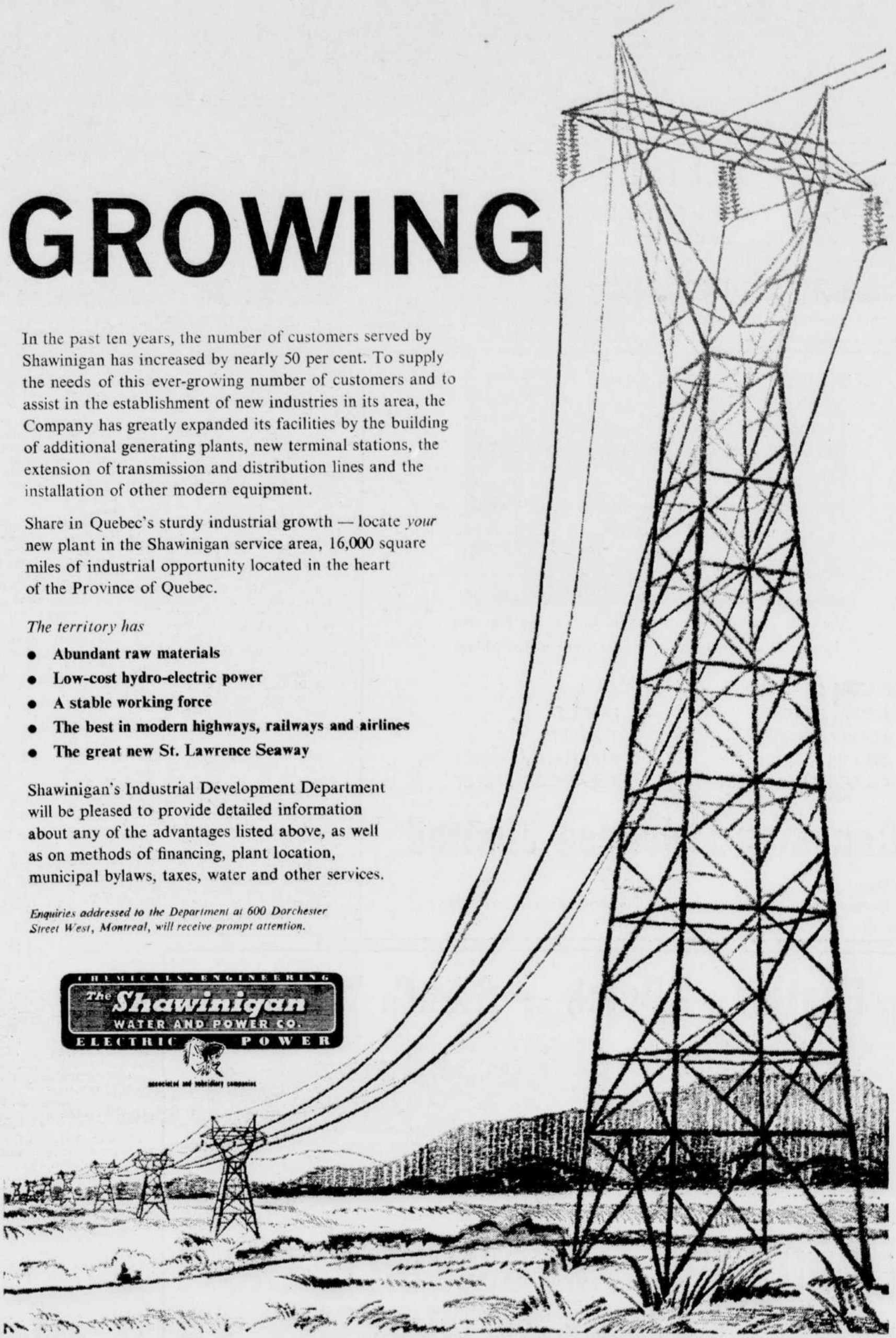

Ramblings Round The Townships

By IVY HATCH
(Record Correspondent)

Dr. Guy Lapierre of Beebe, Que., was elected executive president of the St. Francis McGill Graduates Society, with Mike Sterling, of East Angus, elected vice - president.

* * *

The Quebec Department of Roads paved the highways through several of the Townships villages this past summer. This is a great improvement over the former dust flying gravel stretches.

The North Hatley Playhouse had another successful summer season in 1959, when excellent plays were presented to an enthusiastic and appreciative public.

* * *

A Sunday worship service was held on a hot day in late August on the slope of Barnston Pinnacle in Baldwin's Mills with the Anglican Communion service being celebrated by Rev. S. Meade of Thetford Mines under a roof of maple trees some 2,000 feet above sea level. The natural setting, the song of birds blending with the order of the service in all reverence, reminded one of Bible stories of the days when Christ preached on the mountainside nearly two thousand years ago. Many hope this will become an annual event.

* * *

Little League Baseball teams of the Boundary Villages had a happy season in 1959. The boys were entertained at the Indian Village of Caughnawaga, met Chief Poking Fire, were escorted around the Indian Village.

* * *

James Routledge of Georgeville was host to the Townships Legion Branches' annual picnic at his "Belmere" estate. This was attended by almost two hundred veterans and their families from various points, all reporting a good time.

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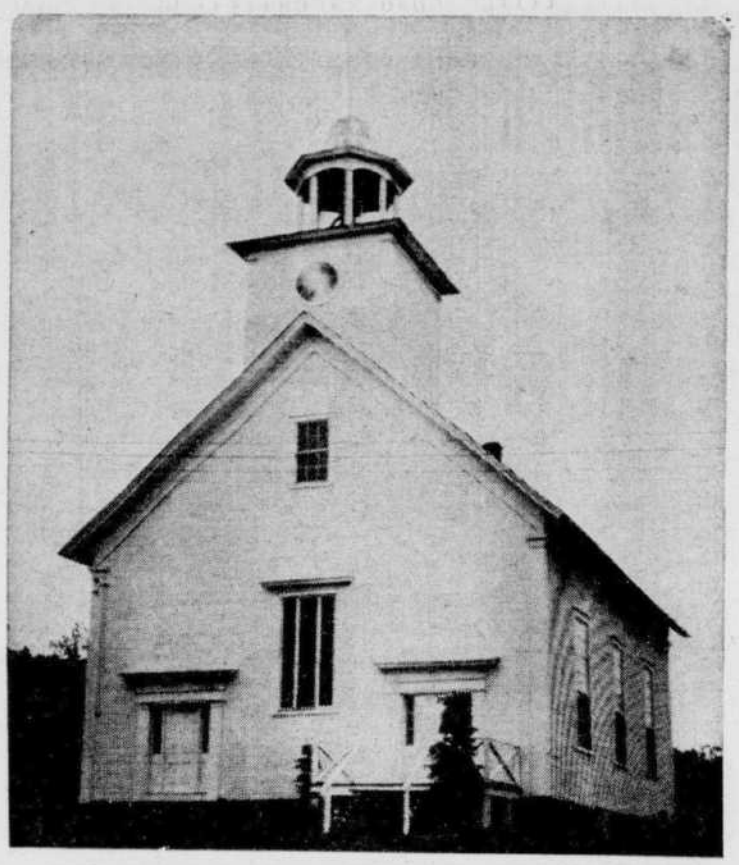


FITCH BAY UNITED CHURCH — 100 YEARS OLD

Fitch Bay United church observed its 100th anniversary in June, 1959, marked by a special service attended by a capacity congregation of friends from near and far. The history of the church was reviewed by Rev. J. J. Hutchinson of St. Johnsbury Center, a former pastor, as supplied by Mrs. Roy Temple of West Charleston, Vt., a granddaughter of the church's founder, Rev. L. P. Adams.

* * *

Dr. A.R.V. White, Stanstead, and Lady Henrietta Banting, M.D., the latter head of one of Canada's best known clinics in Toronto, whose home is in Rock Island, attended the British and Canadian Medical Association Convention held in Edinburgh, Scotland last summer. Dr. Banting gave a paper on cancer research at that time and also attended a British Medical Association meeting in Cardif, Wales. Dr. White was accompanied by his family, including his daughter, Beverly, a trained nurse at the Royal Victoria Hospital, who had just graduated.

* * *

It was announced by Rene Letourneau, M.P., for Stanstead County last July that Ayer's Cliff will have a new Post Office, authorized by the Department of Public Works. Beebe Village is also to have a new Post Office, authorized last year. There had been difficulty in choice of a site, but this was finally decided upon and work will begin in the near future.

* * *

Lloyd Bliss, editor of the Stanstead Journal was elected president of Quebec Division of the Canadian Weekly Newspapers Association at the May convention held in Montreal.

* * *

A new public library was opened in Coaticook in October after almost a year of planning and hard work on the part of a committee of towns people.

* * *

Jay Peak, a popular ski centre near the American - Canadian border had another successful year under the presidency of Walter Foeger, the ski director. In the Townships, Mount Orford and Hillcrest are enjoying increased activity as this great outdoor sport becomes more popular each year.

* * *

A new plastic factory was opened on the Derby Line - Newport highway early in 1959 and gives employment to many in this area.

* * *

Game Wardens of the Townships under Chief Warden Clement Bouchard, with headquarters in Sherbrooke are ever on the job to protect and conserve our wild life. Through their efforts nearly 750 convictions were made in 1959.

* *

Ayer's Cliff's Alexandra Odd Fellows Lodge # 59 highlighted the year by celebration of the Lodge's 50th anniversary. Four of its Charter members, were honored: Dr. C. L. Brown, Gordon Temple, George Poole and Ed. Perry.

* * *

The 6th annual art exhibition took place at North Hatley in the summer attracting a large number of visitors.

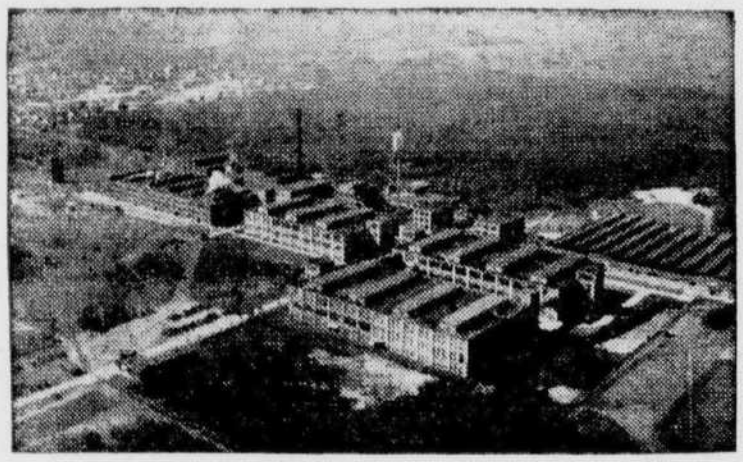
* * *

Death removed from Georgeville one of its most respected and its eldest citizen, William Rediker. For years Mr. Rediker had been Customs official there and had in the summer months travelled on the pleasure boat of the lake from Georgeville to Newport and return.

* * *

Property owners on the shores of Lake Massawippi had their troubles in 1959. Early in the spring thousands of smelt died and were washed up on shore, causing quite an odor. However we are told this does occur every few years, especially when spawning is heavy.

In early May the dam at the North Hatley end of the lake broke away and in an alarmingly short time the lake dropped to more than 24 inches below the normal level. However before the season was well started temporary repairs were made and the water level raised. Nothing has been definitely settled yet as to what will be done about the dam, but North Hatley residents and lake property owners hope for a new one this summer.



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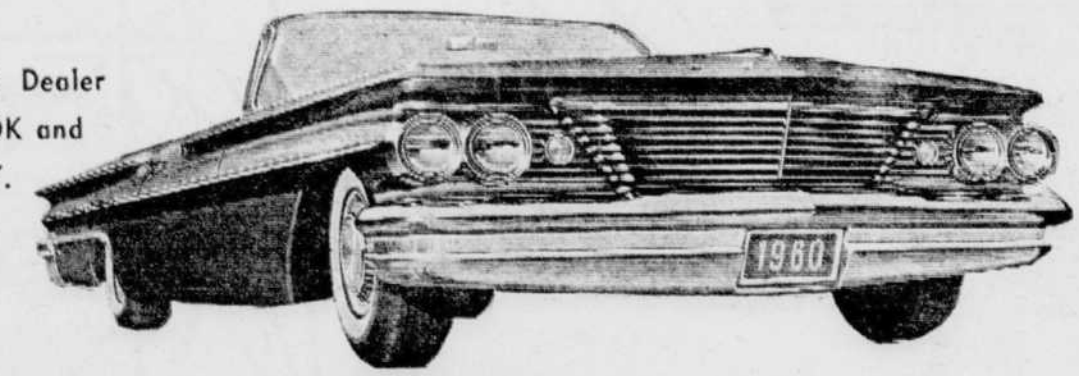

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NEW HOUSEHOLD SCIENCE ROOM AT THE NORTH HATLEY HIGH SCHOOL
(Record photo by Doug Gerrish)

North Hatley Works Hard The Year Round For The Comfort Of Holiday Guests

By ELIZABETH S. BENNETT
(Record Correspondent)

NORTH HATLEY — This resort town is dedicated to the proposition that all its visitors have certain inalienable rights, chief among these being, the pursuit of a happy holiday. And, in order that their guests may achieve this end with a minimum of inconvenience and discomfort, the majority of North Hatley's year around citizens concentrate their efforts in maintaining a well organized and efficiently run community.

Before any stellar public performance there are long hours of preparation and hard "behind the scenes" work. This is true of a play, of the premiere of a star, and of a summer resort. In the fall, when the last summer guest has packed his car and said, "Good-bye, see you next summer," preparations begin, almost that soon, for his return.

In the summer homes, teams of women go in and "close up." Furniture, appliances, and household equipment are checked and stored away. Bedding is sorted and packed or hung in such a fashion as to insure that squirrels and chipmunks won't reach it and make cosy winter homes. The same procedure is true for stuffed furniture, rugs and pillows. Many of these items are cared for in the cleaner's homes, and some of these women are busy during the winter months making new bedding, repairing bedding, making cushion covers and curtains, and hooking and braiding rugs.

Lawrence Bennett, who runs a furniture repair and upholstery business has plenty to do making slip covers, and drapes, and repairing chairs and couches.

During the months when these homes are empty, repairs to buildings and grounds, if they are going to be done, are most likely done then. The contractors and carpenters have their assignments. Rooms are added, or taken off, re-arranged, verandas are made bigger, or smaller, or screened in; roofs and underpinning are checked, and as weather and conditions permit, repairs and changes are made.

In the fall, the accessories and tackle that provide excitement and relaxation on Lake Massawippi must be overhauled, repaired and stored. At Woodard's Boat Service, and Hatley Craft, motor boats, motors, sail boats and canoes are serviced and housed for the winter months.

In addition to his water taxi, C. W. Ride makes, sells and rents row boats. During the winter he also stores boats, motors, tackle and docks, and makes new equipment for the busy summer season ahead.

More and more the hotels in North Hatley are promoting winter activities, but, with their interest in winter sports and the attractive hospitality they have to offer, their eyes are always turned to the main event, the summer season. Right now, guests at beautiful Hovey Manor are deriving much pleasure from an Ice Palace made of 300 blocks of crystal clear ice, taken from Lake Massawippi. On fine days, guests may take deck chairs into the ice-palace and enjoy their lunch in a unique setting, in perfect comfort.

But at the same time preparations are being made for summer. The road leading into the grounds has been repaired and gravelled. The south front entrance is being enclosed, the new roof and foundation are already complete and a new wall is in progress. A 90 foot television mast has been erected to enable the guests to watch the offerings of Montreal's channel 6, something that most viewers on the west side of the lake, cannot enjoy.

Pleasant View Hotel always has a busy program of cleaning and refreshing the hotel and its adjacent cottages. This spring the Hotel is to be painted, and the Club House and beach will be made ready for another season of dancing and water skiing.

Brae Manor closed for the winter, but plans are even now in formation for another busy summer at the hotel and the North Hatley Playhouse which in recent years has become a most popular and attractive feature. A new permanent floor is being laid in the Playhouse, and the parking lot has been enlarged so that visitors coming to the Playhouse from out of town, may be sure to find easy and adequate parking facilities.

The Connaught Inn which is justifiably proud of its reputation for quiet, gracious hospitality, is converting it's winter dining room into a card room for the pleasure of its guests. The York, formerly used by the Inn as an annex, has been converted into two apartments, suitable for year around occupancy.

The stores and the restaurants re-paint, restore, re-stock, re-arrange, and when spring comes, North Hatley is ready, like the star, for her first bow in a new summer season.

Along with these behind the scenes activities in North Hatley, the every day safety, well-being and health of the 770 year round citizens is presided over by the Town Council. C. J. Reed is serving his seventh term as mayor of North Hatley. The councillors who work with him, and their responsibilities are: Finance, R. L. Reed, M. Bowen, L. Taylor; Water and Power, C. Ladouceur, E. McCrea, M. Bowen; Roads and side-

Continued on page 46

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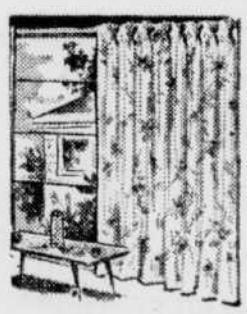

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NEW NORTH HATLEY CURLING CLUB — An operation which began last summer and involved the moving of a schoolhouse and the building of a rink, culminated in January with the opening of the new North Hatley Curling Club on the Reedsville Road. The above picture shows the old Roman Catholic school being moved into its new position beside the foundation of the curling rink. The reconverted school now serves as a very comfortable and well-appointed clubhouse. Below is the finished product.

(Record Photos by Doug Gerrish)

NORTH HATLEY

Continued from page 45

walks, R. L. Reed, C. Guild, L. Taylor; Fire and police, M. Bowen, C. Guild, E. McCrea; Sanitation and charity, L. Taylor, C. Ladouceur, R. L. Reed; Building, E. McCrea, C. Ladouceur, R. L. Reed; Electricity, C. Ladouceur, R. L. Reed, M. Bowen; Town hall, C. Guild, M. Bowen, E. McCrea.

B. V. Hopcroft is the town clerk and secretary-treasurer of the local school board.

The town has a volunteer fire department of 20 men with S. D. Reed as chief. Doug Mills is the policeman.

Every year sees improvements and expansion. Last summer a portion of road on the west side of the lake was widened and gravelled. A new fire hydrant was placed on the Taylor hill for the protection of the new area taken into the Corporation.

The major work done in North Hatley this year has been accomplished at the North Hatley High School. During the past few years the enrolment at the school has increased steadily. Last summer the local school board obtained a grant of seventy-four thousand dollars and began a program of addition, and renovation. Two class rooms, a room for household science, a principal's office, a staff room, and a modern science laboratory are new additions. New toilet facilities have been provided for both boys and girls with modern shower and fountain equipment. The basements and corridors have been completely renovated, the basements finished wit hTerrazzo floors, the corridors re-panelled, and ceilings throughout have been finished with acoustic tile. The principal of the school is Mrs. H. Montgomery. Chairman of the local school board is Mr. K. Dean. Total cost of the project to date is 113 thousands dollars.

Perhaps we all know, but in these days rarely stop to recall, that originally the entire district including Ayer's Cliff, East Hatley, Massawippi, North Hatley, Katevale and Minton were all one territory known as the Township of Hatley.

As the settlements solidified and grew they became separate communities. The Township of Hatley is still comprised of the area immediately bordering North Hatley. For instance, the new North Hatley Curling Club is in the Township of Hatley, as are portions of Hovey Manor, and Hatley Acres, and the section between these points, along the government highway.

John C Jenkin who lives in Minton, has served this widely scattered territory as mayor for 27 years. His councillors represent all sections of the Township; K. Dean from Minton, Percy Reed and H. Gauthier from Reedsville, G. Stevenson and N. Bergstrand from the section along the government highway, and N. Cairns from Hatley Acres. They meet and conduct the business of the Township in the Town Hall, adjacent to Grainger's general store, in Reedsville.

HYDRO

Continued from page 42

double the capacity of its Rundle plant. Both plants are in the Bow River basin. Completion is scheduled for late 1960. Calgary Power has also started work on a new hydro development on the Brazeau river, with initial capacity of 150,000 kw. in one unit. Saskatchewan Power Corporation began work on its Squaw Rapids development near Nipawin with four of the six 34,500 kw. units scheduled for service in 1963. The Manitoba Hydro-Electric Board expects to have the five 31,500 kw. units of its Kelsey Station on the Nelson river, in operation this year. Work on the South Saskatchewan River project is under way. Initial installation will be three 40,000 kw. units with two others to be added later. Completion date is 1966.

During 1959 thermal installations completed included: a 30,000 kw. unit at the City of Edmonton's municipal plant; a second 66,000 kw. steam turbine at Saskatchewan Power Corporation's Queen Elizabeth plant in Saskatoon, and the first of two 6,000 kw. team units at the Corporation's Boundary Dam station at Estevan.

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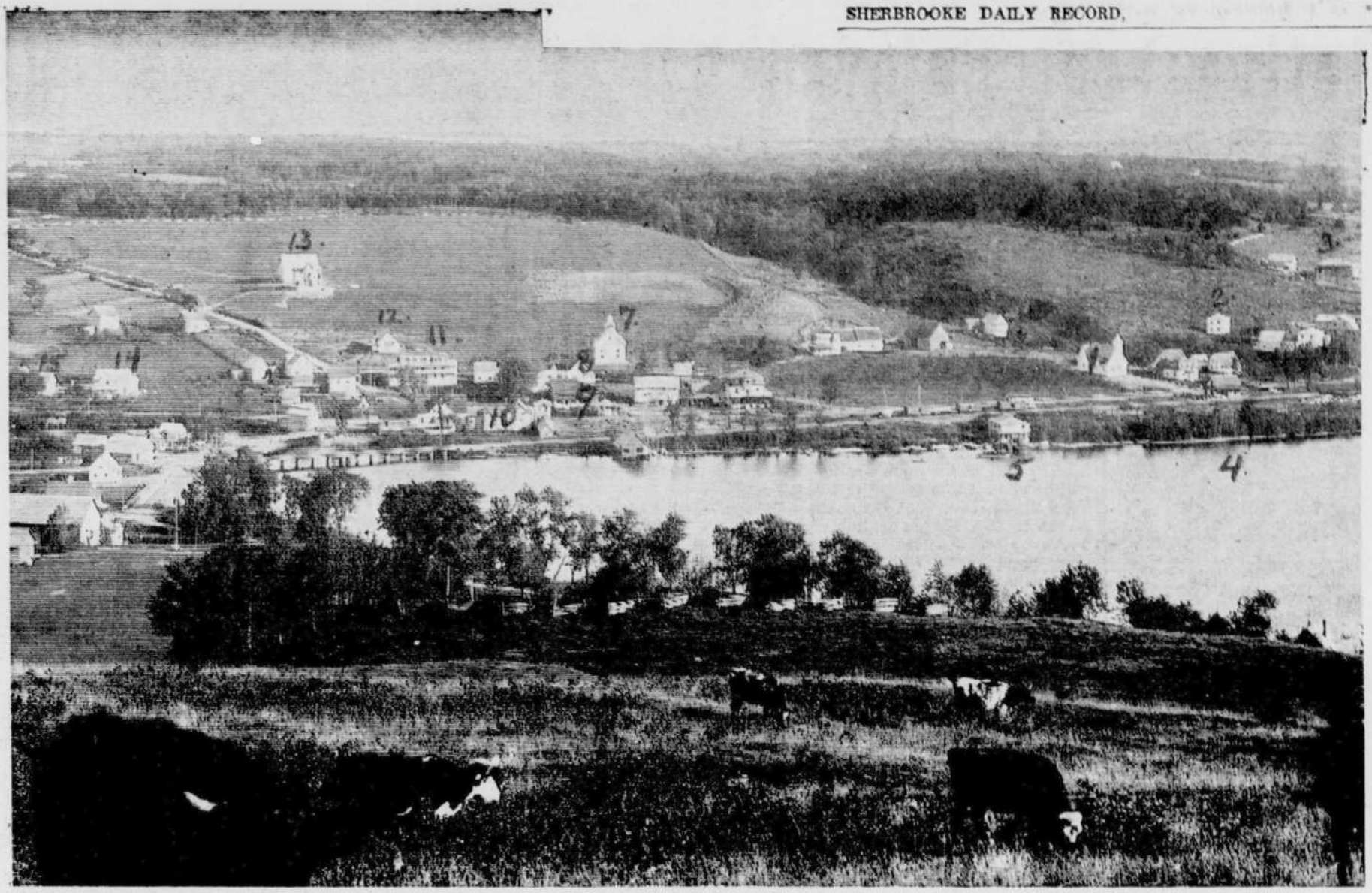

NORTH HATLEY IN 1890 — The above picture belonging to Mrs. Bertrand Turner of Milby, a one time resident of North Hatley, shows the village in its early days. Some of the homes and buildings have been identified and numbered as follows: 1. Universalist Church; 2. Goodwin House built about 1890; 3. Pleasant View; 4. Railway Station; 5. Capt. Joe Sampson's Boat House; 6. Valley House; 7. High School, since 1929 the Town Hall; 8 Edgar House; 9. First J. B. LeBaron Store; 10. Farm buildings of Charles Ramsdell; 11. Inn owned by Dr. Edgar; 12. St. Barnabas Anglican Church; 13. House built by Archie Jackson; 14. House owned by Charles Ramsdell; 15. House owned by Mrs. Brent, mother-in-law of Alpheus Bean.

Origin Of The Club Women's Creed

The other day a friend handed me an article on the origin of the Club Women's Creed.

Canadian Women's Institutes and other groups have been opening their meeting for years by repeating this prayer and we are indebted to the Scottish Home and County for information on its history and origin.

This world known prayer was written by Mary Stewart, who describes below her inspiration for what she named Collect for Club Women.

"I wrote the Collect in 1904, while I was principal of the High School in Longmont Colorado, my first position after college. The friendly Longmont women made me a member of their fortnightly club, which was my 1st grown-up club experience. My interest in working with and for women began early and is still much alive.

"Through organizations in college, I touched the State Federation but the first gleam of what women working together might accomplish, came to me as I worked in the Fortnightly club.

By IVY HATCH

Later this club became a member of the general Federation of Women's Clubs, largely through the efforts of an extraordinary woman, Mrs. Ira Herron, who was responsible for my joining the group. It was to her I first read the Collect.

"It was written as a prayer for the day. I called it a Collect for Club Women, because I felt that women working together with wide interests for large ends, was a new thing under the sun, and that, perhaps, they had need for special petition and meditation of their own.

"This must have been true, for the Collect has found its way about the world wherever English speaking women work together. In England the Women's Institutes have made it their own and have reproduced it beautifully. It was introduced to them by Mrs. Alfred Watt, another extraordinary woman to whose vision and devotion the organized countrywomen of the world are much indebted.

"The first printing of the Collect was in an obscure paragraph buried in a Column of Club notes in the Delineator. Later I had copies struck off by a local printer for the members of the Fortnightly Club. About 1909 Paul Elder & Co., of San Francisco printed it as a wall card. This copy, along with all the other copies was signed 'Mary Stewart, a spelling I used until 1910 as a pen name. Since then I have used the spelling 'Stewart' both for pen name and signature."

SUPERINTENDS INDIAN EDUCATION

Mary Stewart was at one time a superintendent of Indian education, representing the office of Indian affairs in California, with the Department of Education, headquarters in Sacremento.

Her professional work had been in the field of education, first as a principal of the High School in Longmont, than as a special teacher in one of the Denver, Colorado high schools, and later as Dean of Women and teacher of Latin and English at the University of Montana.

In 1921 Miss Stewart was appointed assistant director of the United States employment service, department of labour, a post which she held for some years and where she had change of development of Junior guidance and placement in its pioneer days.

She contributed to leading newspapers and magazines and while on the faculty of the University on Montana published a book on "Metrical Translation from the Latin Lyrics of the Poet Catullus." In 1927 her alma mater, the University of Colorado, conferred upon her an honorary degree in recognition of her distinguised work in education and in social and civic service.

But Miss Stewart is most famous as the author of the Collect for Club Women. This prayer has an official place on hundreds of programs of such major women's organizations as General Federation of Women's Clubs of the United States, National Federation of Business and Professional Women's clubs, Federation Women's Institutes of Canada, England, and other countries where English speaking women meet today. This Collect has been printed and reprinted in many forms in many lands.

Continued on page 50

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Active Year Enjoyed By Ayer's Cliff Residents

By MILDRED G. PAUL
(Record Correspondent)

AYER'S CLIFF —Ayer's Cliff the County Seat is an active little village. During the past year the population may not have increased but the town has buzzed with activities, business and social.

Mayor George Mosher, with Councillors Willard Rexford, Malcolm Gilbert, W. W. Crook, Thomas Dustin, Herbert Colt, Nelson Vien and Cecil Tyler as secretary-treasurer have kept a close watch over the town and whenever possible have made improvements.

The last of the side streets has been black topped and this year it is hoped that the portion of Brown's Hill in this municipality will be done. Eight new mercury vapor lights have been installed on Main and Pleasant Streets, and more are expected to make these streets "The White Way."

Three modern bungalows have been built during the year, two more are under construction as well as a small house. To prove that our town is going modern, we have now three trailer homes.

The Bouffard Garage on Main Street burned last January and in November a new modern garage was completed. The building 45 feet by 55 feet is built of concrete blocks with brick front and houses an office, show room and working space on ground floor. The basement has a paint shop, grease pit, and storage space. Mr. Bouffard has a Texaco station and is a sub-dealer for Ford. He employs three men.

There are four other service stations and garages in town including the Fina, which is a new building on Pleasant Street.

The town offers much in shopping facilities, as there are five modern grocery stores including the I.G.A. with its many side lines, L. R. Thompson, with the frozen food lockers; Batrie's, with groceries and meat and some Gents' Dry Goods and also Laporte, while Hartson has groceries only. The Iona Dress Shop has been purchased by John and Edith Lepine,and they intend to keep the "Dry Goods" of everyday needs when they really get underway. This will be much appreciated by district residents.

The Cliffeteria, which has been so popular with the many truck drivers going through town has been recently sold to Gaston Roy, of Lennoxville. Mr. Roy has retained the services of the Dutch Cook, John Bennikamp, who has a reputation for "John's good food."

The Pigalle Restaurant is the second eating place while "The New Cliff House", is the only hotel in town and is under the management of C. Coloumb.

SUMMER INFLUX

The Ripple Cove Inn, on Lake Massiswippi, is the popular summer hotel as it offers "everything", at the Inn and the Anchorage. This last year with a new charcoal grill, the Inn specialized in Bar-B-Q steaks. Besides catering to many parties, Mr. and Mrs. A. C. Statford are hosts to a large number of vacationers from Canada and the United States during the summer months who annually enjoy their holidays on beautiful Lake Massawippi.

The summer residents are increasing each year year. Cottages are being resold, and lots are in demand. In a little over a year Round Bay has been completely sold out and already fifteen cottages have been built. At other attractive locations, cottages are being built and a recent sale has just been completed of "Poplar Point" where lots will be developed providing splendid cottage plots.

Another sale a short time ago was "The Clough Lots", on the upper side of Elmwood Park. The clearing of the land is now taking place and four cottages are under construction. It is understood that the purchaser, Mr. Charest, of Coaticook, intends to build cottages on all the lots along the roadway.

The Crippled Children's Camp site is now "A Children's Vil-

Continued on page 49

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MAKES PRECISION PARTS — A comparatively new industry in Ayer's Cliff is the production machine shop of Ayer's Cliff Industries Limited. One of the workmen is shown at his machine which turns out parts for industries in the Sherbrooke and Montreal areas.

(Record Photo by Doug Gerrish)

ACTIVE YEAR

Continued from page 48

lage", as cottages and camps go up each year. The fact that these handicapped young people are able to come from the city here each year to enjoy a few weeks of "good country air", makes the townspeople very happy.

The A. C. Milling Co., owned by Rosario Vien, was enlarged with an addition to the feed mill this last year, and together with the Lucien Despres Mill, they provide farmers with excellent service.

The Ayer's Cliff Creamery, owned and operated by Paul Ducharme, is a busy place the year round. The cream is picked up by truck from farmers in this district and a large surrounding area. Last year Mr. Ducharme made 500,000 pounds of butter and had to buy an additional 300,000 pounds to meet his demand. He has four employees.

The Ayer's Cliff Water Company, which is privately owned, drilled two wells last year to supplement the water supply.

The town has two quite new schools, French and English, which are modern and well equipped and offer a good education to its young people.

The Canadian Bank of Commerce, is the only bank having a Branch here. R. Jardine, who replaced James Atkinson, as manager, has just recently been transferred to Noranda. He was succeeded by R. T. Cook, of Scotstown.

INDUSTRIES

The Vann-Winn Woodcraft Reg'd, owned and operated by Galen Vance and Ernest Wintle, has had a busy year turning out fine woodcraft, cabinets and labels. The owners recently purchased the sash and door business and the rake business of Glen Little who retired the first of February. They have also purchased more machines and will open up a second shop on Maple Avenue. Their label business has grown considerably but they are not commenting as to how much they will expand.

A comparatively new industry here is a company organized by Ross T. Hoffman, under the name of Ayer's Cliff Industries Limited, a production machine shop. Mr. Hoffman is president and L. Royce Martin, vice-president.

This company manufactures precision machine parts for various large industrial concerns in the Province, mainly in the Sherbrooke and Montreal areas.

At its inception four men were employed, including the organizers. Work as well as the capacity for turning out more work has gradually increased during the intervening period and there are now 16 men working in the shop two shifts, one during the day and the other at night.

When Mr. Hoffman and Mr. Martin first started they operated in a portion of the old Rugg-Ball manufacturing building with floor space of approximately 1400 square feet and three machines. Today they have increased their production facilities by the purchase of additional equipment and now have twenty machines. They have recently taken over the entire building which will give them approximately 7000 square feet of space.

The owners state that they are mainly operating as sub-contractors, but they are always interested in supplying the needs of other industries in the vicinity which use machine parts in small or large quantities. They have done some work along these lines with manufacturers in Magog and Waterville.

The Tapatco Company is doing a very good business. They have added some modern machines and production is in full swing. The townspeople are very happy over the success of this industry as it provides work for so many.

The loss by death of E. H. Chadsey, who was responsible for making the old B. B. Glove

Continued on page 50

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Unusual Weather Conditions Prevailed In Townships In '59

By IVY HATCH
(Record Correspondent)

When referring to the weather in 1959 one could always say "unusual," for unusual it was from beginning to end.

The year had only begun when one of worst storms in many years hit the Townships. To many of the older generation it reminded them of the "good old days." To youth, it will remain a storm to tell their grandchildren about.

For many it was an event fraught with excitement, a forced holiday from school for many schols closed because of blocked highways. For others it was a headache as they vainly tried to cope with drifting snow conditions and long back-breaking hours of shovelling.

Highways closed as soft fallen snow of several inches in depth blew about and packed in solid drifts. Temperatures dropped from 15 to 45 degrees below zero. Many travellers were stranded and homes opened to them. The Quebec Central bus, on its regular run from Newport to Sherbrooke, became bogged down in a drift between Massawippi and North Hatley and passengers were given warmth and shelter in a farm house until the next day.

The Quebec Central rallied to the occasion and added a passenger car to their freight train on the Sherbrooke-Newport run, reminiscent of about fifteen or more years ago.

On the third day a snow blower cut through the twenty-foot drift at Dufferin Heights, more crews worked at other bad sections and the highway was opened from the Boundary to Sherbrooke.

During this severe storm many farmers threw out gallons of milk, others brought out their sleds and horse or horses, and brought their produce to the dairies.

So it continued through February and March and into April. By spring every town and municipality had more than exceeded their snow removal budget.

In March 16 children from Beebe Intermediate school were forced to stay at a farm house when their bus became stuck in a snow drift on the lake shore road. The children and bus driver were accommodated by Mr. and Mrs. Tony Houle. The following day they were delivered to their homes after a volunteer group of about thirty men assisted the snow removal crews. The only complaints the students had was that the following day was a Saturday and there was no school anyway.

SUGARING

Finally the bright sun brought along the maple sugar season, a great industry in Vermont and the Townships. During the hard and bitter winter there had been no thaws and snow had continued to pile up in the woods.

Many farmers attempted to enter their sugar bushes but because of snow depth were unable to do so. By the time they were able to, the season had ended. Most of the sugar and syrup made in 1959 were from the hillside sugar bushes.

Many persons feared spring floods and high water, but the snow went away gradually with the hot sun and neither developed. A beautiful spring season followed, showers and sun made for good garden and crop plantings.

Summer, hot and dry followed, and everyone made the most of it—the best we had had in many a year. Beaches were full most of the time and cottages to rent were at a premium.

The farmers were delighted for they were able to cut and cure their hay quickly by the light breezes and hot sun. In late summer the tall and full headed grains turned yellow and were harvested early.

As the autumn season put on her dress of golden and red hues and crops were gathered and harvested, farmers reported a bountiful year with practically everything in prime condition. There was an abundance of fruit and vegetables, flowers had bloomed at their best, and animals were sleek and fat.

As the leaves fell to the ground and the first light frosts were felt, the hunters took to the woods and many brought back partridge, rabbits, geese and ducks, and later deer.

The year that had had such a bad beginning, ended in the wealth of nature's bounty.

ACTIVE YEARS

Continued from page 49

Company a going concern was felt by the personnel. Later in the year, V. A. Davis, who had been with Mr. Chadsey during the company "come back", was taken very ill and not able to return. So along with its progress the company has had to overcome setbacks.

NEW SAW MILL

Arthur Ferland, who has been operating a saw mill over on the "Old Leon Clough Site", on School street, has now built a new mill on the back lot on Pleasant street on the east side, entering same through the driveway of his home.

The new mill is 115 feet in length and 55 feet wide at the North end and 24 feet at the South end. It is expected to be ready for operation by spring.

Last year Mr. Ferland handled one million feet of lumber. His mill is equipped with modern machinery including a planer. In the new mill, the capacity output will be 30 to 40 thousand feet per day, and eight men will be employed.

There are three churches here: Beulah United Church under the pastorate of Rev. A. W. Seaton, St. George's Anglican Church, with the rector, Rev. H. C. Denton in charge; and the Roman Catholic Church, St. Bartholemy, with Rev. E. Hudon, priest-in-charge.

The town has a Commissioner's Court, and Leland Mosher has recently been appointed Clerk of the Court due to the illness of V. A. Davis, who had served in that office since the beginning.

I cannot complete this story without saying that the outlook for 1960 is very bright for this County Seat.

All industries are expanding. A new Post Office was started February 1 and is to be completed in April. This building is 36 feet by a 30 feet, a ranch type, modern structure, just off Main on Tyler Street. Parking space is ample and those who drive for their mail each day feel very happy abount that.

The Clough building lots in the center of the village are in demand.

The citizens are very grateful for the services of Peter Morgan, who, as Chief of Police, endeavors to keep order in town. He does a fine job in making it a peaceful and pleasant place to live.

It has, through the years, afforded the residents great satisfaction to feel that Ayer's Cliff is the home of Dr. C. L. Brown, the much loved and highly respected country doctor, who has served this community and surrounding district for the past 62 years. Dr. Brown is the oldest resident here, being in his 89th year. But if you were to see him receiving a rush call you would think he was many years younger. He has been prominent and taken an active part in all forms of education, both local and provincial.

ORIGIN

Continued from page 47

COLLECT

Keep us, O Lord, from pettiness, let us be large in thought, word and deed.

Let us be done with fault finding, and leave off self seeking.

May we put away all pretence and meet each other face to face, without self pity and without prejudice.

May we never be hasty in judgment, and always generous.

Teach us to put into action our better impulses, straight forward and unafraid.

Let us take time for all things, make us grow calm, serene and gentle.

Grant that we may realize it is the little things that create differences, that in the big things of life we are one.

And may we strive to touch and to know the great human heart common to us all.

And O Lord God, let us not forget to be kind.

Mary Stewart

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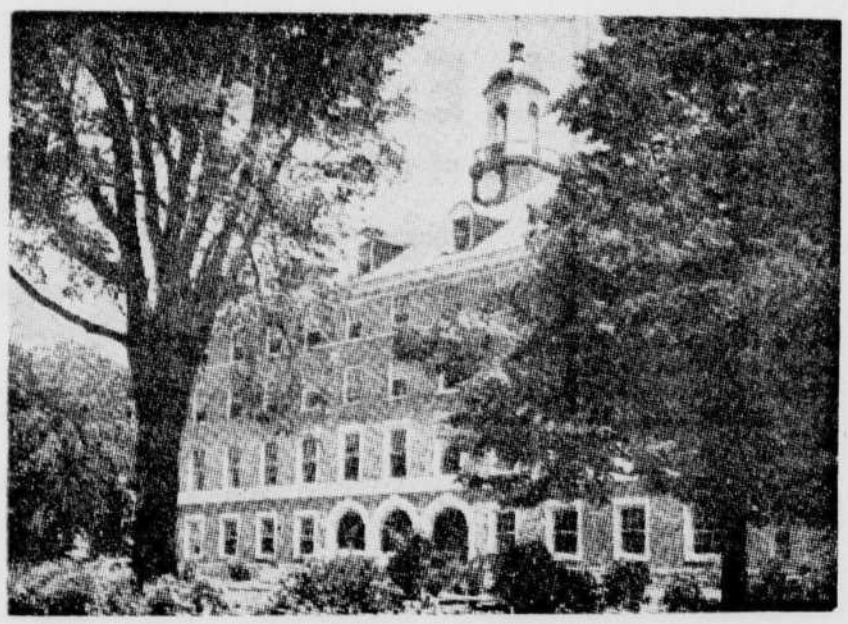
M.P. for Stanstead
STANSTEAD

Rene Letourneau



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New Highway Begun

Boundary Towns Report Year Of Progress

By IVY HATCH
(Record Correspondent)

ROCK ISLAND. — The year 1959 was one of transition and progress at the Boundary Towns of Rock Island, Stanstead, Beebe and Derby Line. The new four-lane highway from the Canadian Border was started, new streets were built and paved, and progress reported in other areas.

ROCK ISLAND

Shortly after the new year a new steel and concrete bridge was completed to replace the old wooden covered bridge over the Tomifobia River on Wyman street.

In May the wardens of Our Lady of Mercy Church reached an agreement after several months of deliberations, and several feet of the church lawn were sold for a sum of $4,500 to the town to complete the widening of Wyman street.

Later in the summer Wyman street was extended through Lee farm and this completely changed the look of the farm as it through farms in Stanstead Municipality to north of Stanstead Village.

This summer the Federal Government will commence construction of the New Canadian Customs House.

To promote better fire protection here and in other parts of Quebec and Vermont the town agreed with the Rock Island Fire Department to allow the burning of two condemned houses on Church street. A date in May was set and the first house burned as scheduled. It was an all-day affair as the fires were lighted and extinguished with fog nozzle hoses. This was the point of the demonstration for the firemen to have practice with this new and modern method. The second house was not successfully burned as a controversy arose shortly after they set fire to the building. Later this house was torn down and removed.

Firemen from many departments of Quebec and in Vermont, including a chief engineer of the Canadian Insurance Underwriters Association came for the demonstration which was given under the direction of Chief Instructor of the Provincial Fire Commissioners office. All departments felt they had gained valuable information for their time spent here.

A new and modern Esso Station replaced an outmoded one on the corner of Main and Railroad streets. The original station had been built some thirty years ago by the late George Ames who at that time owned garages in Derby Line and Stanstead. This business changed hands many times and a few years ago was purchased by Maynard Rollins. He, with the help of his brother Norman, promoted the business to such an extent that there was need for a new building, and it was built further back on the lot to allow for more parking facilities. It opened for business in early autumn.

In October, Paul Giard opened a new furniture store on Railroad street. In the summer Lindsay Smith purchased the electrical business of the late Harry Lyons and opened a store in the Cowens block on Main street. J. Kerwin sold his garage and business the latter part of the year to Norman Goodsell and Son and a new surplus store was opened in the Bouchard Block in 1959. Mrs. Davignon closed her dress shop in the autumn when she went back to her profession of teaching school in Our Lady of Mercy Convent.

INDUSTRIES

February, 1959, the news of the cancellation of the Arrow by the Canadian Government and closing of the A. V. Roe engine plant caused some concern at the time to the town's largest industry, the Union Twist Drill Co. However, there were no layoffs of employees and in the month of November several more men were employed by the company.

The year ahead looks promising for Rock Island employment.

Late in 1959 J. D. Ferguson, president of the Spencer Supports Garment Co., announced his company had purchased the Canadian Spirella Corset Company of Niagara Falls, Ont. At that time it was not known if the plant would remain in Niagara Falls or be brought to Rock Island. In January an agreement was reached with the National Garment Workers Union of the Stanstead Region and Spencer Supports to move the office and machinery of the Spirella Company to Rock Island. This means employment for another 40 to 50 persons. In 1959 Ernest Sutton of Stanstead was appointed assistant managing director of the Spencer Co. He had been with the company for 12 years.

The Rock Island Armory was purchased by Harold Bean of Beebe, a veteran in the manufacturing of gloves. This year he plans to convert the building into a glove manufacturing plant. This building was formerly an overall factory before being purchased by the Federal Government some thirty years ago. The opening of the factory will give additional employment to area persons.

STANSTEAD

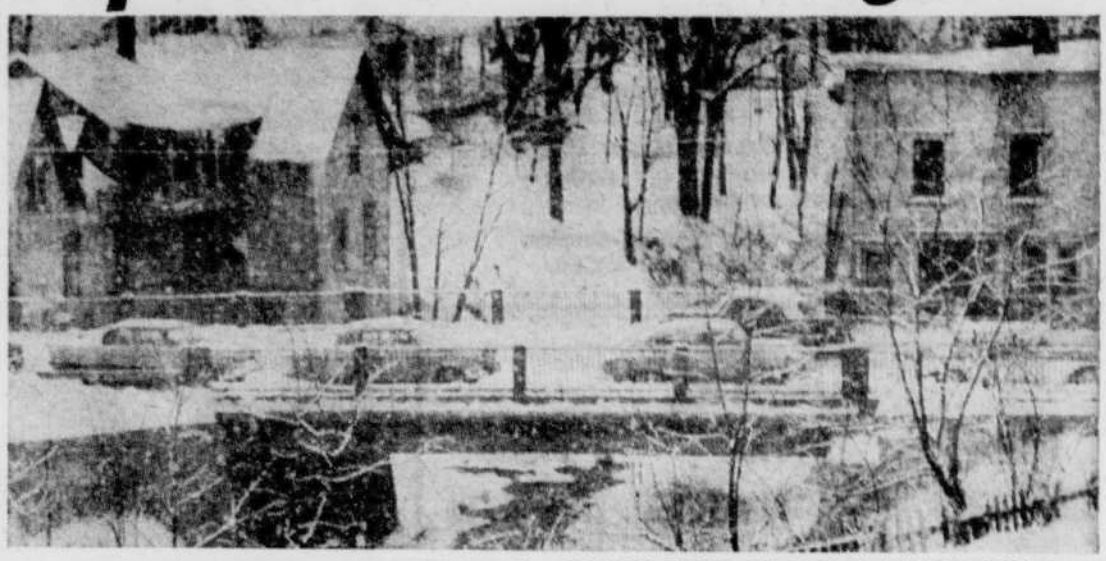
Stanstead Municipality has a valuation of over a million dollars and carries considerable exempt properties with its churches and schools. The past few years Stanstead has grown considerably by the building of several new dwellings.

Late in December 1959 excavation began for the Royal Canadian Mounted Police headquarters. The site is a desirable one on the Main street and it was purchased from the Butters estate for a price of $3,500. When completed the building will include offices, living quarters and garages. It will be brick encased.

A new street was built in Stanstead Municipality in 1959 by the Provincial Department of highways starting at the South end of the Municipality and running parallel with the four lane highway to the Edgar Brock farm. The Parenteau residence was moved East by several yards because of the highway construction. The new street permits the Parenteau's connection with the Stanstead streets, and also gives access to the East section of the highway by an intersection at the Dewey farm.

The four lane highway was started through the farm lands of R. Bachelder, Stanstead College, and James Dewey, Sr., as far as the Edgar Brock property.

Continued On Page 54



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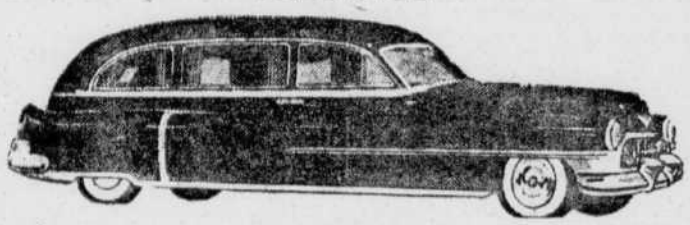

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MANUAL TRAINING — Students at Sunnyside High School take part in the manual training program carried on in the new room equipped through the William B. Dustin, Jr., Memorial Fund. Shown in the foreground, from the left are: John Griffith, Brian Perrault, Douglas Cass, instructor, and Brian Denney. The boys are grade X students. (Record Photo by Andre Pepin)

Roman Catholic School Built; Sunnyside Opens As High School

ROCK ISLAND — Educational institutions in Stanstead, Rock Island, Derby Line and Beebe offer many advantages to approximately 1,800 students of the Border Villages and many who come as resident students from a distance.

By IVY HATCH
(Record Correspondent)

Of them all Stanstead College is the oldest. Its early history dates back to 1818 when Stanstead Seminary was one of two schools in the Townships. It was replaced by Stanstead College in 1872.

Consolidation of many of the rural schools more than thirty years ago greatly increased the number of day students at the Model school and college. Grades I through VIII were taught at the Model school then the student entered the college for higher education, many leaving at grade X to take a Bugbee Business course, also affiliated with Stanstead College.

Many changes have come about at the College in the past few years. June 1958 marked the last year of Bugbee Business College.

Another change was the decision by the Stanstead College Board of Directors to change the school from a co-educational institution to a boys' school because of economic conditions. June 1958 saw the end of girl resident students, but the following September the area girls attended for grades X, XI and XII until completion of the Sunnyside school. In September 1959, the College opened strictly as a boys' residential school with an enrollment of 130 students.

Among changes made at the College in 1959 was the remod-

Continued on page 53

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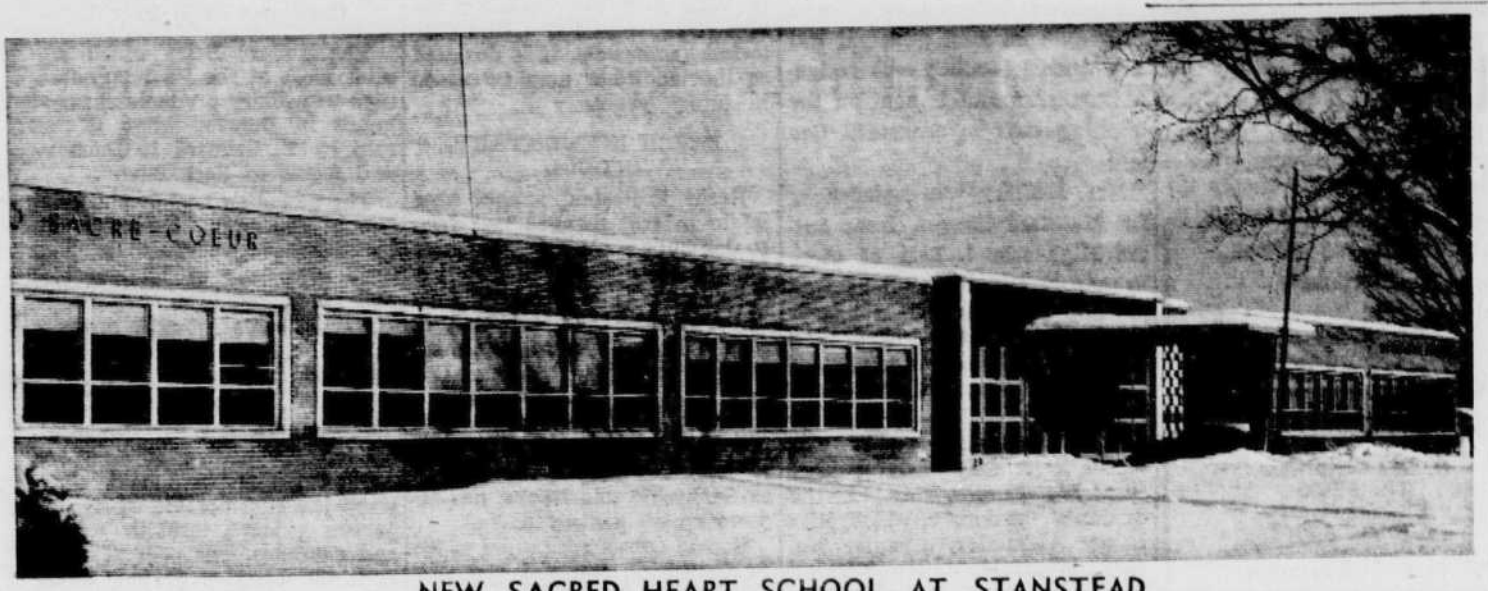

NEW SACRED HEART SCHOOL AT STANSTEAD
(Record photo by Andre Pepin.)

BORDER EDUCATIONAL

Continued from page 52

elling of the former infirmary, used of late years as staff apartments, back to an infirmary. It had been in Colby Hall. The middle of August, just as renovations were about finished a fire occurred which completely destroyed the top story where the Butterworths apartment was located and caused a great deal of damage by smoke and water to the ground floor. However repairs were made and redecorations completed by opening date in September. The infirmary is in charge of Miss Elinor Narraway, R.N.

McGill Geography School was at Stanstead College again last summer with a six weeks course of Arctic and Subarctic study and a special seminar on Arctic meteorology. Professors gave illustrated lectures once a week in the Haskell Opera House and each was largely attended by local people and many from the surrounding communities.

URSULINE CONVENT

In the spring the Ursuline Convent in Stanstead observed its 75th anniversary. This is the second oldest institution of learning at the Boundary.

The observance was celebrated in a fitting manner with a special Mass, celebrated by His Excellency Msgr. Georges Cabana, Archbishop of Sherbrooke, with sermon by Msgr. Lajeunesse, Bishop of Keewatin. A banquet and later a program in the auditorium made it a memorable occasion.

It was in the days of Laval that there came from France to Quebec, members of the Ursuline Order to establish a monastery.

In 1884 a group of nine of the Reverend Sisters came to Stanstead and built the convent on the plain, doing much of the work themselves.

Through the years the convent has built additions and continued to expand giving an education to resident and non-resident students from kindergarten to matriculation and including business courses. This year the enrolment is about 400.

In August of last year the Convent Alumnae observed their silver anniversary with appropriate celebrations and a large number of graduates came back to their Alma Mater to be warmly welcomed by the Reverend Sisters.

A few years ago the Sisters built a very lovely Shrine and this is in the midst of their beautiful gardens. Until the last few years, the Sisters took their last vows at Stanstead Convent. Now they are taken at the Quebec Mother House.

There is a cemetery, beautifully cared for at the back of the Convent, where rest the good Sisters who took their veil here. There are still active in the convent several Sisters who did receive the veil here, two having been fifty years in the Order.

ST. THERESE SCHOOL

St. Therese School in Beebe has an enrolment of 177 boys and girls. This is a comparatively new school built only a few years ago.

SUNNYSIDE SCHOOL

September 1959 was a banner month for Rock Island, Stanstead, Beebe and surrounding communities. Sunnyside opened as a High School.

The official opening took place in mid-November when over 250 persons from near and far came in one of the late autumn's worst seasonal storms. There were speeches by several special guests, the dedication prayer was given by Rev. A. M. Rose, pastor of Centenary Church, and all were given an opportunity of touring the new three-story addition.

Construction began early in 1959 and continued for about nine months. The addition includes several classrooms, a well-equipped manual training room, chemistry and physics labs, a domestic science room, library addition, showers and lavatory

Continued on page 54

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EDUCATIONAL

Continued from page 53

rooms, and in the basement a kitchen and cafeteria where over 180 hot lunches are served each day. There is also a large well-equipped playroom.

Sunnyside School has proved a definite asset to the community. It has an enrolment of over 400 students in grades from I to XI. In the original building grades I through V are taught, while grades VI through XI occupy the new part.

Sunnyside School is only seven years old. Its first principal was Mrs. Muriel McClary who resigned last year and is now on the teaching staff of Stanstead College.

Mrs. McClary was replaced by Dr. Kathleen Harper, from Sutton High school. Both of these Principals are of excellent calibre and maintain high standards for the school. Both have been fortunate in having a competent staff of teachers in the seven years.

With Sunnyside now a High school it is only natural that there are changes. This year the Students' Council, of which Miss Nancy Alexander, a senior student, is president, are working hard on a school magazine. The name STROBE was chosen. This takes the first two letter of each Village, ST for Stanstead, RO for Rock Island and BE for Beebe.

Sports are a part of the curriculum of the school and the girls' senior basketball team is to the date of writing, first in the league. There have been many good basketball games and hockey games presented by the high school students, both junior and senior.

Social activities include dances, participation in teas. and other affairs. The graduating class and a percentage of grade X students will, during the Easter holiday, take an educational tour to New York City.

With the new Sunnyside High School, the barely existing Border Home and School took on new life and is now flourishing with great interest shown in the monthly meetings. All projects of the Association are being well supported.

OUR LADY OF MERCY CONVENT

Our Lady of Mercy Convent in Rock Island has an enrolment of over 200 students. Two years ago an addition was built to the original convent and included an auditorium which is proving a great asset to this day school.

Last autumn a Roman Catholic Home and School association was established to better the understanding of the student by parent and teacher.

SACRED HEART SCHOOL

There had been a need for a new Roman Catholic school here for the past several years. On May 12 a dream of many became a reality when, with all due ceremony, the first sod was turned for the new Sacred Heart School. This was built through the months that followed and long before Christmas the school was in use. The building cost in the vicinity of $215,000. The exterior is brick with local granite trim. This provides educational facilities for boys.

Two years ago the Roman Catholic schools of Stanstead and Rock Island amalgamated for the purpose of working towards the goal of a new school to serve both communities to replace the former Sacred Heart school built in 1902. This new building has nine class rooms and a fine auditorium-gymnasium. It is designed so that additions may be added in future years.

BEEBE ELEMENTARY SCHOOL

Beebe Protestant school came in for several changes last year. It was built a couple years later than Sunnyside as an intermediate school to accommodate Beebe Village and surrounding rural districts, with higher grade students going to Stanstead College.

With the new Sunnyside addition the intermediate and senior students commute by school bus to Sunnyside and Beebe has become an elementary school.

Ronald Gibson, principal of the Beebe school, resigned last year to take post graduate courses at McGill University and later teach at a Montreal school. Harry Costello, the former vice-principal, replaced Mr. Gibson.

DERBY LINE SCHOOL

Derby Line grade school teaches about 175 boys and girls up to high school age. For the higher grades the students are taken by school bus to the new Derby Academy. Other youth of the communities attend Sacred Heart School in nearby Newport.

* * *

With the present schools all aiming for high standards of education, the youth of the Villages are given every opportunity for a good foundation of learning.

NO SUPERVISOR

Feeling ran high, for and against, when the Central School Board last year announced the decision not to have a County Supervisor of schools, effective the end of June.

In September the Central Board reorganized and four committees were set up to cope with the responsibilities previously handled by the supervisor.

BOUNDARY TOWNS

Continued From Page 51

The Modern Dairy which supplies most of the Boundary families with dairy products changed hands in October when it was sold by Y. Grimard to Danneau and Bacon of Rock Island.

The Canadian Legion Memorial Home underwent extensive interior renovation. This Home is used constantly by Legionnaires and social members.

New schools brought progress in the field of education to Stanstead Village.

BEEBE

Beebe, the Granite Municipality has a valuation of around a million dollars and like Stanstead has considerable of its properties exempt through schools and churches. The past year has seen the erection of new dwellings.

Its main industry is grey granite sold in both raw and finished state.

It boasts a beautiful Memorial park, the entrance gates built of grey granite and each summer season the park is used extensively, for baseball games and July 1st celebrations, and last year a group of enthusiastic youths even built a tennis court in one corner.

Another mile of black top paving was finished from Beebe to Graniteville Village on the Lake road.

Beebe Curling Club had another sucessful year in 1959 and in November opened for the 1960 season with weekly bonspiels.

The construction of a new post office is expected to start in Beebe this summer. For many years the office on the Canadian side of the Border has been housed in the Municipal building. The Postmistress, Mrs. Leon Miller, was honored in November by being presented with the 25 year medal by the Postal Department.

Continued on page 55

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BOUNDARY TOWNS

Continued from page 54

The most astounding news of 1959 in the Boundary area was the finding of a skeleton, to be that of a man on the Tom Robinson farm in the process of digging a ditch. Was it crime or tragedy? Was it a relic of the prohibition days? A crack on the skull led many to believe death was caused by a fracture. The mystery was left unsolved.

DERBY LINE

The first hearing of three to be held in connection with the five mile stretch of new highway from the Canadian Border to rejoin Route 5 between Derby and Newport took place last April. The plans for the three and a half million project was discussed by many of the property owners concerned. The second meeting was held early in January this year and the third was scheduled to take place soon after. It is expected that construction will commence this summer.

New homes were built in this pretty Border village. Andy Joyal purchased the garage building of the late George Ames on Main street, and later in the year purchased the oldest business of the Three Villages, that of John J. Parker who had owned and efficiently operated a photography business at the corner of Caswell and Main streets, for 60 years.

Because of failing health Mr. Parker decided to sell out and retire. He and Mrs. Parker are still living in the building until spring, while Mr. Parker is selling the store merchandise. Mr. Parker, the oldest Kodak dealer in the United States has retained this part of the business.

A grocery store was opened on Caswell Ave., in the fall by Mr. and Mrs. Richard Webster, a newly married couple from Island Pond. Boundary residents were pleased to have this store reopen. For many years a grocery and tobacco store was a thriving business of the late Porter Hunt. The business exchanged hands many times and was modernized as the years went by. The last store keeper there was George Joseph, then the store was closed for some time until the Websters opened for business.

The Derby Line National Bank had another successful year of Community assets. In January, 1959 Arthur C. Cowles, then in his 91st year retired as president of the bank to be replaced by Lloyd Selby.

GENERAL HAPPENINGS

Mrs. Sarah Stone, a native of Austin observed her 100th birthday anniversary in the fall, Mrs. Stone stays with her son-in-law and daughter, Mr. and Mrs. A. S. Bacon in Rock Island.

There were several deaths in the communities in 1959. Rock Island's oldest citizen died in December, in the person of Miss Mirabel Robinson. Her death occurred in the same bedroom where she had been born almost a century earlier. Her lifetime was lived in these communities and she gave of herself to her church, school and neighbors.

Graniteville also lost its oldest citizen with the death of Albert Russell Rediker in his 99th year. He, too, had lived his life in these comunities as one of its pioneers, in the days of hardships along tne frontier.

Several Canadian Customs men were retired in 1959. E. J. Struthers, collector of Customs, was replaced by Louis Shepardson who came here from Cartierville. Others retired were Carrol Labonte and Byron Jenkins. Caroll Smith, because of other business dealings, resigned in the summer. Each of these four men were honored by banquets and tributes paid by their present and former co-workers.

The Frontier Swim project had another record year, for with sunny and hot days over 400 young people attended the lessons and acquired a knowledge of water safety while the more advanced passed American and Canadian tests. The instructors of this project are all former students of the school which was started a few years ago by Mrs. Alfred Aldrich of Derby Line.

Events Of Note At The Boundary

By IVY HATCH
(Record Correspondent)

In August, 1959, the Weir Memorial Park on the East side of Lake Memphremagog was officially opened. It was a hot sunny day for the program of races, speeches and swimming. Speakers at the event included Federal, Provincial and Civic dignitaries or their representatives, as well as Park officials.

The beach was started in 1956 and since then a new piece of highway was built several feet east of the former road, by the Government department of highways at a cost of $30,000. The beach itself cost more than $3,500, to complete and facilities include beach house with dressing rooms, a restaurant and picnic and camping areas.

The park site on lakeshore property was donated to the public by the family of the late Ronald Weir, as a memorial, to be developed as a public beach for summer pleasure.

The Boundary club contributed $500, the proceeds from their 1958 Rotary Fair. Other donations of money were received from the Stanstead Frontier Branch of the Canadian Legion, the Ogden Citizens Association, and from other organizations and individuals.

This summer the Federal Government plans to build a public wharf and a customs and immigration house, where persons entering Canada from Vermont waters may report and declare. At this time there is only one Canadian Customs and Immigration bureau on the lake which is on the West side just South of Perkins Landing.

ROGERS RANGERS PAGEANT

Last year was one of historic significance in the State of Vermont with the observance of the 350th anniversary of Samuel De Champlain's discovery of this area.

Celebrations took place all over the State, one of which was the Rogers Rangers pageant at Derby Village. The reason for this particular pageant was that 1959 also marked the 200th anniversary of the Rogers Rangers expedition from Crown Point to the St. Francis along the St. Lawrence to capture an Indian Village.

The pageant was under the direction of Charles Bellin, a New York city show director, and his assistant, Mrs. Bellin. Cedric Pierce, Jr., portrayed the leading role of Major Robert Rogers and the remaining characters acting in the pageant at Derby were from both sides of the Border, some coming from as far North as Sherbrooke.

The authentic looking Indian braves and their war dances, the Indian girls and the portrayal of the travels and hardships of the expedition, made the presentation truly realistic.

It was held under the canopy of a moon and starlit sky on a historic site where many a skirmish had taken place between the Indians and early settlers.

Later in the year the members of the cast received a certificate for their participation which will be treasured as keepsake.

The only tragic note of the pageant was the small attendance.

END OF AN ERA

May of last year marked the end of a colourful tradition in this area when the 74th Field Battery, R.C.A. disbanded and its headquarters of the Phelps Street Armoury was closed.

Since 1866 there had been a military unit along this Frontier, and it was with regret that the announcement was received in May by Major General J. M. Rockingham, General Officer Commanding, Quebec Command.

Formerly this Frontier military unit had trained men and women who contributed their services in times of war. In the cavalry days, the youths of the area received training here and in the summer months they attended camp at Valcartier for a short period. In later years the horses were replaced by motorized vehicles, and training took place at Farnham.

Thirty years ago the Government purchased the factory on Phelps street and converted it into an armoury where uniforms and gear might be kept.

Shortly after World War II was declared, men and women assembled regularly at the armoury for training. Many boys of the 74th Battery joined the Sherbrooke Fusiliers and after training further went to the European theatre of war, while others enlisted in the navy and air force.

After the armistice, the home defence unit trained regularly and the young men were taught about weapons of war and small arms.

The armoury has been used for shooting practice and fire arm stafety.

Since 1910 Stanstead College cadets have been affiliated with the 74th Battery at Rock Island.

Since the change several of the Rock Island 74th boys have joined in with Coaticook 72nd Field Battery, with whom Stanstead College Cadets have now become affiliated.

The sale of the armoury by the Federal Government to the Town of Rock Island, finalized the action. They in turn resold it to Harold Bean of Beebe who has tentative plans for a manufacturing plant within the next year.

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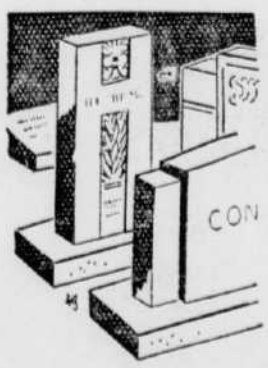

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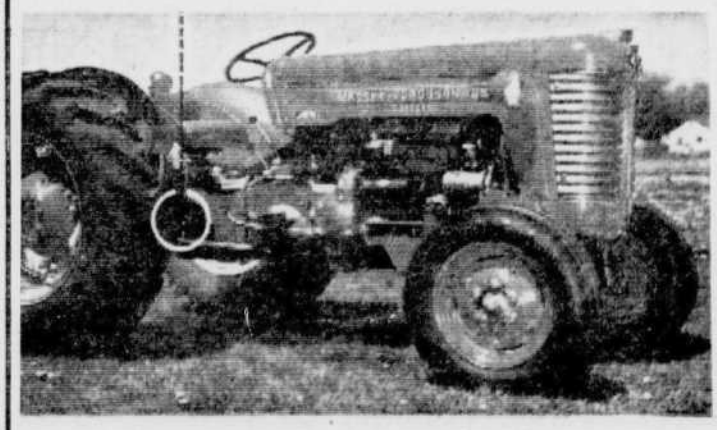

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Sherbrooke Daily Record

63rd ANNUAL REVIEW

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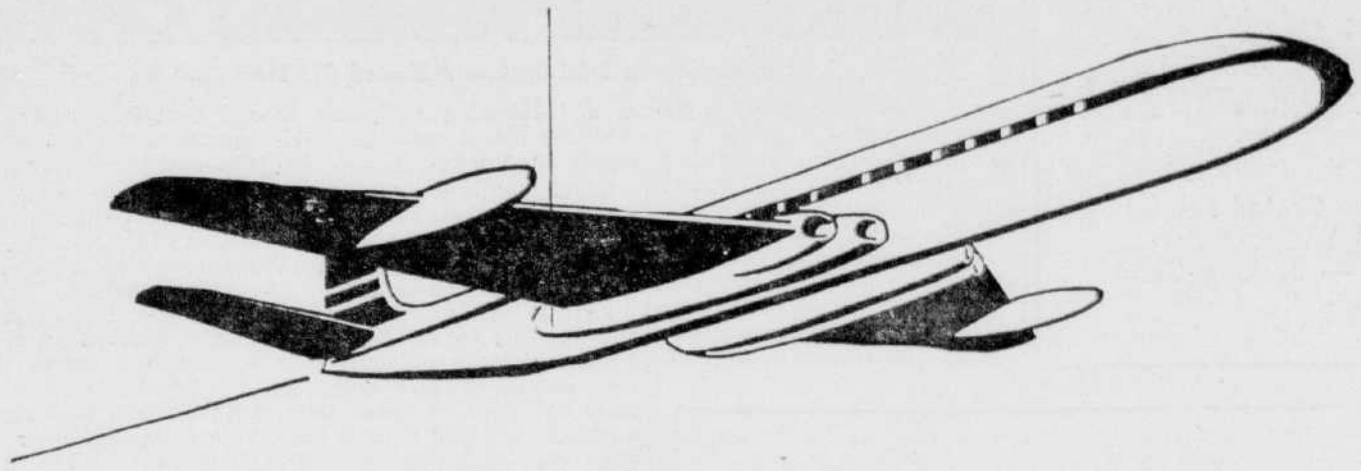

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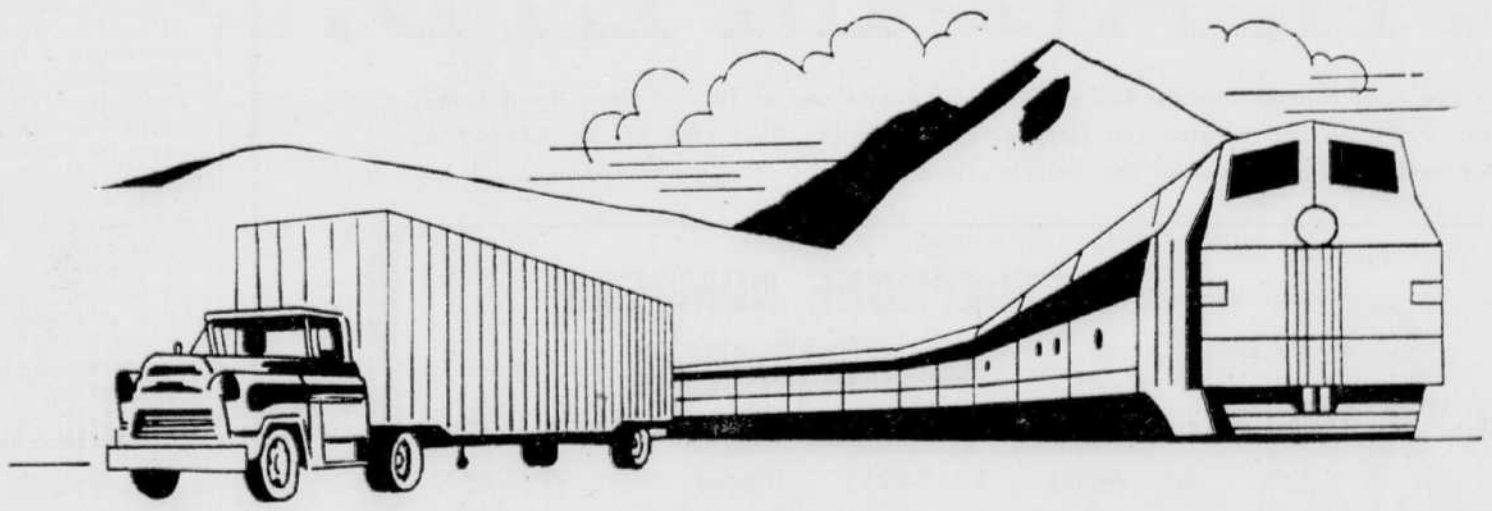


Cover by Gerry Tapp

More Townships Communities Receive Dial Service; Further Expansion Planned

The dial telephone became a permanent fixture in six more Eastern Townships centers during 1959 as The Bell Telephone Company of Canada's program of improvement and expansion in this area continued in high gear.

In a year of many achievements, highlight of the company's work in this region was the introduction of dial service in East Angus, Danville, North Hatley, Waterville, Compton and West Shefford.

Of particular importance to Sherbrooke residents were the conversions in North Hatley and Waterville, for simultaneously with these changeovers calls between the two communities and Sherbrooke became free of long distance charges.

Other highlights during 1959 were:

1. The elimination of the long distance charges on calls between Waterville and North Hatley; Waterville and Compton; and Compton and Coaticook;

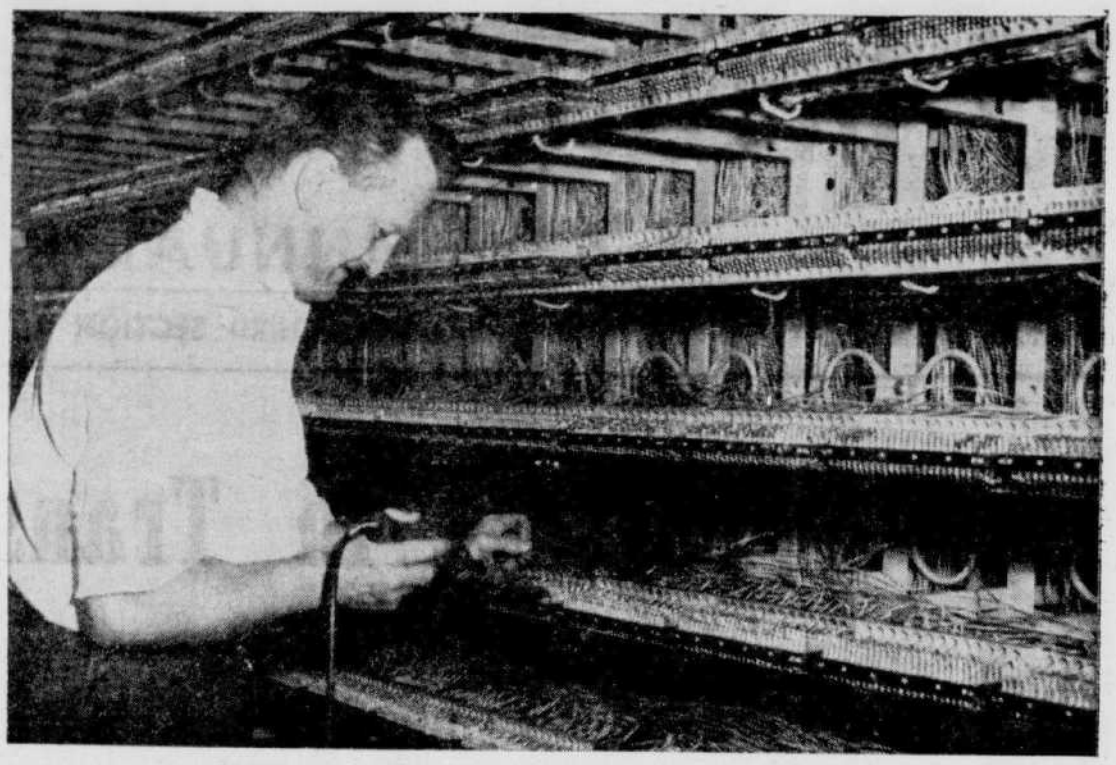
2. The opening of a community dial exchange in St. Paul d'Abbotsford;

3. The start of dial conversion projects in Asbestos; Cookshire and St. Cesaire;

4. The rapid restoration of service in Lake Megantic after fire had destroyed a complete business block in that community, including the local manual telephone exchange;

5. The inclusion of Pierreville, St. Guillaume d'Upton, Ste. Monique de Nicolet, St. Zephirin de Courval and Yamaska in the Bell network of exchanges;

6. The installation of additional dial switching equipment in the King Street exchange building in Sherbrooke.



Conversion to Dial System Affected Six New Centres

Continuing its program to convert all manual exchanges to dial operation, Bell Telephone last year introduced dial service in six more area communities.

First of the six to get dial service was East Angus, where some 1,100 telephones switched over from manual to dial operation early last April. A month later, a similar event took place in Danville and the community's 850 telephones became dial operated.

The next conversion took place early in October when 90 West Shefford customers, who were then receiving manual service from Waterloo or Iron Hill, were transferred to the Granby dial exchange.

The exchanges at North Hatley, Waterville and Compton, which serve a combined total of some 1,000 customers, were converted to dial operation on December 6 in a co-ordinated project.

Simultaneously with all the changeovers, new telephone numbers went into effect in each of the communities.

The dial conversions in North Hatley, Waterville and Compton brought wider local calling for telephone users in three communities, eliminating long distance charges on calls to certain bordering centers.

North Hatley telephone users are now able to call Sherbrooke and Waterville without paying long distance charges. Waterville customers have free local calling with Sherbrooke, North Hatley and Compton, while Compton customers can now call Waterville and Coaticook without paying long distance charges.

Free local calling is also in effect on calls from Sherbrooke to North Hatley and Waterville, and calls from Coaticook to Compton.

Early in October, a new dial exchange was opened in St. Paul d'Abbotsford, where telephone users previously had dial service from Granby. Customers in St. Paul d'Abbotsford also got completely new numbers at the time of changeover.

During the year, telephone users in Cookshire, Asbestos and St. Cesaire were advised that dial telephone service was on the way for their communities, and shortly afterwards work began on the construction of new dial exchange buildings in each of the localities.

The Cookshire telephone system was converted to dial operation last month, while Asbestos and St. Cesaire are scheduled to join the growing number of Eastern Townships communities with dial service before the advent of summer.

Disaster struck at Lake Megantic on February 13, when the local manual telephone exchange was levelled by a fire that razed an entire business block.

Bell crews rushed to the scene from Sherbrooke and other Eastern Townships points, as well as from Montreal. Within hours after the blaze had completely disrupted telephone service, they had succeeded in re-establishing a limited number of emergency lines to individuals and institutions vital to the welfare of the community.

Switchboard equipment was sped by truck from Toronto, and was placed in a vacant store on the main street. Working around the clock, Bell Telephone and Northern Electric crews were able to restore service in less then four days. Normally, this job would have taken weeks, or even months, to complete.

During the summer, Bell Telephone acquired the facilities of La Compagnie de Telephone d'Yamaska, and the 2,400 customers served by that company's exchanges in Pierreville, St. Guillaume d'Upton, Ste. Monique de Nicolet, St. Zephirin de Courval and Yamaska joined the Bell network of exchanges.

In Sherbrooke, an additional 1,400 terminals—each one representing a telephone number—were installed in the King Street exchange building to provide service for the many persons requesting it.

Over all, more than 10,000 new telephones went into service during 1959 in the company's Provincial District—a territory which extends from Sorel to the United States border and includes the Eastern Townships region.

In the Sherbrooke section, which comprises exchanges in Sherbrooke, Bromptonville, Magog and Windsor Mills, the total number of telephones in service grew by more then 1,350 to reach a record high of 31,653.

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Surprises, Disappointments Mark Year Locally

By PAT BOUGIE
(Record Staff Reporter)

The last year of the "fabulous fifties" proved to be one of surprises and disappointment for Sherbrooke residents.

The biggest disappointment of the year came in the form of a Christmas present for Sherbrooke property owners — a three mill tax increase exactly 15 days before the beginning of the festive season.

The second blow to Sherbrooke property owners affected residents in the city's North Ward.

PARKING METERS — Wellington and King streets took on a new look at the end of the year with the addition of 268 parking meters. The parking system and enforcing of no-parking areas coused considerable controversy.

The zoning problem.

The problem, attributed to the J. C. LaHaye urbanism plan, dealt with the commercialization of a triangular plot of land bound by Prospect-Ontario-Victoria streets in the North Ward.

The surprises for the year came in the form of a new municipal ski-trail and promise of a slum clearance plan for Assumption parish.

Following is a roundup of the more important muncipal happenings during the past year.

JANUARY

TUESDAY 13: After being caught in the middle of one of the toughest winters in years with a minimum of snow removal equipment, council drafted a $175,000 loan bylaw for the purchase of more equipment. This bylaw was not to be presented to property owners until the fall of the year.

Charles Langlois, director of services had recommended the purchase of two large blowers, a smaller blower, three five-ton trucks with front-wheel-drive equipped with three straight plows and three "V" plows.

MONDAY 19: An eight-week winter works program, aimed at relieving the unemployment situation, was inaugurated by Mayor Armand Nadeau on the Maillot construction site at the corner of Galt and Belvedere streets.

TUESDAY 20: The Walter M. Lowney chocolate company of Montreal will build a $5,000,000 plant in Sherbrooke which will give work to over 1,000 employees at peak operation, Edmund J. Littler, the company president announced at a special press conference at City Hall.

Mr. Littler said that construction would begin in a year's time at a site east of Burlington street and would become the main plant of all but the company's ice cream division.

Council decided to send a resolution to the Federal Government asking that it modify its policy in awarding tenders to the lowest bidder.

The resolution was the upshot of a debate on the delay of the construction of the municipal airport.

On this latter point, council decided to send a delegation to Ottawa to meet Maurice Allard Sherbrooke M.P. to discuss the question.

SLUM CLEARANCE PLAN — PROJECT FOR 1960?

Wednesday 21: The Private Bill's Committee of the Quebec Legislative Assembly is studying Sherbrooke's request for a total of $3,500,000 increased borrowing power for industrial promotion included among 17 Charter amendments in the city's private bill.

Loans will be given two companies: $3,000,000 to the Walter M. Lowney Company; $500,000 to the American Biltrite Rubber Company (Canada) which has already started construction on a $1,000,000 plant extension on its Jenckes Street property.

The City also presented a bill asking the authorization to sell the municipal gas system.

TUESDAY 27: A four man Sherbrooke City Council delegation accompanied by Maurice Allard, M.P. for Sherbrooke, will meet with Federal Transport Minister George Hees Jan. 29 to discuss the delay in the construction of the Sherbrooke Municipal Airport.

FEBRUARY

TUESDAY 10; When the City of Sherbrooke sells the Brompton dam to the Richmond Pulp and Paper Company, it will be able to repurchase it in 10 years at a cost of $875,000 council decided.

Council decided to install automatic gates on King Street West at the Canadian National Railways level crossing near Depot street.

WEDNESDAY 11: For the convenience of motorists, council has authorized the sale of permits allowing motorists to use the parking grounds regulated by parking meters.

WEDNESDAY 18: Sherbrooke and Lennoxville residents were in for a surprise when the Quebec Transport Board granted the Laramee Service Inc., a limited increase in fares on its urban service in Sherbrooke and Lennoxville, by reducing from 12 to 11 for one dollar the number of tokens sold in bulk.

SATURDAY 21: The city received special authority from the provincial government to go ahead with a slum clearance plan. Permission to borrow $300,000 to execute the project was also granted by the government.

The project consists of building new houses in the city's East Ward.

WEDNESDAY 25: Director of services Charles Langlois announced the Canadian Pacific Railways had accepted a plan to install gates at the Four Pines level crossing west of the Bourque Blvd.

MARCH

TUESDAY 3: Council rejected an offer by the contracting firm building the municipal parking garage on Meadow street to hire a second shift at a cost of $7,800 extra to accelerate the work.

FRIDAY 6: Sherbrooke aldermen decided in principle that a new street paralleling Wellington and connecting Meadow and Albert streets was desirable, but failed to come to any conclusion as to how it should be financed.

TUESDAY 10: An additional $20,000 was voted by the Sherbrooke City council to bolster the 1958-59 snow removal budget until the end of March.

WEDNESDAY 11: A second shift will be added to the construction work at the Meadow Street parking garage which may advance the completion date by about a month.

Contractor J. W. Roy advised council that he would hire an extra shift for the job at no extra cost to the city.

TUESDAY 17: Property-owners were asked to join with the city in a campaign to spray elm trees against the advances of the Dutch Elm blight which has destroyed hundreds of trees during

Continued on page 60

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SURPRISES

Continued from page 59

the past few years.

SATURDAY 21: The proposed new street between Albert and Meadow streets was shelved after Wellington Street North property owners protested its construction.

TUESDAY 24: The opening of the Meadow street parking garage will be delayed until August following a notice by the Joint Committee of Construction Industry that the contractor cannot institute a 60 - hour week to speed up the work.

The city's old gas works building on Galt Terrace, bordering the St. Francis River, will be demolished to give work to the unemployed.

SATURDAY 28: A plan to build a car ramp from King Street West to the Webster parking lot was proposed by Center Ward Ald. Marcel Savard.

APRIL

Wednesday 1: Sherbrooke property owners this year will be called to approve a public works bylaw of over $1,500,000 and a special bylaw to develop recreational facilities of nearly $200,000.

Sherbrooke's city council agreed in principle to rent rather than purchase, on a one-year trial basis, cars for the municipal police department.

TUESDAY 7: The Sherbrooke city council reverted to its policy of allotting specified amounts to each ward to cover public works projects.

MONDAY 13: Sherbrooke's $3-,000,000 airport project has been given priority classification by Federal Transport authorities declared Maurice Allard, MP for Sherbrooke.

Tuesday 21: North Ward Ald. Everett Nicol predicted a tax hike, at last night's council meeting.

City treasurer Pierre Bachand urged council to auction-off municipally-owned lots to those wishing to build houses.

THURSDAY 23: After being tabled four times, the 1959 public works bylaw of the city of Sherbrooke was finally approved, the city's share being set at about $660,000.

TUESDAY 28: Sherbrooke children under 16 years will no longer be obliged to be in by 9 p.m. council decided in rejecting outdated curfew.

SKI TRAIL PARKING LOT — Workmen are shown clearing the ground in preparation for the 200-car parking lot constructed at the base of the city's new ski trail. This ski project, completed early this year, received enthusiastic approval from local skiers. It is located in the West Ward, on the slopes of the mountain near the illuminated cross. (Record Photo by Gerry Lemay)

MAY

MONDAY 4: Mayor Armand Nadeau said that Sherbrooke will send out its fire trucks to other municipalities as long as the municipalities requesting the trucks pay for the service.

WEDNESDAY 6: The Sherbrooke Optimist Club has announced that it plans to build a swimming pool of respectable size this year for the children of Assumption parish.

City proprietors last night approved a $1,420,000 loan bylaw to cover the 1959 public works capital expenditure program.

TUESDAY 12: City council took an important step in breaking the airport impasse when it passed a resolution, requested by the Federal Transport department, agreeing to assume responsibility for administering the airport once it's completed.

WEDNESDAY 20: Council members approved a $430,000 loan bylaw for parks and playgrounds in the city for the coming year.

The City of Sherbrooke will not permit open air preaching.

Two new tax collectors offices have been created by the city council.

TUESDAY 26: Aldermen adopted in principle an amendment to the bylaw restricting the wearing of shorts and extended the shorts ban to private property.

THURSDAY 28: Following a public statement made by West Ward Ald. Antonio Pinard in which he proposed to submit to the Sherbrooke City council a plan for the annexation of certain parts of the Town of Lennoxville and Ascot Townships, mayors from these two communities blasted Mr. Pinard's suggestion.

JUNE

TUESDAY 2: The City of Sherbrooke ended the year 1958 with a $16,267.37 surplus, it was announced by general administration committee chairman, Carrier Fortin. This surplus compares with a $4,699.33 balance for the year 1957.

Actual revenues for the past year were $7,568,837.51 while the total expenditures were $7,552,570.14.

Sherbrooke taxi drivers got the green light by council to institute a fare increase of five cents extra per mile. At present, fares are 20 cents per mile after the first mile.

TUESDAY 16: Expropriation proceedings for the acquisition of 90 acres of land required for the ski-trail and projected municipal golf course were approved by council.

FRIDAY 19: Council approved its third public works loan bylaw. The latest is for $223,000.

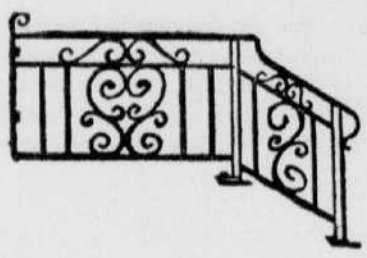
TUESDAY 23: The decision of the Federal Department of Transport to restrict construction work at the Sherbrooke Municipal airport to a single 5,000-foot runway by 150 feet in width was condemned by council.

Council gave indications that Sherbrooke would soon have a new fire station.

SATURDAY 27: Mayor Armand Nadeau announced that the use of fire crackers in public places will be banned in the city next

Continued on page 64

ORNAMENTAL IRON



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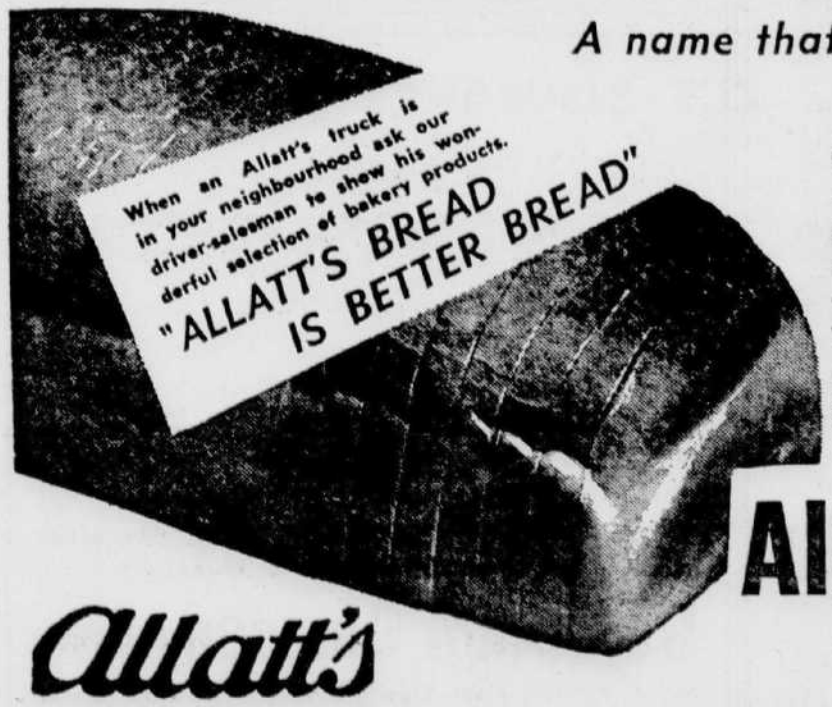

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Decade Of Progress Marked By New Sherbrooke Hospital

By ELAINE SMITH
(Record Staff Reporter)

A decade has gone by since the turning of the sod and the laying of the cornerstone for the new Sherbrooke Hospital.

It has been a decade of activity, improvements and expansion, highlighted by the completion of a modern up-to-date hospital and a spanking new nurses' home.

It all began April 2, 1949 when the first sod of an institution to be dedicated to the health and well-being of the people of the Eastern Townships, was turned by Dave Salls, honorary president of the Hospital.

This memorable occasion was followed by the laying of the cornerstone, October 10, 1949. The new hospital was on its way.

August 28, 1950, 42 nurses and members of the residence staff moved into the new nurses' residence. It was a tiring day, but well worth every ounce of the effort.

For almost a year, a taxi service ran between the new residence and the Park Street Sherbrooke Hospital which operated at that site since 1889.

Then the big moving day finally arrived, June 28, 1951.

If you think that moving a hospital and its patients is a gigantic step to take, you're quite right!

Ambulances and private cars arrived on the scene very early on the moring of that day and the hustle and bustle between 7:30 and 11:45 paid off, because by noon all 40 patients were snuggled restfully into their new beds on Argyle Street.

THE SHERBROOKE HOSPITAL SERVES A GROWING COMMUNITY

Many of the transported patients were sleepy babies snug in their bassinets who were none the wiser that they had travelled all the way across the city to a new home.

As they entered the modern, fresh-smelling new hospital, even the first patients were aware that the stork had beat them to it.

A beaming Dr. W. E. Hume and a proud Mrs. Bertram Doyle who had accompanied the stork's visit at 6:06 a.m., were the first to occupy the new building.

Warm spring sunshine shone down on a large gathering of dignitaries and friends for the impressive formal ceremony of the official opening of the Hospital, May 31, 1951.

Hon. Albiny Paquette, Quebec's Minister of Health at that time, cut the ribbon in front of the main entrance to the splendid building, to officially open the hospital.

The rated capacity of the hospital is 150 beds and 20 bassinets.

Admissions to the hospital have increased from 2500 in 1951 to an estimated 4179 in 1959.

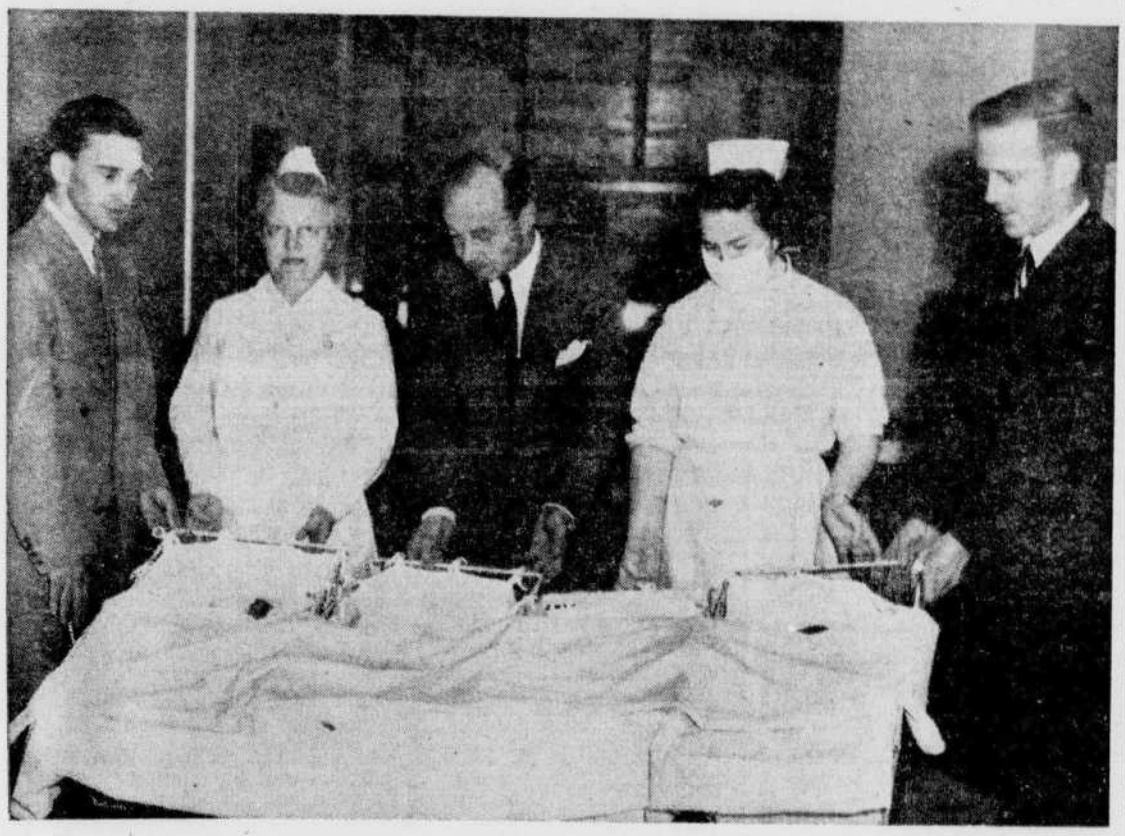
The hospital now has the facilities for a Nursing Assistants course and in conjunction with the Bishop's University Theology faculty, a clinical pastoral training course is offered divinity students.

Among the many other notable improvements at the Sherbrooke Hospital in the past decade, perhaps there are six which are worthy of special mention.

The hospital is now affiliated with the McGill University medical intern training plan through the Montreal General and Royal Victoria Hospitals which send some of their interns to the Sherbrooke Hospital on a rotation plan.

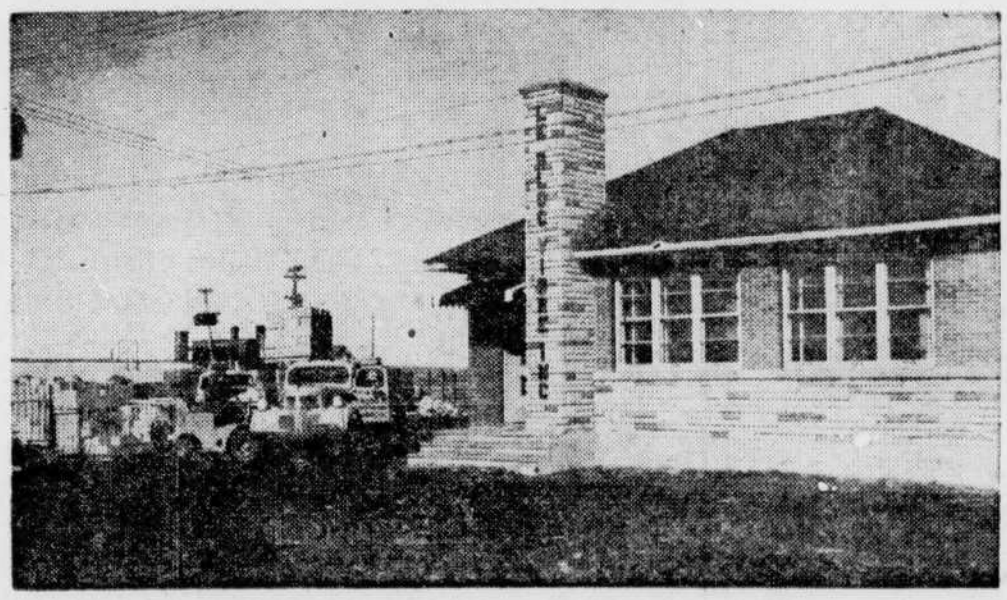
The new hospital has a large, modern out-patients department now whereas in the old hospital there was only one small room for this purpose. The increase in

Continued on page 62



TRANSFER DAY — These were some of the youngest patients to make the long trip across the city to the new Sherbrooke Hospital on moving day, June 28, 1951. With them are members of the hospital staff and those who assisted with the transfer; from the left, Doug Martin, Miss Vera Graham, superintendent of nurses, H. C. Allnutt, administrator, Miss Marjorie Beckwith and Byrl Webster. (Record Photo by Gerry Lemay)

AN INDUSTRY GROWING WITH SHERBROOKE



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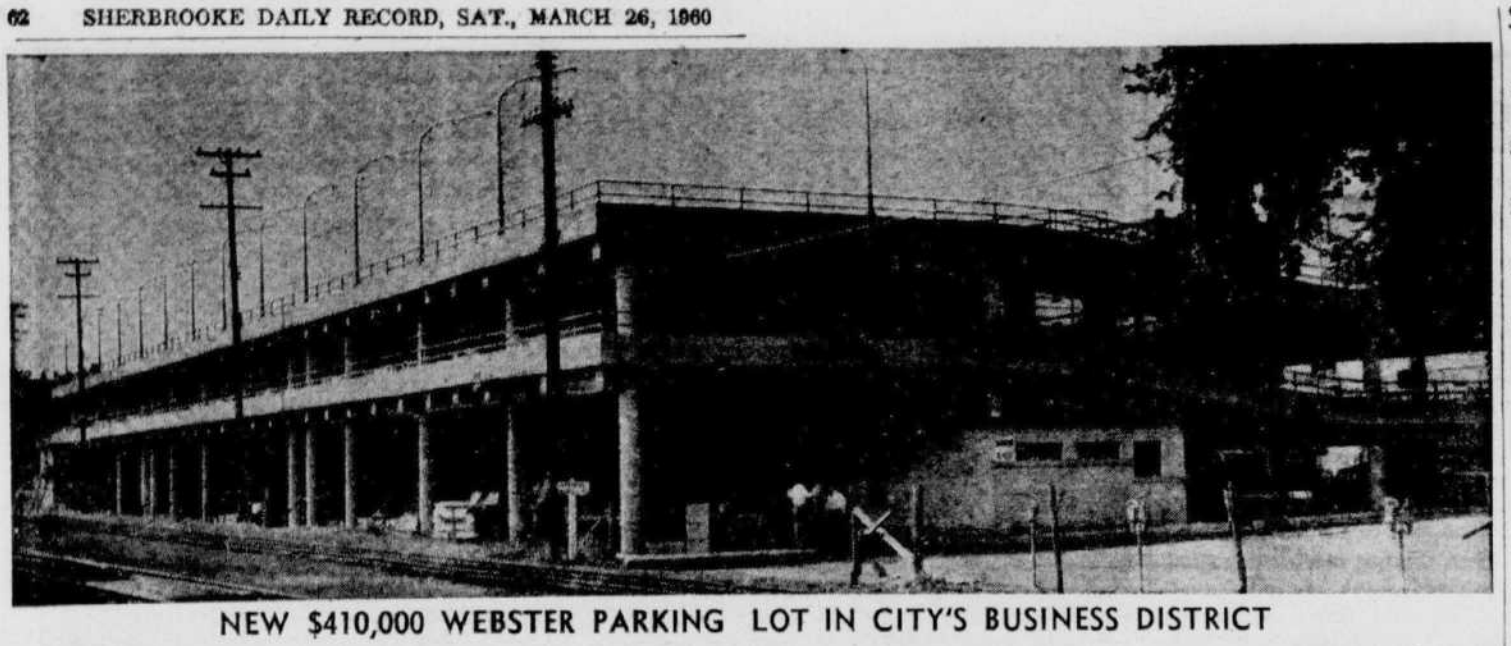

NEW $410,000 WEBSTER PARKING LOT IN CITY'S BUSINESS DISTRICT

Webster Lot Eases Parking Problem

By PAT BOUGIE
(Record Staff Reporter)

The parking space problem in Sherbrooke was partly alleviated during 1959 with the $410,000 construction of the Webster parking lot.

The two - storey split - level structure, officially opened October 23, boosted parking in the city's business center from 120 to 325 places.

Appeals from the city's business men and recommendations from Town Planner J. C. LaHaye, brought about the construction.

Mr. LaHaye presented his plan to city merchants at a special meeting two years ago. He pointed out that additional parking facilities in the heart of Sherbrooke's business section were a must but space was at a minimum.

At this meeting the businessmen agreed to pay the deficit on gross revenues needed to pay the debt service charges on any out standing mortgages.

Three automatic ticket dispensers issue tickets to the parking public. Motorists are admitted to the lot on acceptance of their ticket.

The lot is municipally owned, which permits all night parking at minimum rates.

Fees are 15 cents for the first two hours and five cents for each additional hour. Overnight parking is a flat rate of 50 cents. Anyone losing his ticket is charged one dollar.

Three cashiers, each working on an eight-hour shift collect payments at the Meadow Street exit.

In the first week of operation, the parking lot attracted 3,291 motorists and took in $458.

CANCER TREATMENT

The cobalt bomb developed by Canadian scientists is used in radiation treatment of small, deepseated cancers.

SHERBROOKE HOSPITAL

Continued from page 61

patients treated in this department went from 1734 in 1951 to 5887 last year.

In recent years the hospital has boasted the full-time services of both a pathologist and an anaesthetist.

A tumor clinic which was established about four years ago in the hospital, was completely reorganized two years ago.

The latest new addition to the hospital is a poison control center established last year.

As the number of treated patients continues to increase each year at the Sherbrooke Hospital, the mortality rate decreases just as rapidly because of medical discoveries and improvements within the hospital.

A new decade in the history of the Sherbrooke Hospital is beginning, one in which Eastern Townships residents will continue to reap the benefits of the latest medical improvements and discoveries.

ANCIENT FEAST

Historians do not pin-point any one year for the start of celebrations of Christmas as a Christian anniversary.

EARLY SYMPTOM

An increase of sugar content in the blood stream may be recognized as an early symptom of diabetes.

GERMAN CENTRE

The West German city of Munich, with 1,000,000 inhabitants, marked its 800th anniversary in 1958.

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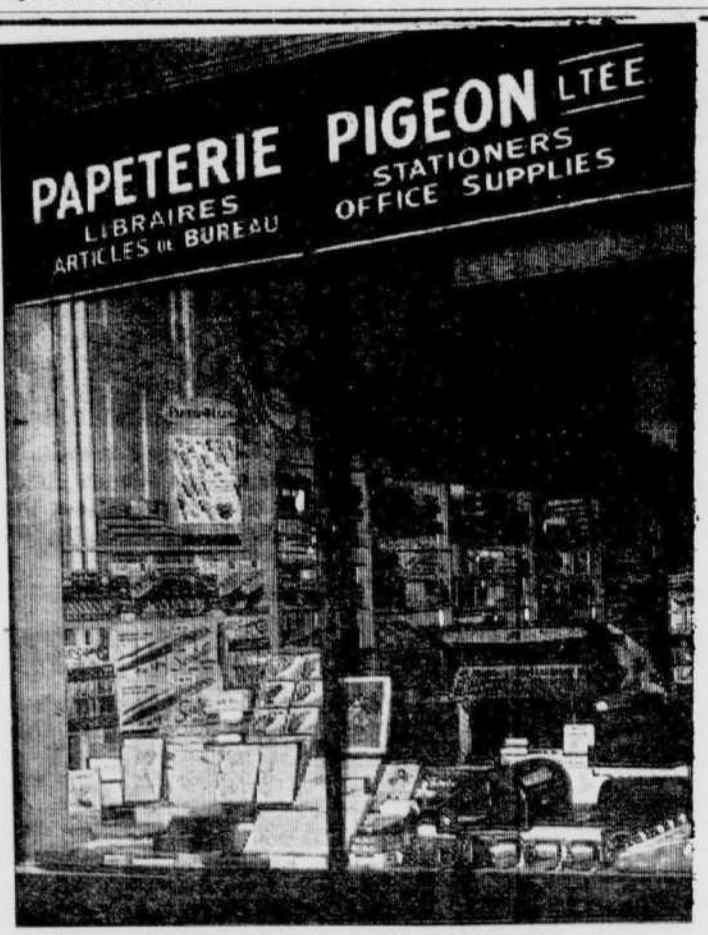

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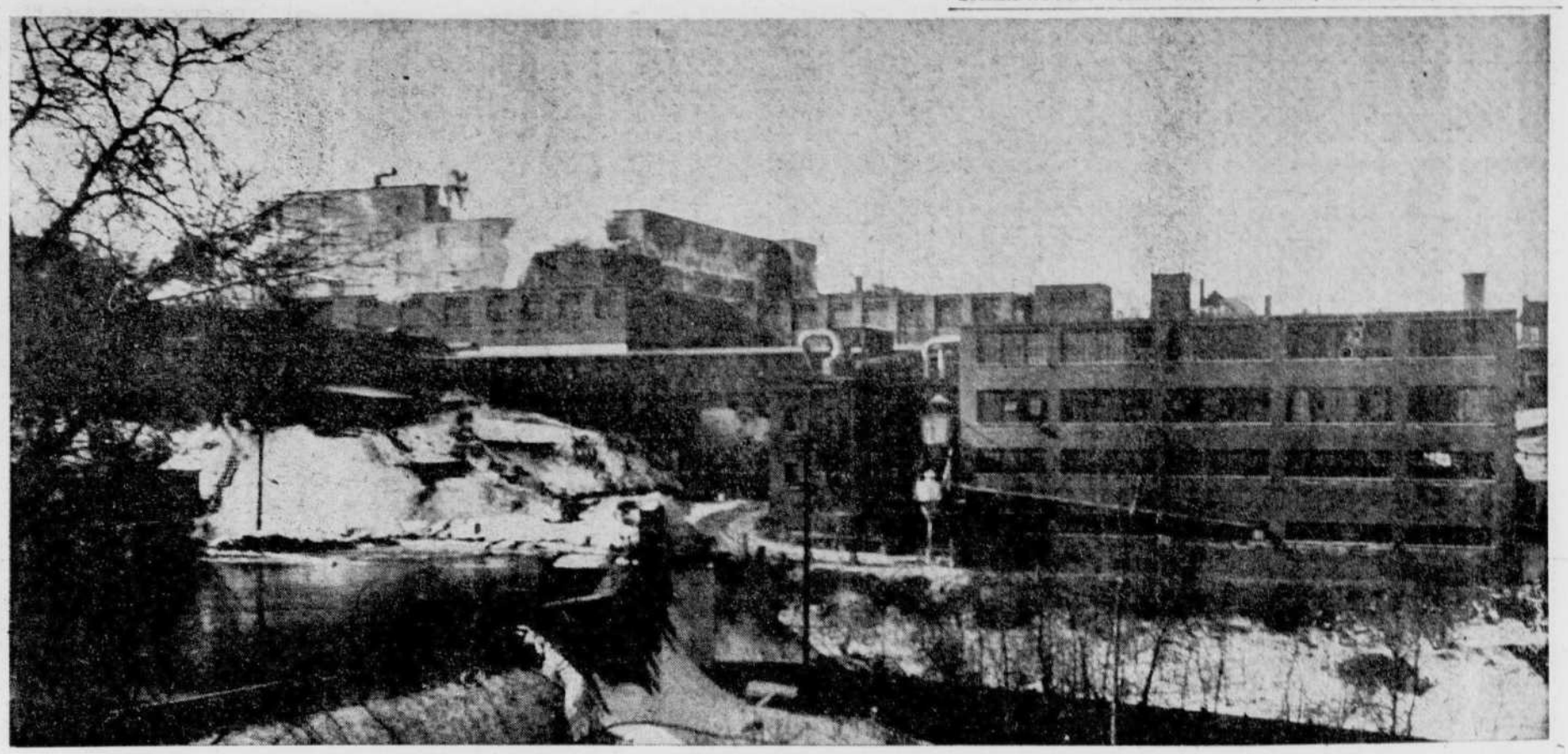

New section of the American Biltrite Rubber Co. rises above the original plant at top left. (Record Photo by Gerry Lemay).

Canada's Largest Producer Of Rubber Heels, Soles Expands Plant

An extensive expansion plan highlighted activities at the Sherbrooke subsidiary of the American Biltrite Rubber Company during the past year.

The new building, which occupies close to 100,000 square feet of space is near completion and will house a number of the beginning processes of the company's products. It has been almost a year and a half in construction.

Established in 1913 as the Panther Rubber Co. Ltd., the Sherbrooke branch of the Company is the oldest manufacturer of rubber heels and soles in Canada, and is now regarded as Canada's largest producer of these products.

By establishing the Flooring Division, the Sherbrooke plant became one of the first Canadian manufacturers of rubber flooring, and more recently became the leader in introducing vinyl flooring.

As producer of the Amtico rubber and vinyl floorings, the company is now regarded as the Dominion's largest producer of vinyl and rubber floorings.

The American Biltrite Rubber Company, which began as a small, family enterprise, marked its Golden Anniversary in 1958.

Today their annual sales volume exceeds $70,000,000 and the company has become the world's largest manufacturer of shoe soling materials and of vinyl and rubber floor coverings.

The Sherbrooke plant is one of eight extensive plants located in the United States and Canada, employing over 5,500 skilled workers, occupying more than 2,000,000 square feet and processing over 100,000 tons of materials annually.

HEEL AND SOLE DIVISION

The Canadian plant which offers the most complete line of composition rubber soles and heels, serves more than 300 shoe manufacturers and over 4,000 shoe rebuilders.

The first and best known composition rubber sole and rubber heel to Canadians was the brand name of Panco.

Today there is a large family of brand names such as Biltrite heels and soles, Panco heels and soles, as well as Nuron and Nuron Crepe cellular soles.

As a pioneer in many technical and styling improvements, the company's heel and sole division was the first to manufacture soling material in sheet form.

The Biltrite name gained wide international prominence when the company retained the services of Gino Prato, New York shoe rebuilder.

The Heel and Shoe Division

Continued on Page 76

AMERICAN BILTRITE RUBBER CO.
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• BELTING HOSE
• V BELTS
• MATTING

SURPRISES

Continued from page 60

year.

TUESDAY 30: The city has purchased $41,000 worth of land for the widening of the King-Murray-Papineau intersection.

JULY

THURSDAY 2: The Central Mortgage and Housing Corporation will lend the City of Sherbrooke 75 per cent of the total needed to build a "slum clearance" housing project in the City's Assumption parish.

FRIDAY 10: The contract for the construction of the Sherbrooke Municipal airport has been awarded to the Societe d'Entreprise General of Amos, Ottawa announced.

WEDNESDAY 22: The Treasury Board has approved construction of a 6,000-foot runway for Sherbrooke's new airport.

AUGUST

THURSDAY 13: The City of Sherbrooke will call for tenders for the sale of $2,860,000 worth of 20-year serial bonds city treasurer Pierre Bachand announced.

TUESDAY 25: An amendment to the city's zoning bylaw for the Victoria Ontario street intersection was approved by council following a long and heated discussion with strong opposition by North Ward aldermen.

SEPTEMBER

WEDNESDAY 2: City Treasurer Pierre Bachand will retire from his post at City Hall for a post with the Walter M. Lowney Company..

WEDNESDAY 9: A complete report on the plan of Ald. J. M. Jeanson, Waterworks committee chairman, to draw the Sherbrooke water supply from Lake Memphremagog rather than install a filtration system said it would cost the city $2,500,000.

The recent amendment to the zoning bylaw permitting construction of a gasoline service station in the North Ward was rescinded.

THURSDAY 10: The city spent a total of $5,831,821 to operate its various departments during 1958.

TUESDAY 15: Plans are being drawn up for a bridge to connect the North and East wards of the city.

OCTOBER

WEDNESDAY 14: Mayor Armand Nadeau threatened to abandon Sherbrooke's proposed West Ward ski-trail because of "lack of co-operation" on the part of the University of Sherbrooke.

THURSDAY 15: Four plans of a set of 27 prepared by Sherbrooke's Town Planner J. C. LaHaye, were presented at City Hall after more than two years of waiting.

TUESDAY 20: The Dominion Securities Company Ltd., has been chosen as the negotiating agent by the city for the sale of $2,500,000-worth of bonds to be sold on the American market.

A total of 394 parking meters at a cost of $29,932.55 will be purchased by the city. Of these, 268 will be installed on Wellington and King Streets while the remaining 126 will be placed in parking lots.

FRIDAY 23: City officials together with Sherbrooke clergy officially opened the Webster parking lots.

SATURDAY 24: Mayor Armand Nadeau predicted a 5,000 population jump within the next three years.

FUN AT NEW MUNICIPAL SKI TRAIL

NOVEMBER

TUESDAY 3: Notice of motion for a $150,000 loan bylaw for the Assumption parish slum clearance plan was presented by West Ward Ald. J. M. Jeanson.

WEDNESDAY 25: The population of Sherbrooke now stands at 63,278 an increase of 1,269 over 1958.

DECEMBER

THURSDAY 10: A real estate tax increase of three mills, which brings the municipal tax rate to 13 mills and the total property tax including that for schools to 16 was provided for in the 1960 budget adopted by council.

The budget provided for a record-making revenue from all sources of $8,672,249.40 with an anticipated surplus of $1,613.07.

TUESDAY 29: Council approved the issuance of $298,000 in bonds to reimburse the treasury for emergency capital expenditures carried out during 1959.

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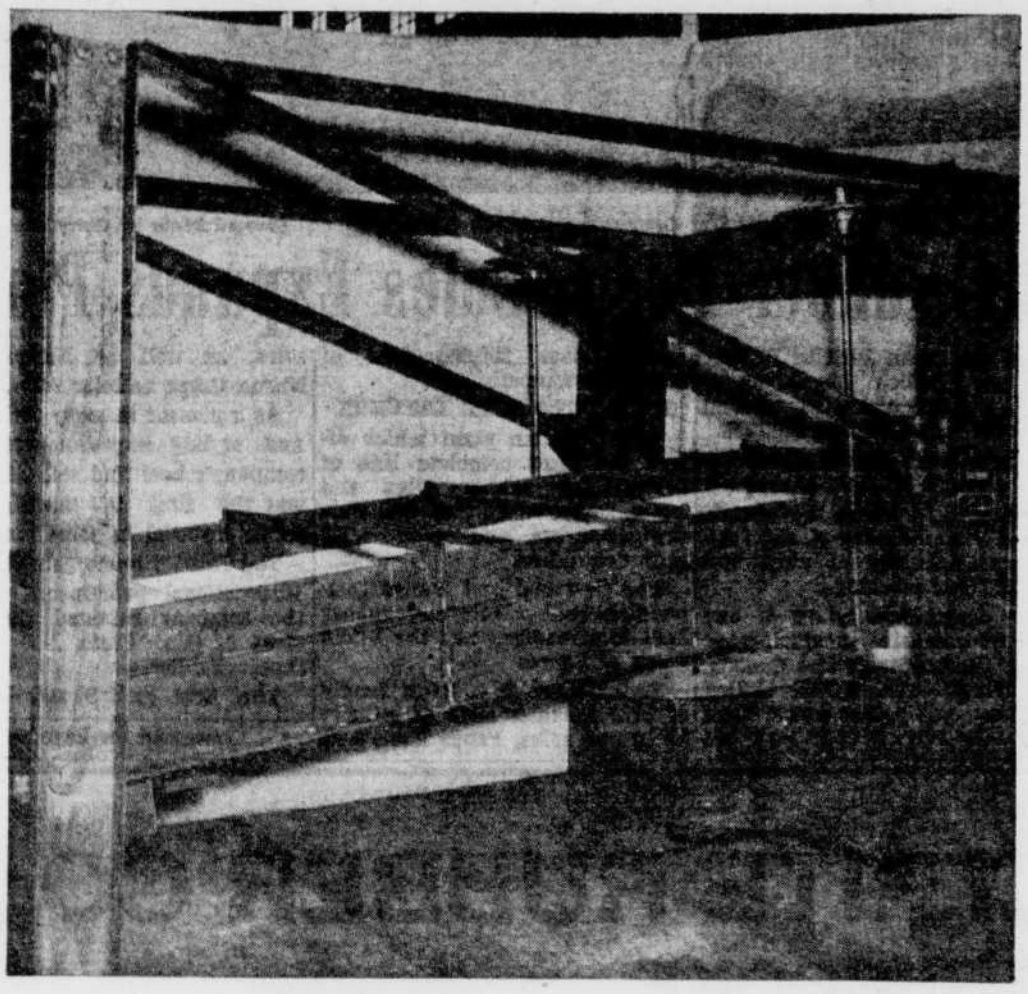

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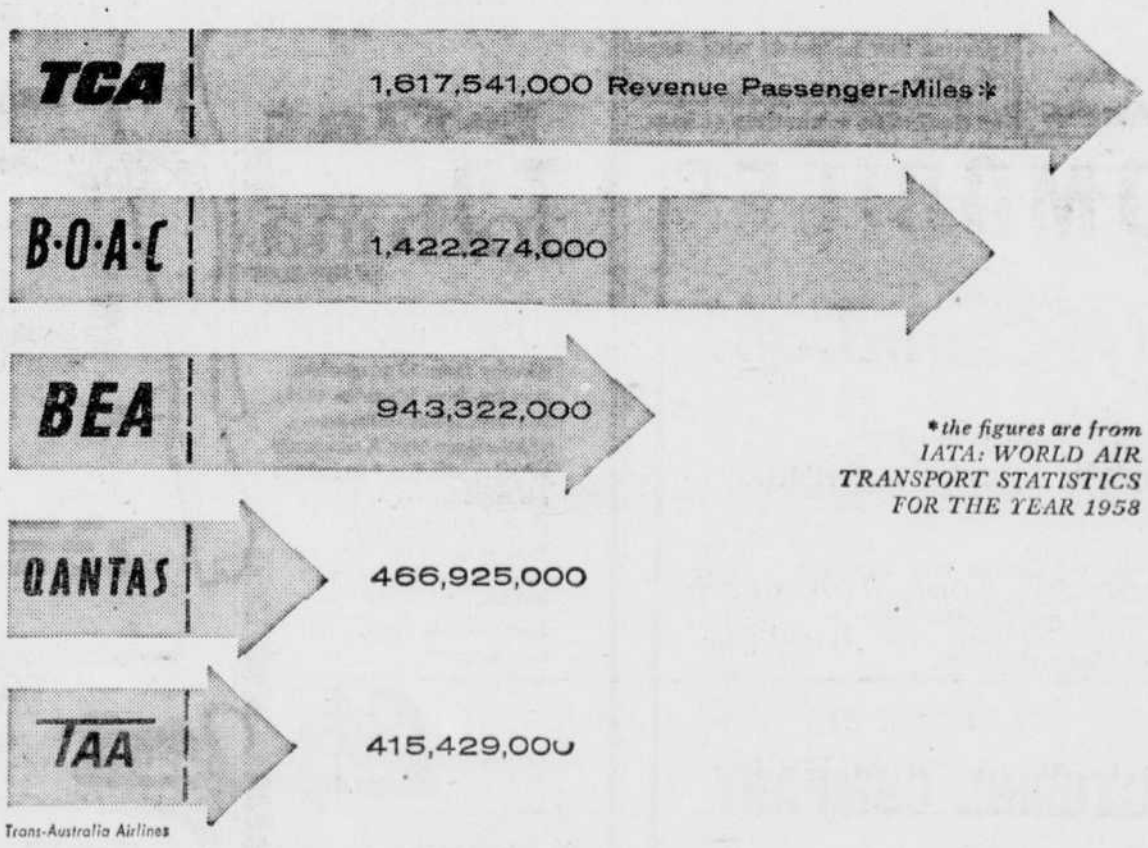
Canada's **TCA** is now the Commonwealth's largest airline



the figures are from IATA: WORLD AIR TRANSPORT STATISTICS FOR THE YEAR 1958

Based on the number of passengers carried and passenger-miles flown by any single airline, not including subsidiaries, TCA now ranks first among the great airlines of the Commonwealth. TCA services link all main centres in Canada from coast to coast; TCA routes cross the Atlantic to Britain and Europe, and lead southward to major U.S. cities, Florida, Bermuda, Nassau and the Caribbean. You're flying in good company when you fly with TCA!

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Farm Net Income Likely Up

Canadian Agriculture Continues To Expand

By HON. DOUGLAS HARKNESS, M.P.
Minister of Agriculture, Ottawa

Despite a year in which unfavorable growing and harvesting weather was a serious factor, Canadian agriculture continued to expand in 1959. Early fall estimates indicated a production five per cent greater than in 1958.

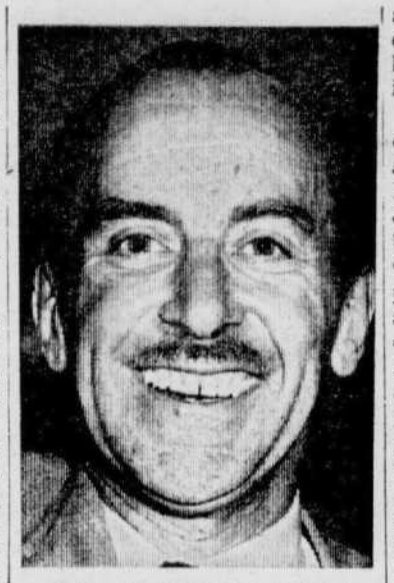
The national economic recovery and expansion begun in the previous year was accelerated and showed in greater consumer spending and business outlays. Price increases usually accompanying such boom conditions were modified by the existence of abundant stocks.

In most countries there has been increased domestic business activity and external trade. Quantitative control and discrimination against dollar imports were reduced in 1959, but the reductions were less favorable to agriculture than to other fields of trade.

World food production reached record levels in the 1958-59 crop year. Total world stocks of agricultural products increased by about 10 per cent over a year earlier as also did North American stocks. World food supplies are expected to rise again in the 1959-60 crop year although bread grain production will be smaller than a year earlier.

In Canada the current rise in business investment will likely continue into 1960. A continuation of the upward trend in consumer spending is indicated by the large personal savings deposits, increased employment and rising real income.

There was less unemployment



HON. D. HARKNESS, M.P.

in 1959 than in 1958 and dairy farms and areas where special crops are grown experienced shortages of labor. A downward trend in the number of self-employed workers and unpaid family help was partly offset by an increase in the number of paid workers, with the result that the number of agriculturally employed—701,000 in the first eight months—declined less than in other recent years.

The demand for labor in non-farm industries is expected to be strong in 1960. This will probably draw more workers from the farm leaving more openings in agriculture for immigrants of whom 3,613, admitted up to Aug. 31 last year, stated their intention to work in this line of occupation.

NET INCOMES LIKELY UP DESPITE COST RISE

Farm cash income from the sale of farm products for the first half of 1959 was $1,318 million—an increase of $39 million over 1958, and of $134 million over 1957. Farm cash income for the full year is likely to be higher than in 1958. Farm net income, too, will probably be somewhat higher in 1959 than in 1958 in spite of the fact that farmers paid about three per cent more for commodities and services in 1959.

What the farm income situation will be in 1960 is difficult to forecast in the light of the harvesting situation in the West. The early onset of winter, with much of the crop under snow or water, is bound to have an influence on total farm income, as both sales and grades of grain may be lowered. This influence will, of course, be reflected in the 1960 figures when final comparison can be made with those of 1959.

When we add to this an expected decline in marketings of hogs, and perhaps of eggs, before the end of 1960, it seems quite possible that farm income may be less in 1960.

Unusually warm dry weather characterized the 1959 growing season in the Prairie and Central Provinces. Heavy rains in late June across the Prairies were in time to avert widespread drought damage to crops and there were prospects of near average yields as the harvest commenced. However, wet weather starting about mid-August, followed by snow storms in early October, imperilled a considerable portion of the grain, fodder and other crops of the Prairie Provinces. In November it was claimed that some 260 million bushels of wheat, oats, barley and flax were snowed under.

Similar conditions existed in 1951 and much of the crop was recovered when the following spring proved favorable. An immediate effect of the unseasonable snowfall was a threatened shortage of straw for fodder and bedding and a longer indoor feeding period. The Federal Government agreed to share with the three Prairie Provinces the costs involved in transporting fodder to relieve local shortage thus caused.

VARIETY OF CROPS HIT BY WEATHER

A variety of other hazards, including frost, wind and hail in parts of Eastern Canada and British Columbia have caused significant losses on fruit farms and a severe cut in tobacco production. Drought and winter killing reduced output of various crops in Ontario and Quebec.

Several important pieces of agricultural legislation were enacted during the year.

The Farm Credit Act, replacing the former Farm Loan Act, is designed to broaden the provisions of long-term credit for established farmers and to provide adequate credit for young men with farm experience who wish to establish themselves on their own farms. The new Act increases the maximum loan from $15,000 to $20,000, while as much as $27,500 may be borrowed by young farmers who agree to operate their farms under supervision.

Provision was also made for the Government of Canada to assist any province in the opera-

Continued On Page 79

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Officials of the Quebec Pomological Society discuss plans for the promotional campaign aimed at winning more popularity for the province's home-grown apples. Left to right: President, Hamilton Marshall; Secretary, Jacques Berthiaume; Vice-president, Nolasque April.

Would Stimulate Consumer Interest

Growers Promote Quebec Apples

MONTREAL. — First-ever major promotion to be staged by Quebec apple growers is under way. The promotion has a two-fold aim: to move last year's crop, currently estimated at close to four million bushels, and to create more consumer interest in Quebec apples, both inside and outside the Province.

The promotion, which is being directed on behalf of the growers by the Quebec Pomological Society, is expected to more than offset the increased promotional activities inside Quebec by outside growers. In recent years apples from northern New England states and from other Canadian apple-growing areas have been making increasing inroads into the Quebec market, mainly because of the fact that they have been very heavily promoted.

Funds for the Quebec apple promotion have been raised by voluntary subscription among the Province's growers, in contrast to the system of compulsory levies for promotional funds employed elsewhere in Canada and the U.S. This past year the Quebec growers' contribution amounted to the equivalent of three cents per bushel.

Commented Hamilton Marshall, president of the Pomological Society; "It is very gratifying to us that the growers of the Province have subscribed voluntarily to this important job. We in Quebec were being gradually squeezed out of the market—not because we have a second rate product but because other growers are spending money on promoting their appl ein the Province.

"Our money will be spent on convincing the housewife that Quebec apples are the best and on ensuring that wholesalers and retailers get the whole-hearted co-operation of the growers in selling these apples."

The promotion will include advertising, a public relations campaign and the provision of extensive point-of-sale and merchandising material for retail outlets. Major chain stores have already promised their support for the campaign.

Consumer interest in Quebec apples — especially the famous McIntosh — will be stimulated by accenting the wide variety of apple recipes that are available for all occasions and by the resuscitation of many traditional Quebec recipes that have been lost sight of in recent years.

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WINTER FAIR
October 1st to 6th

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Schubert Club In 32nd Year

The Schubert Music Club has for the past 31 years been enjoyed by musicians of Sherbrooke. It has not only given its members opportunities to perform at its regular meetings but has often sponsored public performances. Encouraging young musicians has also been one of its chief endeavours.

At a recent meeting of the club, Miss Nora Leonard presented a paper teling of the early history of the club and interesting facts about some of its first members. Highlights of her paper have been incorporated in the following article.

Back in 1928, on the night of November 19, a few of the renowned local musicians of that day met at the home of Mr. and Mrs. J. K. Edwards and Miss Christina Edwards on Dominion Avenue for the first general meeting of a music club planned a few weeks earlier by an enthusiastic group at the home of Mrs. Ryott, a newcomer to Sherbrooke.

At this first meeting the musical program consisted entirely of works of Schubert, the centennial of whose death was that day being celebrated throughout the musical world.

An excellent paper dealing with his life and works was read by Miss Alice Wilson, two movements of his symphony were played by Miss Laura Rugg and Mr. Ralph Gustafson, a group of songs were was sung by Miss Gladys Davey, accompanied by Mrs. L. E. Codere and a second group by Mrs. Ryott, accompanied by her husband, Rev. Mr. Ryott.

Following the program officers were elected with Mrs. Ryott as the first president.

Then came the task of choosing a name for the newborn club, and it was decided to call it Schubert, in honor of the immortal Franz.

Not long after that first meeting, Mrs. Ryott and her husband were transferred and Mrs. J. K. Edwards was elected in her place, a position she held for three years.

Miss Gladys Davey, one of the artists that night, later left for Montreal where she married. After the retirement of her husband a couple of years ago, she chose as her new home Richmond, only 25 miles away.

Mrs. Codere, a most beloved member, is well remembered by the group, who are now looking forward to hearing her young granddaughter perform for them.

Miss Alice Wilson, who had the honor of opening the first Schubert Club program, was not only an accomplished musician but the writer of some lovely poems. A book of poems, My Sanctuary Garden, written by Miss Wilson, was published in her memory by her mother. One, "The Little New Moon", was set to music by Mrs. Codere, and frequently sung by members.

The remaining members to take part in that first program were Ralph Gustafson and Miss Laura Rugg.

Ralph, a nephew of Mrs. F. H. Bradley, has had a remarkable career. He also was a writer of poems. His poem, Song From Abroad, was included in his book, The Golden Chalice, which merited him a prize in the library contest sponsored by Hon. Athanase David, a former Quebec Provincial Secretary.

Miss Laura Rugg, an aunt of Mr. Fred Rugg, a member of the club, was a well known teacher of the piano, much loved for her kind and gentle ways.

Some thirty odd years have passed since that first night, and many happy hours have been spent by the members in the enjoyment of good music.

Looking back there were moments of joy, fear, doubt and anxiety. Joy at the growth of the club, and anxiety when one year, it was almost decided to disband.

The present older members of the Schubert Music Club look back on those vanished years with mingled feelings. Each home and hall in which there have been gatherings is filled with thoughts, memories, hopes and satisfactions.

And what of the future?

Recently the club has had the pleasure of hearing talented children of some of the members perform, such as Jo-Anne Gilbert, Anthony Hough and Pamela Halpenny. To such as these, the young musicians of today, will be entrusted the traditions of yesterday, and the obligations of tomorrow.

South African Veterans Fewer; War Recalled

Only two of the original members of the Sherbrooke Laager of South African War Veterans still meet to carry on the organization founded in 1927.

Tom Keeley and Alfred Walker alone remain active of the 19 veterans who formed the group at its peak enrolment. One other member, Tom Cockburn is at Ste. Anne de Bellevue.

For many years the annual reunion on the Saturday nearest May 18 (Paardeberg Day) was a time for reminiscing about old friends and experiences and exchanging information on com-

ALFRED WALKER

rades. But as time went on and death claimed them one by one, the group grew smaller and smaller.

The following is a list of the original members and the regiments with which they were associated:

Cpl. R. Becker, Cape Garrison Artillery; Tpr. A. G. Bigbee, Kitchener's Horse; Tpr. E. F. Croft, 18th Hussars; Tpr. T. Cockburn, Southern Rhodesian Light Horse; L.-Cpl. W. C. Dowsett, Royal West Kent Regt.; Pte. S. E. Francis, 1st Battalion, King's Liverpool Regt.; Capt. C. K. Fraser, Royal Canadian Regt.;

Cpl. F. de R. Gye, Paget's Horse; Pte. M. Howcroft, 1st Coldstream Guards; Cpl. T. Keeley, 2nd Battn. Royal Berkshire Regt.; Pte. J. Kennedy, 1st Battn King's own Scottish Borderers; Sgt. S. J. Martyn, Gordon Highlanders; Tpr. A. MacLeod, Kitchener's Fighting Scouts; Tpr. W. McKeen, South African Constabulary;

Tpr. G. Pennington, 6th Inniskilling Dragoons; Farr. Q. M. Sgt. W. J. Prinn, Royal Field Artillery; Sgt. G .Scoon, 1st Royal Dublin Fusiliers; Farr. Q.M. Sgt. A. W. Tracey, Canadian Mounted Rifles; Rifleman A. Walker, 2nd Battn. Royal Irish Rifles.

Nearly 28 years ago, Alfred Walker wrote of some of his experiences in the Boer War for a veterans' magazine. Part of his story is here reproduced.

By the time the Boer War was declared on Oct. 11, 1899, Rifleman Walker had been almost a year in the Royal Irish Rifles, having joined up Dec. 1898 in Belfast. He returned home in 1903 and seven years later came to Canada and Sherbrooke.

* * *

By ALFRED WALKER

To the young soldiers who had never experienced a long sea trip on a military transport, the first few days were trying indeed.

Christmas Day, 1899, found us in Las Palmas, (Canary Islands)

Continued on page 77

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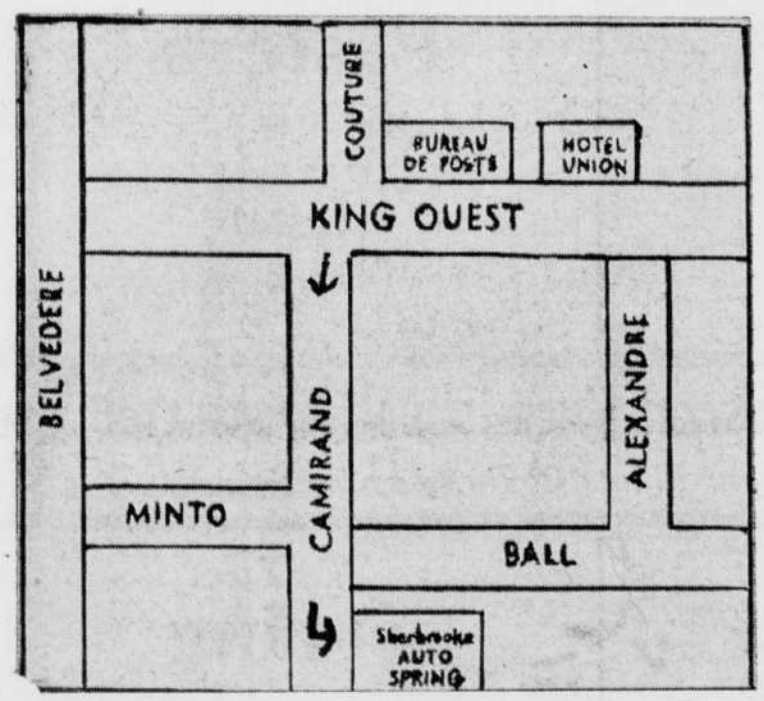

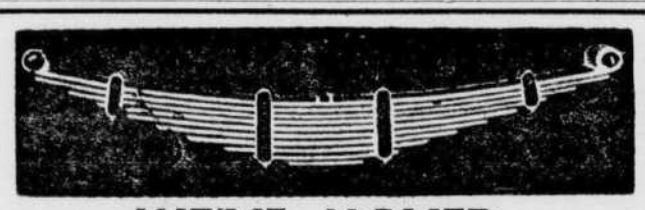

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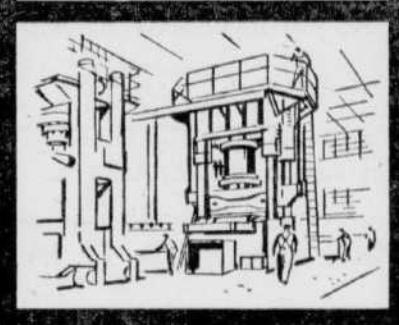
THE NEW LOOK IN Québec



In less than one generation the face of Québec has changed. Where just a few years ago, electricity did little more than light city homes, it now powers giant industries – chemical, metallurgical, manufacturing, and brings all the benefits of modern living to homes in farm and city. The establishment of thousands of new industries has brought profitable and stable employment to the citizens of Québec. The opening up of the limitless mineral resources of New Québec has provided the motive power for an unparalleled development. A simultaneous road, rail and bridge building program has provided easy communication between all parts of the Province. A thorough revision of educational objectives is now providing Québec youth with the know-how to participate in and direct this amazing growth. And yet Québec has not lost sight of its traditions. A sound religious background, a happy family life, a stable government, every facility for sport and play, make La Province de Québec a good place in which to live and work. It offers every advantage to new industries, and every opportunity of profit to the investor.

LA PROVINCE DE Québec

For further information on La Province de Québec, write: Provincial Publicity Bureau, Parliament Buildings, Québec City, Canada; or 50 Rockefeller Plaza, New York 20, N.Y.

Figures show that Quebeckers live well

Population	**4,955,000**
Personal Income	**$6,165,000,000**
Retail Sales	**$3,596,700,000**
Farm Production	**$626,000,000**
Manufactured Products	**$8,236,100,000**
Homes electrified	**98.5%**
Homes with radio	**96%**
Homes with TV	**69.7%**
Homes with telephones	**78.7%**
Passenger Cars	**726,582**
Motor trucks & buses	**201,425**

Bishop's U. Started Year With Record Enrollment

The past year at Bishop's has been an extraordinary one in many ways. To begin, with, the largest freshman class ever, 186 in all, invaded the campus in September, to fill classrooms to near bursting capacity, and bring the total enrolment figure up to 400.

To cope with the greater influx of students, the university acquired several new buildings. A new library, a new women's residence, and three more faculty houses were constructed. These are the first steps in the overall expansion program which is planned.

By ROBIN KOTZE
(Record Correspondent)

In sports, the Bishop's football team had a mediocre season, winning two games and losing three. They were defeated twice by Macdonald College, and once by Loyola, but managed to end the season on a winning streak by defeating R.M.C. and St. Pat's of Ottawa. There were quite a number of promising freshmen on the team, and therefore it is hoped that the team will be somewhat stronger next year.

The men's soccer team, the Croziers, met with greater success, ending their season with a 1-2-2 record. They were able to win the League Challenge Cup, but were kept from the championship when Magog defaulted their last game to Bishop's, the Croziers needing a 4 goal win to cop undisputed first place.

A new team on campus was the women's soccer team, named the "V.V.'s". Out of 3 games played, they managed two ties and one win. They tied the men's team, and the girls from King's Hall Compton, 1-1, and beat Johnson State girls by 10-4. In this last game, each goal counted for 2 points.

Students Worked In New Library For First Time.

In basketball, the Gaiters bowed to an overwhelming defeat 34-38.

The women's basketball team, coached by Sylvia Smith, has a record so far this season of 9-2, and is tied for first place in their league. Their main opponents are the Sherbrooke Y.W.C.A. who are battling for the championship every step of the way.

For the first time at the university, a second men's basketball team was formed to play in the new Eastern Townships Basketball league. They put up a good showing, ending up third in the standings with a 3-3 record.

The hockey team had a bad year, and there has been talk around the the campus of transferring the team to another league where the competition wouldn't be quite as stiff and the expense of travelling to games would be less. At the moment, with trips to Kingston, etc., there is a very large portion of the Athletics budget devoted to hockey. The Gaiters went winless in games, but ended up with a 2-8 record due to the default of two games by R.M.C. who dropped from the league.

The Bishop's team won the St. Lawrence Golf Championship in the fall, played at the Lennoxville Club. They beat teams from Sir George Williams University, Carleton University and Loyola.

Bishop's also placed 3rd in the Ottawa ski meet, and are in fourth place in the Sherbrooke volleyball league, with 17 wins and 17 losses.

This year's series of Skinner Debates was won by the Divinity Students over Arts and Science, by 2-1. Topics of debate were: "The press in Canada is more powerful than the pulpit," "Canada should inaugurate a peacetime draft within two years", and "That women are spoilt children of the machine age."

In the final debate. Arts and Science were declared the winners, but an addition error was found in the scoring, and the decision had to be reversed.

In inter-collegiate debating, Bishop's was knocked out in the first round of the Inter-University-Debating-League's series. by McGill, which defeated both the visiting team of Doug Brown and Paul Jones, and the team which remained at Bishop's, consisting of Gerri Hanna and Malcolm Hughes.

However, in the McGill Winter Carnival debating, Bishop's won two out of three, beating Williams and Long Island and losing to Western, on the topic "That labor and management should be compelled to settle their disputes in legally established courts of arbitration."

Dramatics has had probably its greatest year in the history of Bishop's, with three minor plays, "Hello from Bertha", "Moony's Kid Don't Cry", and "Fumed

Continued on page 72

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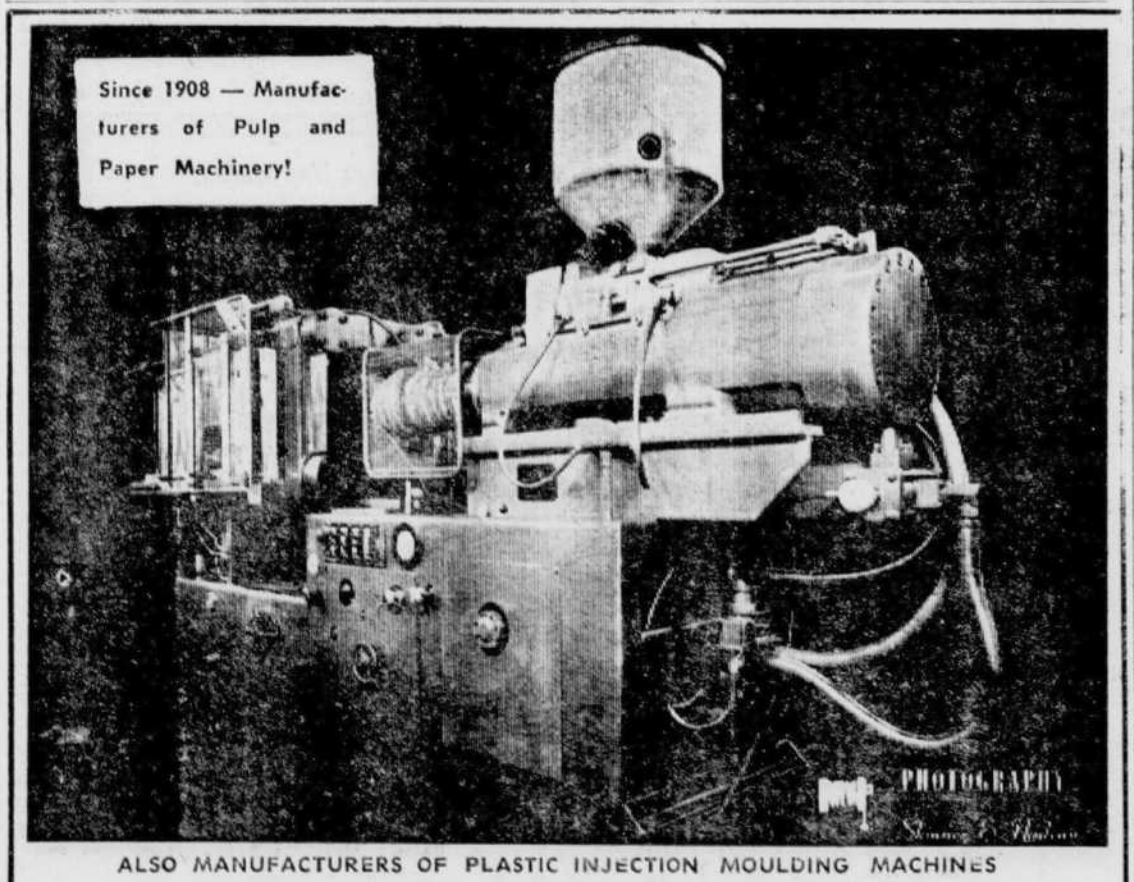

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Better Prospects For 1960

Electrical Shipments Down Slightly

By J. HERBERT SMITH, D.Sc.,
President, Canadian General Electric Company Limited

A year ago, the Canadian economy had passed through a mild recession and there was evidence of increasing strength in the general business picture. The emergence from the recession was aided by increases in consumer expenditures and government spending and, for a time, by an unusual rise in residential construction.

While these factors had beneficial effects on business levels in some sectors of the electrical manufacturing industry, they were offset to a degree by a continued decline in business fixed capital expenditures and a consequent reduction in equipment ordered for utilities and heavy industry. This latter factor has weighed heavily on Canadian electrical manufacturers As a reflection of this, preliminary estimates indicates that electrical products shipped by Canadian manufacturers in 1959 will reach a value of approximately $1,100,000,000, a decline of 2 per cent from 1958's total.

This is a continuation of a trend which has been in evidence for the past four years. In 1956, the peak year of activity for Canadian electrical manufacturers, shipments of products amounted to $1,229,900,000. Since then, shipments have steadily declined in value each year. In 1957, the value of goods shipped was $1,225,213,000, and in 1958 $1,121,878,000.

This decline has occurred despite strenuous efforts on the part of Canadian electrical manufacturers to strengthen their position in a growing market and a rising economy. Import competition and other factors have continued to take their toll, and are reflected both in lowered value of shipments and in declining employment in the industry.

From a peak level of 83,296 in 1956, the number of people gainfully employed in the industry dropped to 81,272 in 1957 and declined further to 72,643 in 1958. However, it is estimated that this rate of employment will remain above 70,000 when the 1959 census of industry is taken.

In contrast to the declining level of activity in electrical manufacturing, Gross National Product in Canada has been rising progressively. From a level of $30.6 billion in 1956, GNP rose to $31.8 billion in 1957, $32.5 billion in 1958, and is expected to reach level of $34.5 billion in 1959.

APPARATUS

This seeming paradox of an aggressive and cost-conscious industry experiencing declining levels of output in a rising economy can be attributed largely to the cyclical decline in business capital spending which has occurred over the past two years. It is toward this market for heavy capital goods (called 'apparatus') that much of the industry's productive capacity is oriented; and it is in this declining market that Canadian electrical manufacturers have been most vulnerable to the assault of producers in low wage rate countries overseas, particularly in Europe.

There should be no delusion that this assault from overseas has been directed at products this country imports from the United States. The drive is directed at products that are designed and built - and provide employment - in Canada. The weight of this assault by foreign producers of electrical products can be measured by the fact that, since 1952, electrical imports have risen 65 per cent faster than all imports into Canada.

The Canadian electrical manufacturing industry has exerted every effort within its own command to meet this challenge from overseas. It has, in general, met European price levels in the apparatus field. As one example taking 1949 price levels for power transformers as 100 per cent and the composite Canadian cost of labour and material at that date as 100 per cent, Canadian price levels today stand at 88 per cent of 1949 and costs at 152 per cent. By reducing earnings to the vanishing point and below, and by designing out every spare ounce of copper and steel, a Canadian power transformer industry has been kept in existence, though precariously. This same effort has been applied to many other product lines.

J. HERBERT SMITH

While carrying out these energetic measures to meet foreign competition, the industry has asked its customers, in their own basic interests, to include in their analyses of domestic and foreign prices a full evaluation of the benefits inherent in Canadian-made equipment, beyond the quality of the equipment itself. These benefits include: increased employment opportunities for Canadians; taxes paid by the domestic manufacturer to all levels of government; contributions made by Canadian manufacturers for charitable and welfare organizations, and for university needs; training programs carried out by Canadian manufacturers for technical personnel; and the constant flow of engineering data between the industry's engineers and those of its customers.

It could be mentioned that Canadian electrical manufacturers are themselves large buyers of components and materials, with purchases amounting to close to one-half billion dollars annually. These manufacturers aggressively support Canadian industry, and in many cases pay a premium to do so. This premium is not considered to be charity. It is merely a carefully evaluated payment for those extras which all Canadian industry needs for its long-term prosperity, and which are not provided by the foreign manufacturer.

Electric power, and the equipment to put it to work, continues to provide the keystone of Canada's growth. In 1959, for the first time, output of Canada's electric stations exceeded 100 billion kilowatt-hours. The vast bulk of this power is generated from hydraulic sources, but major waterpower sites within economic transmission distances of such large power-consuming centres as Southern Ontario have now, or in the near future will be, fully developed. Thus the attention of utilities and manufac-

Continued On Page 74

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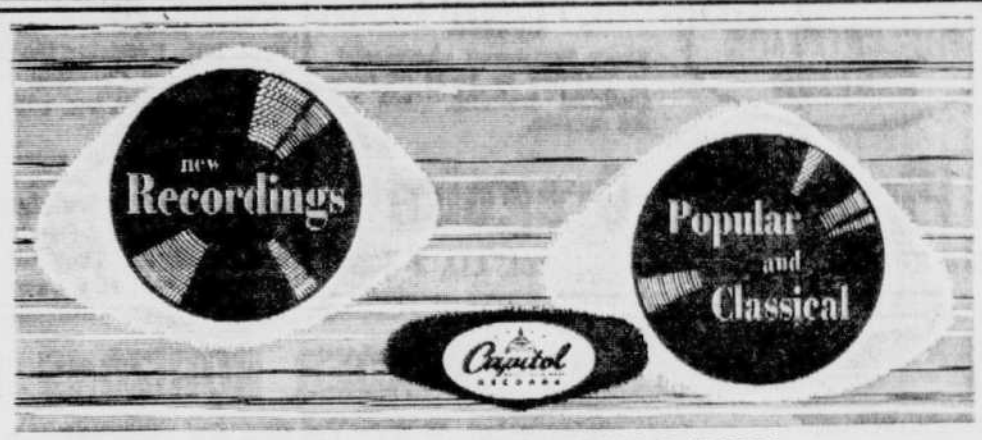

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Townships' Militia Keeps Apace With National Defence

By CHARLES CATCHPAUGH
(Record Correspondent)

Today, almost fifteen years after the end of Second World War, the need for defence is as important as ever. With the ever present threat of hostilities, Canada continues to keep an alert fighting force.

Much emphasis is placed on the training of part-time forces among the three services and in the Eastern Townships the militia, has become part of its way of life. The region's past owes much to the reserve army, and in tracing the history of the militia, it may be noticed that it closely parallels district progress.

In this modern age of science, fighting has progressed to the point, where highly skilled combat perfectionists alone can possibly hope to exist in a conflict. In keeping the permanent force up-to-date, a large degree of concentration is placed on the readiness of the Canadian Army Militia. Regular force instructors are training civilian-soldiers, so they too will be able to keep abreast of the modern methods and equipment used by their counterparts in the fulltime army.

Part-time soldiers in the Eastern Townships, with the exception of Thetford Mines, belong to the 9 Militia Group, which moved their headquarters to Sherbrooke from Montreal last summer. Units of this group are The Sherbrooke Regiment and 7/XI Hussars Regiment, of the Royal Canadian Armoured Corps; The 27th and 46th Field Regiments, Royal Canadian Artillery; 6ieme Bataillon Royal, 22e Regiment, and Les Fusiliers de Sherbrooke, Royal Canadian Infantry Corps; 8th Medical Company, Royal Canadian Army Medical Company; and 24 Technical Squadron, Royal Canadian Electrical and Mechanical Engineers. Together, these units comprise a self-sufficient fighting force, directed from 9 Militia Group headquarters.

NEW RESPONSIBILITY

When the Department of National Defence issued their directive regarding national survival almost two years ago, the militia gained a new high in importance, as they acquired new responsibilities. They would assume the role of a force, standing ready to assist in major proportion disasters.

Major- General J. M. Rockingham, General Officer Commanding Quebec Army Command, stated, "By disaster, we don't refer only to a nuclear attack, but to other possible emergencies." He listed among these, floods, forest fires and epidemics, and stressed the importance of a well trained militia.

Since this directive was issued, the militia has made a concentrated effort to training their personnel to a high degree of competence.

"Of course," Lt.-Col. D. W. Ward, Commanding Officer of The Sherbrooke Regiment pointed out, "we're also remaining combat fit," as he noted that the reserve force was still undergoing normal instruction in warfare.

REGIONAL MILITIA OVER 125 YEARS

The first record of a militia force in this region dates back

Continued on page 73

GUIDON PRESENTED — Georges E. Pearkes, VC., Minister of National Defence is pictured here as he presented The Sherbrooke Fusilier (27th Armoured Regiment) RCAC, with their colours last Sept. 19th. Receiving the guidon is WO-2, Carl Olson, sergeant-major with the 1/8 Canadian Hussars, RCAC, who are now serving in Germany. Olson was with the Sherbrooke unit during the war.
(Record Photo by Gerry Lemay)

BISHOP'S U.

Continued from page 70

Oak" being presented in the fall, along with Gilbert and Sullivan's "Patience", and "Everyman", the 15th century morality play put on in the chapel. After Christmas, the Inter-Varsity-Drama-League Festival was held at Bishop's with 11 universities being represented. In the festival, "Hello from Bertha", the Bishop's entry directed by John Whitman came second.

John Wood was re-elected the president of I.V.D.L. for the coming year, and Terry Guest, also of the university was made the Business Manager.

The major play of the second term was "Teahouse of the August Moon," the broadway hit by John Patrick, directed by Arthur Motyer, whose production of "Everyman" was announced as scheduled to travel to Quebec city in March some time.

Winter Carnival was reigned over by blonde Sydney Price, this year's Carnival Queen, from Beaconsfield, Que. The weekend inaugurated several new activities at Bishop's, the most notable of which was an invitational ski meet attended by several colleges from Ontario and Quebec, which Bishop's managed to win.

Several speakers have visited the university during the year including Professor David Galloway of the University of New Brunswick who spoke on "Autolycus and America—the effect of the New World voyages on the Elizabethan Ballad"; Rabbi Harry Stern of Montreal who talked on "Where Jew and Christian can meet"; and Bishop's own Dr. D. C. Masters, head of the history department, who spoke on "The Duplessis Regime."

The Glee Club, under the direction of Dr. J. W. McCubbin, tried something new this year when it played host to several district high schools for an evening of informal singing and fun. The idea was to promote better relations between the schools and the college, and will be continued in years to come.

A new club has been formed on the campus. The Current Affairs club has been formed to meet and discuss problems which face Canada today. Papers have been delivered on such questions as the present debate in the House on capital punishment.

Finally, in the elections for the new Students' Executive Council, Barry Wansbrough and Sue Anglin succeeded Peter Hellyer and Jane Blaikie as Senior Man and Senior Lady. Other posts that have been decided are Secretary-treasurer, Cliff MacLean, Chairman of the board of internal affairs, Robin Kotze, President of Athletics, Brian Stevenson, Literary and Debating, Paul Jones, and President of Publiciations, Ann Stockwell.

AUSTRALIAN MINERALS

Lead and zinc exports valued at $79,000,000 made up 61 per cent of all minerals exported from Australia in 1959.

The world Methodist congress at Oslo, Norway, in August, 1961, is expected to be attended by 2,000 delegates from 79 nations.

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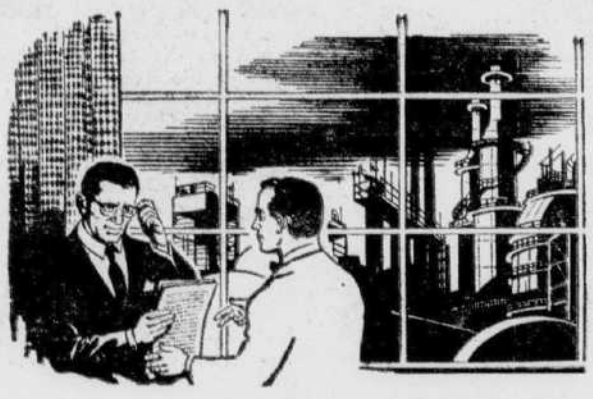

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NATIONAL SURVIVAL A MAJOR ROLE — Today the Canadian Army Militia is trained in the skills that would be necessary for them to cope with large scale emergencies. Among these are rescue tactics, as shown being conducted from a second story window above.
(Record Photo by Charles Catchpaugh)

TOWNSHIPS

Continued from page 72

to the mid 19th century. Its history has been traced in detail by Lt.-Col. Harold M. Jackson, in his book released two years ago, 'The Sherbrooke Regiment (12th Armoured) RCAC'.

In his account of the militia's importance, Col. Jackson emphasized the importance of the reservists, in protecting this region against possible invasion from the rebellious southern independent movement. Many of the men who enrolled in the militia were former soldiers of the British army, who had been given land grants in the Eastern Townships and encouraged to settle here in the event that their services should be needed. Methods and arms were crude, but an overwhelming enthusiasm was evident, and this desire to serve has remained one of the district's marks of distinction.

March 22nd, 1867, The Sherbrooke Regiment and the 7/XI Hussars Regiment gained their individual identities. Since that date, both units have written many colourful chapters in the region's progress.

It is recorded in the senior unit's history, that The Sherbrooke Regiment had personnel who served in the Riel Rebellion and later the unit was called out to repel a Fenian invasion. "The fiery Irishmen," it is noted, "had no stomachs for the hardy reservists!"

Throughout the past one hundred years, reservists have been meeting the call to duty.

Men of this region have served in the Boer War, First and Second World Wars and Korean War, and through their service, have brought fame and honour to the Eastern Townships.

Some three hundred men from The Sherbrooke Regiment's 117th Battalion, and the 7/XI Hussars' 5th C.M.R.'s gave their lives in the First World War.

When the Second World War began, The Sherbrooke Regiment joined forces with Les Fusiliers de Sherbrooke, formed in 1910, to organize The Sherbrooke Fusiliers, 27th Armoured Regiment. As Canada's only bilingual unit, this regiment earned fame for Sherbrooke as well as the nation.

The Sherbrooke Fusiliers took part in 25 major battles from D-Day to VE-Day, besides many other encounters, registering upwards of 25 per cent casaulties.

When the war ended, the militia was training with unlimited facilities and pay allotments. Peace brought several cut backs in defence spending but over the past fifteen years, the reserve force has been very active. Part-time soldiers are entitled to over a month's training time each year, with special allotted time for summer camp and instructional courses. They stand ready to serve when called upon.

THE CANADIAN ARMY MILITIA

Has "Written Many Important Chapters" In The Development And Progress Of Quebec's Eastern Townships!

Service in the MILITIA has been a respected part-time occupation for men of the Eastern Townships for more than one and a quarter centuries. The militia's origin dates back more than 135 years in this region, when loyal male subjects swore allegiance to their country, and were organized as a fighting force to combat possible invasion from the rebellious south. Throughout the years they've been known as the non-permanents, reservists and militia, and always regarded with highest respect.

The militia has rallied without question to the numerous calls for duty by her country, and the men who have swelled the Canadian Army ranks from this force of civilian-soldiers, have added handsomely to Canada's glorious history.

Today service in the Militia is still an integral part in our way of life, as Eastern Townships men serve with enthusiasm in units of the 9 Militia Group. When duty calls, these men will be ready as always, to serve with pride and efficiency.

THE MILITIA IS KEEPING PACE WITH PROGRESS

Employing proven training methods, using the latest equipment, learning advanced tactics.

In order to guarantee efficiency in militia ranks, training of these part-time soldiers is supervised by qualified instructors from the permanent force, who regularly attend method and weapon familiarization courses. These instructors give militiamen sound theoretical and practical instruction, in order that their knowledge may be more closely aligned with men in Canada's permanent army.

With the pressure imposed on fighting forces by new means of combat, it's essential that Canada's fighting men be in top physical and mental condition, possessing the ability to do their respective duty without hesitation.

Members in the 9 Militia Group units are meeting the high standards set for them, and excelling with honour.

Men between 18 and 45, physically fit, mentally alert, and desiring service with honour, are encouraged to join one of the units in the 9 Militia Group.

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46th FIELD REGIMENT, RCA, Drummondville, Victoriaville, Coaticook.
LES FUSILIERS DE SHERBROOKE, RCIC, Belvedere Street Armoury, Sherbrooke — Magog.
8th MEDICAL COMPANY, RCAMC, Williams Street Armoury, Sherbrooke.
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ELECTRICAL

Continued From Page 71

turers is being increasingly concentrated on the development of power being carried on by manufacturers to create a whole new body of Canadian engineering skills and production knowledge relating to thermal generating equipment.

Although thermal stations will account for a significant portion of the country's growing electric power needs, it is likely that much of the demand can be met by developing the more distant hydro power sources. Thus attention is being focussed increasingly on the problems associated with transmitting large blocks of power over many hundreds of miles.

Canada's electrical manufacturers are working closely with the nation's utilities on the solving of these problems. The economical transmission of power over distances of up to 500 miles necessitates the use of extra high voltage lines and terminal equipment, such as power circuit breakers and transformers. No one who knows the electrical manufacturing industry well will doubt its ability to contribute fully to the success of this highly significant engineering endeavour.

NUCLEAR POWER

The year saw increasing attention throughout the world in the generation of electric power from nuclear sources.

There has been much discussion regarding the relative suitability of the various reactor types to achieve economic power. With the variation of environment from country to country, it appears that where a particular reactor type is chosen to suit the needs of one country, that type may be much less promising elsewhere.

The United States continues to concentrate on reactor types using enriched fuels which can be supplied from very costly enrichment plants necessitated by their military program. The United States is unique in this respect and so we see other nations who are more interested in reactor types employing natural uranium rather than enriched. For instance, the United Kingdom is continuing its work on large power stations using natural uranium and graphite moderator; the U.K. have placed recent emphasis on chemical re-processing of spent fuel and on breeder reactors.

Canada, having abundant resources of low cost natural uranium, is quite logically following the development of the natural uranium-fuelled, heavy water-moderated reactor type whose technology she has pioneered.

European interest in the Canadian reactor program was emphasized early in 1959 when an agreement was concluded between Canada and the Euratom countries for a joint development program and exchange of information on the Canadian type of power reactors. Under the agreement, a joint board will advise on a research and development program which will entail an expenditure of $10 million shared equally over the next five years.

Considerable progress and increased interest in the organic cooled, heavy water moderated reactor type designated "OCDR" was seen in 1959. This reactor is based on the Canadian technology but uses an organic coolant instead of heavy water.

The use of organic coolant reduces system pressures and associated containment problems. Since organics are also non-corrosive at high temperatures, the need for expensive zirconium tubing is eliminated. These, along with other advantages, promise significant reductions in capital costs, while still largely retaining the low fuelling cost inherent in heavy water moderated reactors. Atomic Energy of Canada Limited has authorized the conceptual design and development of a 40,000 kilowatt (thermal) reactor of this type designated "OCDRE." It appears likely that this program may result in the construction of an experimental reactor of this type in the newly announced nuclear engineering facility to be located north-east of Winnipeg, Manitoba.

Excellent progress has been made on Canada's nuclear power demonstration rector (NPD) located a few miles downstream from the Ontario Hydro's Des Joachims generating station on the Ottawa River. The structure of this station has been largely completed and installation of mechanical and electrical equipment is underway. With the installation work completed by the end of 1960, testing and commissioning will take place during the fore part of 1961. This plant will provide experience in the design, construction and operation of a nuclear electric generating station, as well as serving as a training facility for personnel.

Information and experience from NPD will be of great assistance to the design and construction of the first full-scale 200,000 KW (electrical) nuclear plant known as "CANDU", for which NPD is a prototype. CANDU was authorized this year and is scheduled to be in operation by late 1964 or early 1965 near Kincardine, Ontario. There is considerable confidence that the power cost achieved by this reactor will closely approach that of a conventional coalfired plant.

In view of the fact that Canada has enormous reserves of low-cost natural uranium, its use for power production in place of imported coal would prove a great boon to the general economy. Heretofore, ample hydraulic resources have underpinned our industrial growth. It now appears that our uranium resources, supplemented by domestic fossil fuels and remaining hydraulic resources, will ensure that our energy needs will be amply met for the foreseeable future.

CONSUMER GOODS

Industry sales of major appliances during 1959 have generally followed along forecast lines, with most products showing a modest growth over 1958 levels. There has been some weakening of the market during the second half of the year due to the reduction in the number of housing starts.

Television sales are down some 3 per cent from the 1958 level since the replacement market has not yet had time to develop.

The increase in sales of refrigerators (up 2%) electric ranges (up 19%), wringer washers (up 3%) and automatic laundry equipment (up 32%) have more than offset the decrease in television. In the overall, sales of this group of consumer products are running at a rate almost 7 percent ahead of 1958.

For 1960, the cumulative effect of high interest rates, the continued rise in the cost of living index, plus other so-called "inflationary" factors, will all exert an upward pressure on costs. Since these cost increases cannot be abserbed by the manufacturers, it is almost inevitable that the prices of the end products will increase.

With housing starts declining, and with "tight money" still with us, it is difficult to foresee any sizable growth in this portion of the market during 1960.

Another factor limiting the growth of market for Canadian-made appliances is that imports are continuing at a high level in many product lines. This is due, in part, to the present premium on the Canadian dollar.

The Canadian appliance industry is well equipped to serve the Canadian market with Canadian-made products. Currently, the appliance market in this country is in a relatively stable condition. Continuation of this stability is dependent, in large

Continued On Page 78

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Two Of City's Older Residences Were Homes Of "First" Mayors

In the early life of Sherbrooke the majority of citizens were English speaking and it followed naturally that its first mayors were the same.

G. F. Bowen, lawyer, soldier, sheriff and honorary doctor of Civil Law of Bishop's University was Sherbrooke's first mayor. His home is shown at right on Prospect street, essentially the same today as it was when he occupied it in 1852, the year he was elected to office.

He was followed by seven other English mayors, Hon. J. G. Robertson, R. W. Heneker, A. P. Ball, R. D. Morkill, John Griffith, E. Clark and W. B. Ives.

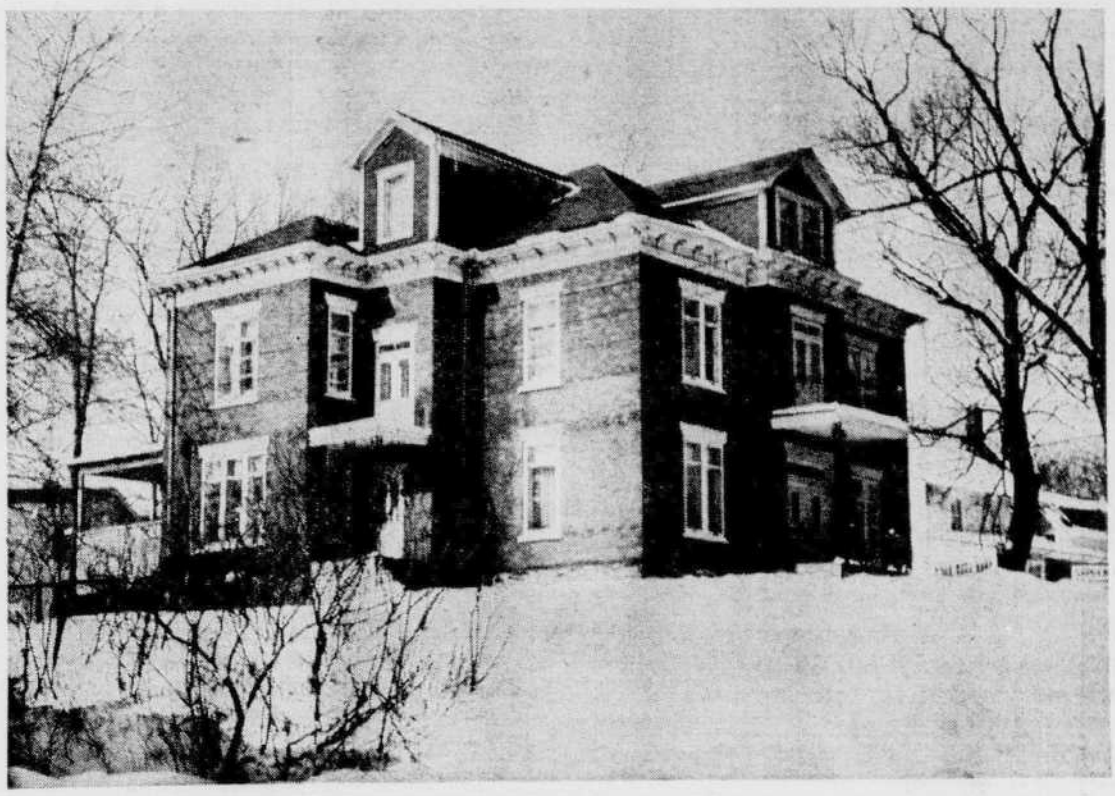
Then Sherbrooke's first French mayor took office in 1880. He was Hubert C. Cabana, lawyer, journalist and politician who had been a councillor for several years. He lived in the house below, on the corner of Belvedere and Montcalm streets.

It was not too long after this period that a system was inaugurated which provided that French and English mayors should be elected alternately, as the French speaking minority was rapidly expanding. It was a system that worked well for many years in a city well-known for the Bonne Entente between the two groups. It is no longer in effect.

A. C. Skinner, who identified the residence of these "first" mayors of the city, was mayor of Sherbrooke in 1930.

(Record photo by Gerry Lemay)

Australia's Queensland state sugar mills produced a record 1,200,000 tons of refined sugar in 1959.



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1919 - 1942

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who carried on after the death of her husband.
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ANGELO FABI
son of Antonio, actual president of the firm.
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CANADA'S LARGEST

Continued from Page 63

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One example of their creation of a new fashion is the spectacular success of their "Renaissance" pattern.

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Among the awards won by the Amtico Vinyl and Rubber Floorings was the 1956 Trail Blazer Award from the Home Fashions League.

Amtico markets an exclusive textured rubber carpeting and stair covering, as well as flooring accessories like dressings, cleaners and cements.

Three thousand floor covering dealers from coast to coast market Amtico products.

Three hundred basic ingredients including natural and synthetic materials, are used to produce the extensive variety of products made, with 12 to 20 individual ingredients in each product.

From The Pen Of E. T. Writers

The story of Donald Morrison, the Megantic Outlaw, has been told many times in prose and verse. But some of the descriptions of this famous Eastern Townships adventurer have been filled with discrepancies and, some would claim, pure fancy. This version of the Megantic Outlaw's escapades, in verse, is written by one of his descendants, Donald Morrison of Scotstown.

ON THE MEGANTIC OUTLAW

From the capital city of Ontario
Better known as Toronto,
I read a letter to the Record,
Published not so long ago.

Inaccuracies in the story of the "Outlaw"
Stand corrected by this pen,
Yet we think this is a stranger
To the history of our glens.

In the case of chief Carpenter
No guilt is on his hand.
His orders were "Bring Morrison in,
Maintain law within the land."

What happened on that dark night.
In eighteen eighty-nine
Can ne'er be proved, only surmised,
'Tis part of the sands of time.

For the true facts of this story
Are buried now beneath the sod,
Sealed forever there in privacy.
On these rights we cannot trod.

Yet proof there is a truce was called
By Judge Dugas and his men
'Twas the story of the second truce
That brought the "Outlaw" home.

Injustice seemed to plague his steps,
It followed to the end.
He had decided to give up
For in prison lay his friends.

No mention made about the law
Having locked in Sherbrooke jail
Old men from many towns around
Whose friendship had not failed.

These Highlanders from Scottish glens
Whose only crime we know
Was that they would shelter give
At night to friend or foe.

For the law to capture Morrison
Had tried plans of every hue
Yet Highland customs they knew not
Shades then of "Roderick Dhu."

As for soldiers and detectives
Yes! They were there in scores
We have old folks still here living
Who did see them at their doors.

Outside the "Outlaw's" home in Milan
Is where the arrant heroes won their gold,
Though they stopped not to enjoy it
Around Milan I am told.

Mention was made of the "Outlaw" running
At this Warren would not laugh
For he challenged Morrison in Megantic
And collected his epitaph.

The same man that had met Warren
In Megantic that June day,
Carried no such reputation
Of running from the fray.

Beneath the story of the trial
On our courts you'll find a stain.
Nor was the blot made smaller
On how Morrison was brought down.

For prejudice was there we think
Built firm against the man
Who had roamed free in Compton woods
In defiance of the ban.

An example must be made to all
For the public to see.
The Crown intent, conviction sure
This lad must not go free.

Yes, convicted now he stands,
Call back your men of war,
So they in safety can return
To write their own memoirs.

The spirit that for months withstood
The greatest chase of all,
Lies crushed now behind the bars
Of the penitentiary St. Paul.

Turning to official histories
Written down by human hand,
No benefit of the doubt would go
To an "Outlaw of the land."

Fortunately about that time
There lived in our district then,
A man who knew the story and facts
A master with the pen.

And so the history of this youth,
Written down by "Oscar Dhu,"
Is recommended reading for those
Who like their stories true.

The actual fact which sent this man
Along the road of harm,
Is about the gold he had sent home
To pay off his father's farm.

Returning East he soon did find
The law had taken o'er.
His childhood place which was his home
Had strangers at the door.

So through the strategy of "Law"
He found he'd lost his home.
'Twas after this that Morrison
The name of "Outlaw" earned.

The "Outlaw's" grave at Kisla stands
'Twixt Winslow, Milan, Dell
And visitors oft cross the trails
That he once knew so well.

Still through these Scottish settlements
'Tis viewed by one and all,
That Morrison the "Outlaw"
'Neath a flag of truce did fall.

Donald N. Morrison
Scotstown, Que.

("Oscar Dhu" refers to Angus MacKay who with Finlay MacRitchie wrote the first book on the Megantic Outlaw).

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SOUTH AFRICAN VETERANS MEET — This reunion of Boer War veterans took place at the old Masonic Hall on Montreal Street, May 27, 1950. In the front row, from the left are: William McKeen, Alfred Walker Tom Keeley and George Scoon. Back row: William Dowsett, Miles Howcroft and Tom Cockburn.

SOUTH AFRICAN

Continued from page 68

lying about a mile off shore, against a beautiful background of tropical verdure, warm sun, still, deep blue waters, with the troops idling on deck, barefooted and in shirt sleeves, living on luscious oranges and bananas brought on board by native vendors.

Three days in Cape Town, coaling and taking on supplies, and away up the East Coast of Africa, stopping at Penn Symon's Bay and Port Elizabeth to pick up various detachments, then to the port of disembarkation, East London.

A short trip up the Buffalo river, and we landed after 35 days on the water; this was a welcome release from the rolling motion which, however, even on land asserted itself for some days. Home uniforms were cast off, we donned khaki, piled into open railroad trucks and were off for the front, preceded by an armoured train; several days of this, winding snake-like through miles of mountainous territory under a scorching hot sun, and eating and breathing sand, but all in high spirits, to within a few miles of the Free State (now the Orange River Colony).

At this stage the necessity for mounted troops was brought home to our military command, so that every regiment was called upon to form a company of mounted infantry. These companies were then brigaded.

The Boers were all mounted on fleet-footed ponies, accustomed to hard conditions and capable of climbing mountains in the manner of goats.

A trainload of cavalry equipment sent us from Cape Town had been captured by the Boers and our particular Brigade was left the alternative of trekking fifty miles up country on horseback, with no equipment but a saddle blanket, or remaining inactive until another supply train reached us. We chose the former.

To the majority, who had never ridden horses, this proved, although mighty uncomfortable, a wonderful riding course, for when at last our saddlery and other equipment reached us we were fitted to cope with any emergency.

The method of transportation was something never to be forgotten; supplies to support entire brigades of infantry and mounted troops were hauled by teams of ten to twelve or fourteen mules or oxen at a pace of two to four miles per hour.

The fording of swift and treacherous streams (sometimes in the pitch dark of night) was a problem to be reckoned with. Infantry would strip off all clothing and equipment, tie it up in a bundle, strap it on the shoulders and wade the streams, mounted men holding rifles and ammunition over head to keep it dry; horses were forced to plunge in, snorting and threshing their way across, sometimes striking hoofs on sunken rocks, then down and under. Under such conditions I have seen mules tangled up in their harness and drowned.

We were at times many miles from any railway or line of communication, and for weeks and months at a time on reduced rations, the infantry marching with puttees wrapped around bare feet and with pieces of grain sacks for covering.

Field hospitals necessarily worked under difficult conditions. While fairly adequate medical assistance was provided under

Continued on page 82

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ELECTRICAL

Continued From Page 74

measure, on the ability of Canadian manufacturers to meet successfully the pressures of foreign competition. If these pressures can be overcome, then the condition of stability should continue through 1960.

LAMP AND LIGHTING DEVELOPMENTS

At no time in the history of electric lighting have there been more new developments and progress than during the past year. Extensive research was devoted to the engineering of new light sources. In tungsten filament lamps, in fluorescent, in electroluminescence, and in mercury lamps, new accomplishments have been announced.

One of these is the new 100-watt white lamp with a vertical filament. The smaller bulb size, now the same as the 40-watt and 60-watt, gives the householder a light bulb which is more convenient to use, and with about 6 per cent more light.

Another development which heralds a new era in incandescent lighting is the introduction of Quartzline lamps. Watt for watt, these new Quartzline lamps are the smallest, brightest, most efficient incandescent lighting lamps ever produced commercially. First made in 500-watt and 1500-watt sizes, the growing line of pencil-thin tubular quartz lamps represents the first successful application of the regenerative iodine cycle to lamp-making. They maintain 99 per cent of rated efficiency throughout rated life of 2000 hours. These new lamps will find application principally in floodlighting, industrial lighting, and such special uses as airplane wing-tip lighting.

Fluorescent lighting continues to lead in industrial and commercial applications. Fluorescent units are becoming popular in home lighting since the introduction of the Homeline lamp which has a good colour for lighting in all the rooms of the home.

The most significant progress noted in fluorescent has been the simplication of the line of 4-foot lamps and improvements in efficiency. Now these 40-watt lamps give over twice as much illumination as they did when they were first introduced, last about five times longer, and cost less than half as much per lamp. A new Power Groove fluorescent lamp which in the 8-foot length has a light output of more than five times the 4-foot lamp helps to make practical the high amounts of illumination desired today.

This remarkable progress which makes light available at lower cost has contributed to modern industrial and commercial business. Better electric light has become one of the most economical tools that industry can use to obtain low cost production and optimum return on investment.

The application of mercury lamps to street lighting, floodlighting, and industrial lighting has been stimulated by improvements, in particularly the 400-watt line of lamps. The useful life of these lamps has been extended 50 per cent - from 6000 to 9000 hours - and the light output at end of life improved 80 per cent.

Electroluminescence for general lighting still seems a long way off but some forms of low brightness night lights have appeared, and some instrument panel lighting on automobiles has been done by this method.

MARKET DEVELOPMENT PROGRAMS

Across the electrical industry the year 1959 was marked by a vigorous offensive to maintain and expand certain of the key electrical markets. In addition, it saw the first all-out effort to establish space heating in the markets of central Canada.

In Ontario alone, about 400 electrically heated homes were built in 1959. Close co-operation with all groups ensured that the highest standards are being maintained - engineering, installation, promotion and operation. This will provide a solid basis on which this vital new development will take place in the coming years - in a very real sense doubling the potential electrical market in new homes.

In its second year of promotion, the Medallion Home standard is now being accepted by better builders across the nation. In 1959, about 2,000 homes were certified to Bronze or Gold Medallion standards by the Electric Service League, and were featured in most of the Parades of Homes conducted by the National House Builders Association during National Home Week.

Another industry-wide promotion is the "Academy of Lighting Arts", a packaged 12-week basic training in home lighting, now in widespread use by 7 leading utilities across the nation. In the field of industrial modernization, a PLANTPOWER Survey method has been developed for electrical superintendents, contractors and consultants.

At the national level, the focal point in joint market promotion in our industry is the Electrical Bureau of Canada, financed by the 131 member companies of the Canadian Electrical Manufacturers Association. It works closely with a number of national groups such as Central Mortgage and Housing Corporation on such matters as housing research, and with the National Research Council which is now responsible for the National Building Code.

BUSINESS PROSPECTS IN 1960

The level of general business activity in 1960 is expected to reach $36.5 billion in terms of Gross National Product. A modest increase in the rate of consumer spending, further inventory accumulation and an increase in investment in new plant and equipment are the factors most likely to make the greatest contribution to the anticipated increase in overall demand.

Assuming the U.S. steel strike is not resumed and the situation in the capital market does not change appreciably, we expect business capital spending in 1960 to show the first year-to-year increase in the past two years. This is, of course, important to the electrical manufacturing industry. The emphasis is expected to be on new machinery and new equipment rather than new plant. We do not anticipate that expenditures for housing and social capital will show the same rate of growth in 1960 that has been experienced in recent years.

We are now in the upswing phase of the business cycle. If management and labour in industry, trade and services can act wisely over the next few months, they can ensure that this business upswing continues on a firm and healthy foundation.

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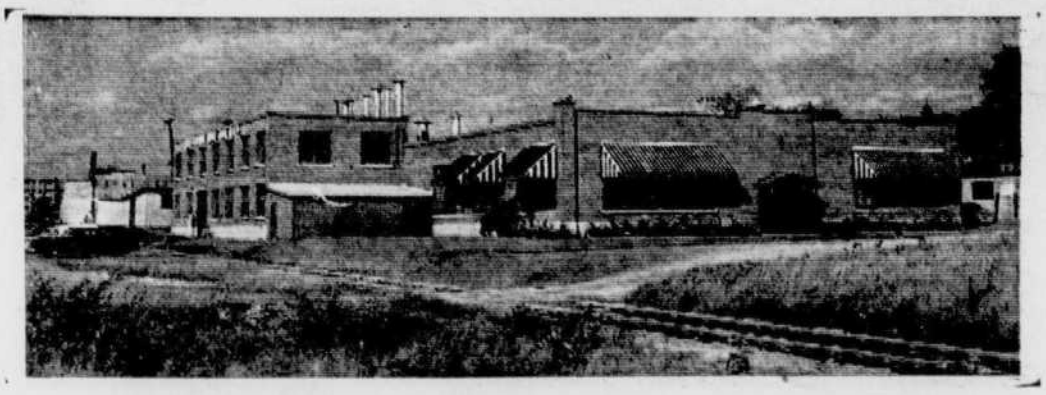

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CANADIAN AGRICUL.

Continued From Page 66

tion of a scheme for crop insurance, by contributing half the administration costs and 20 per cent of premium costs.

Under the Agricultural Stabilization Act of 1958, a board was established to support the price of agricultural products in any one or more of three ways:

1. An offer to purchase.
2. Underwriting the market through producer guarantees, commonly called "deficiency payment" method.
3. Making payments for the benefit of producers to stabilize the price of an agricultural commodity.

STABILIZATION ACT COVERS WIDE RANGE

The third method is new under the Agricultural Stabilization Act.

Of the twenty-one commodities under support in the first year of operation, twelve were programs using the "offer to purchase" technique, seven were handled through deficiency payments and two were based on the principle of payments related to producer guarantees for certain grades of product.

The net cost of the first year of operation of the Agricultural Stabilization Board amounted to $15 million at March 31, 1959, at which time the board held stocks with an inventory value of $65 million.

Since then, 16 commodities have been and are being supported at levels ranging up to 110 per cent of the ten year average market price. These products are soybeans, sugar beets, sunflower seed, turkeys, milk for manufacturing and honey, plus the nine mandatory commodities: cattle, hogs, sheep, milk, butter, eggs, and wheat, oats and barley outside the Canadian Wheat Board area of operation.

Due to production increases of shell eggs and hogs resulting in large surpluses and higher costs to the government, the "offer to purchase" program previously in effect for these commodities was changed to deficency payments.

Egg price support to producers through deficiency payments, went into effect Oct. 1, 1959, and the purchase of eggs was discontinued Sept. 30. Payments to any one producer during a twelve month period will be limited to 4,000 dozen Grade A Large and Grade A Extra Large eggs.

The deficiency payment program for hogs went into effect Jan. 11, 1960, and the present offer to purchase policy will be discontinued Jan. 9, 1960. Under the new progam payments will be made on a limit of 100 hogs to any one producer.

Other products under the deficiency payment type of support include wool, sugar beets, honey, soybeans, sun flower seed and Ontario wheat.

WORLD WHEAT PRODUCTION IS SECOND HIGHEST

World wheat production in 1959 is the second highest on record and contributed to total stocks far in excess of effective world demand. The Canadian wheat harvest is estimated at 421 million bushels and supply of the 1959-60 crop year is expected to be about 967 million bushels if the grain now under snow is recovered. This is four per cent less than last year's total and 16 per cent less than the record supply in 1956-57. If Canada's domestic disappearance and exports are about the same as during the 1958-59 crop year, carry-over stocks at July 31, 1960, will be about 500 to 525 million bushels. About 100 million bushels of this total may be in farm storage.

Crop estimates are based on Sept. 15 figures.

The Canadian oat supply for the 1959-60 crop year was estimated at 543 million bushels. This is two per cent less than in 1958-59. Domestic disappearance into feed channels is expected to be slightly greater than a year earlier, owing to increased livestock and poultry production during the current crop year.

The Canadian barley supply for the 1959-60 crop year is estimated at 356 million bushels. Supplies last year were about the same size. Total disappearance is likely to exceed production by a small amount, leaving stocks of slightly more than 100 million bushels for carry-over next July.

Supplies of rye are estimated at 16 million bushels, 11 per cent less than in 1958-59. Total disappearance during 1959-60 is likely to exceed the amount produced and to reduce the carry-over.

Cattle marketings and exports are both expected to be slightly lower in 1960, and domestic consumption of beef may decline in the face of increased competition from pork. Canadian cattle prices will continue to be influenced by those in the United States where slightly lower prices are being forecast. Calf prices are also likely to be slightly lower in 1960 and fewer may be marketed.

There is likely to be an increase in marketings of sheep and lambs unless production increases are offset by flock expansion. Consumption of lamb is expected to show little change from that of 1959.

The price outlook for wool is better than it was at this time last year.

Domestic requirements of cheese during 1960 are likely to be about 84 million pounds; of evaporated milk 320 milion, and of dry skimmed milk 20 million. Additional quantities may be produced in response to export demand. Cheese prices have been at record levels this year, owing to limited world supplies, and are likely to remain high until at least the spring of 1960.

Chicken broiler production is expected to continue increasing in some areas in 1960, but no further gains are likely in Ontario where the industry is most fully developed. Turkey production will probably be about the same as in 1959.

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A Little Known Chapter In Canadian History

(The following article, compiled and written in booklet form by the Rev. R. C. Tait, is reproduced through the courtesy of A. C. Skinner.)

The making of watches by hand is a very old craftsmanship which seems to have originated in Germany about the year 1500. It received its highest development during the next three centuries in Switzerland and in England. Good watches were also made in France and Italy. About the beginning of the 19th century attempts were made in the United States to establish a watch making industry. Fifty years later the invention of machines for making the parts of watches gave opportunity for an industry on a new scale and the manufacture

CHARLES HENRY
1820 - 1901

of watches became centred in the New England States of America.

The average man or woman who carries a watch has no idea of the delicacy of its works or the care and accuracy required in its manufacture. Some notion of this may be gained when we know that the average hairspring is about twelve inches long, but it weighs only one-thousandth of an ounce, and a watch is composed of about one hundred and fifty separate pieces. All of these tiny parts are now made by machinery with greater accuracy and ease than was ever possible by even the most expert watchmaker.

GEORGE HENRY
1848 - 1908

It may be a complete surprise to the Canadian trade to learn that years ago, while watchmaking as an industry was still in its infancy on the American continent, watches were designed in Canada by Canadian mechanics who, after experimenting successfully with individual hand-finished movements made almost entirely upon hand-made tools, made their own dies, cutters, jigs, and templates, designed machine tools some of which were at least semi-automatic, and ultimately, with infinite labour, equipped a small factory for the production of interchangeable, hand-made watches.

To make a single watch is no light task with even the finest of modern tools. But when the workman had first to construct the very lathe upon which both work and minor tools were afterwards to be made, the task was one that might have discouraged any but the most enthusiastic mechanic. To design the equipment, make the necessary tools, and when the undertaking had passed through all the disappointing stages of experimentalism then to finance the venture was a problem too great for many ambitious workmen. Yet this was the problem that Charles and George Henry, father and son, set themselves to solve years ago in Eastern Canada.

We are indebted to Mr. Francis R. Bentley who is now living in retirement in England for an article written for "The Trader" some years ago, in which he tells the story of these two mechanics of rare ability who made interchangeable watches and dreamed of founding a great industry. The beautiful valley of the St. Francis River was just awakening from the long sleep of a severe winter when Mr. Bentley visited the little village of Lennoxville, (now a thriving town), near the end of the nineteenth century. At this time Mr. George Henry was still alive, and after some persuasion, very reluctantly related the facts about the only watches ever made in Canada.

It is interesting to know something of the history of the "Henry" family who originally emigrated from the north of Ireland, settling in Vermont and Massachusetts, and for generations engaged in agriculture. It was from this sturdy stock that overflowed across the border line of Eastern Canada that the great grandfather of Charles Henry came. His grandfather ultimately settled at Hatley, Stanstead County, in the Province of Quebec, and it was in the same place in the year 1820 that Charles Henry was born. His four brothers were farmers but Charles was a born mechanic and kept busy with forge and hammer in repairing farm tools.

It was through the influence of an uncle that young Charles Henry left the farm for the city, and the blacksmith's forge for the watchmaker's bench. He must have been about eighteen or twenty at the time, and was apprenticed for three years in the City of Montreal to an English escapement maker named "Dwight." Fascinated by the delicacy and variety of his new work and under Dwight's instructions, the young farmer-blacksmith made rapid progress. It was while in Montreal that Charles Henry was married and there also, in 1848, George Henry, his only son, was born.

A Henry watch belonging to a Dr. Austin.

He was little more than through his apprenticeship when he completed his first watch. In a letter dated from Lennoxville, October 28th, 1894, Mr. Henry wrote in answer to an interested correspondent: "With regard to the first watch made in Canada, it does not matter who made it. The first watch that I made was

Continued On Page 82

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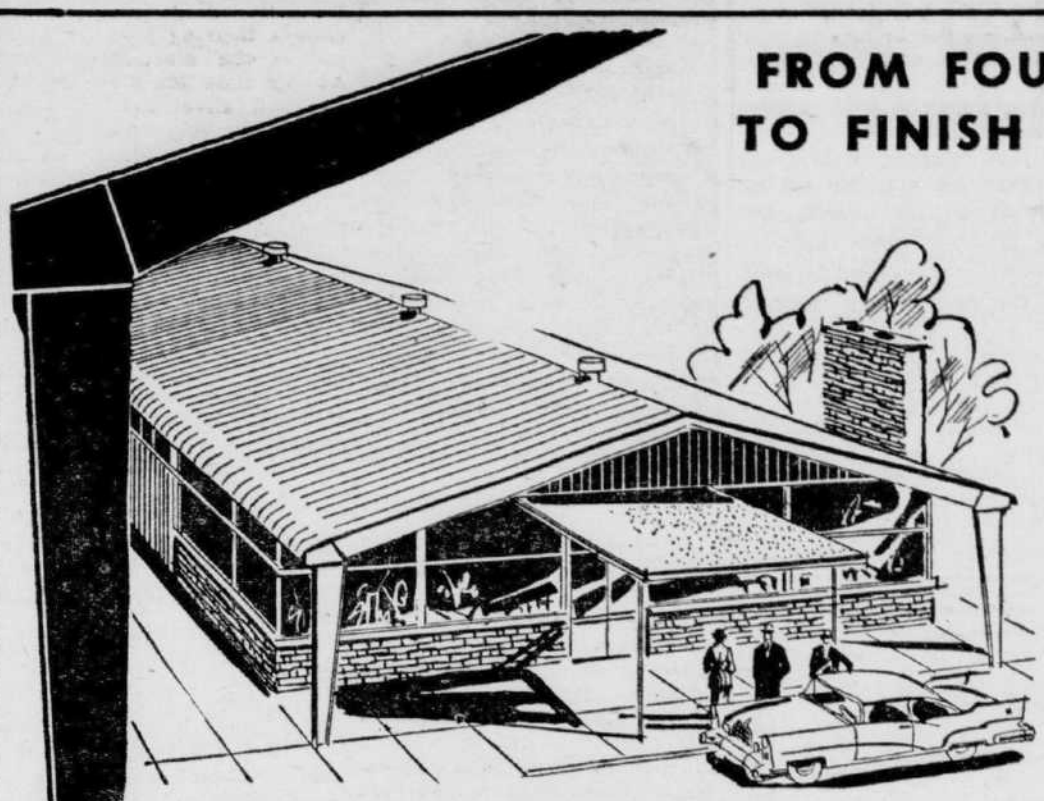

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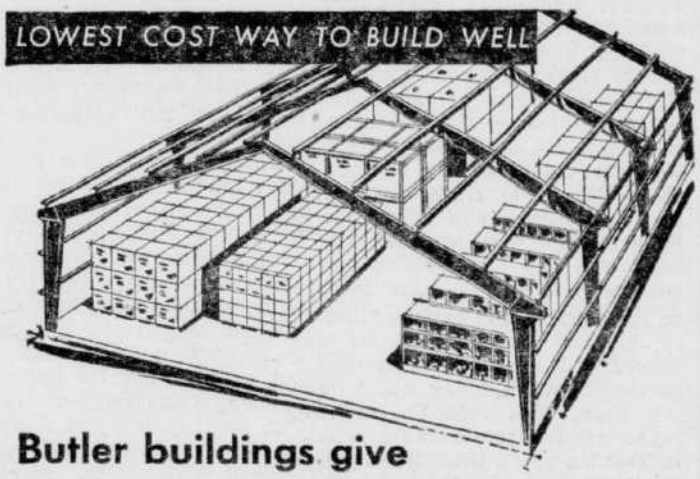

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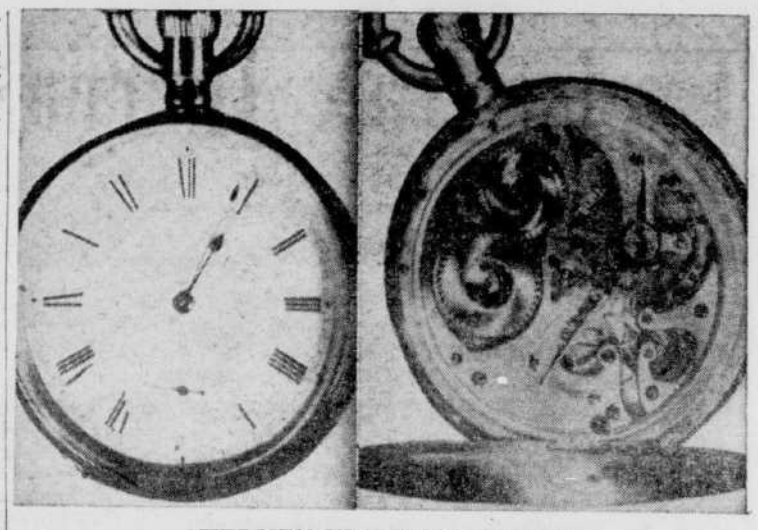
A LITTLE KNOWN

Continued from Page 80

about A.D. 1843." Mr. Henry's first place of business for himself was at Rock Island, Quebec, on the border line between Quebec and Vermont, and from which he removed to Lennoxville a few years later.

One of his first watches, a key-wind, is owned by Mr. Arthur Speid of Lennoxville. This was made for Mr. William H. Abbott, an uncle of Mr. Douglas Abbott, Canada's former Minister of Finance. His last and best watch was made for Mr. Stephen Edgell, at that time Manager of Head Office of The Eastern Townships Bank in Sherbrooke, Quebec, and presently owned by his son Geoffrey Edgell. Recently two of these watches were submitted to Mr. H. V. Wilkins, chairman of Board of Examiners of The Canadian Jewellers Institute, Toronto, and head of the Watchmaking School, and undoubtedly the best qualified man in Canada on watches. He reports "the smaller thin model, key-wind, in solid gold, is unique in construction and of fine craftsmanship. The pillars are secured by screws in place of the usual rivetting. The jewelling is very nicely done as is the finish and polish on all the steel parts; the "Savage" escapement was quite new at that time, which leads one to think that Mr. Henry must have known Mr. Savage and had his permission to use his escapement. The watch in the silver case must have been very modern at the time it was made, as most watches made at that probable date would be key wound and set. Much of its construction would be modern even by today's standard."

In 1864, George Henry, the son, at seventeen years of age completed his first watch. The movement of this watch was sent to Montreal for a case, but instead of making a new case to fit it, the case makers "converted" an old case and sent it back to George Henry. The young watchmaker was not satisfied to have his masterpiece housed in the cast off case of a discarded movement, so he set about it with true grit and resourcefulness to make a case—with no dies, without spinning, simply by turning it out from solid silver



STEPHEN EDGELL'S WATCH

to fit, shaping up bezel and back and joints and finally soldering the parts together.

For a number of years the Henrys, father and son, cherished a dream of establishing the watchmaking industry in Canada. Like many another firm, finances had to be augmented with by-products of the industry. So they devised the first dustproof watch keys made in Canada, also a very serviceable glass cutter, both of which were ingenious and distinctly profitable. Planning, patenting, making and selling with one end in view they equipped a small factory and produced all told about one hundred and fifty movements. Apart from students at the horological school in Toronto they enjoy the distinction of being the only watchmakers Canada ever had.

Mr. A. C. Skinner, who knew both of these men personally and who is responsible for this pamphlet, states that the first Henry watches were undoubtedly key-wind, and the one now in possession of Mr. Arthur Speid of Lennoxville, is still in good running order. Concerning the Edgell watch Mr. Skinner relates an interesting story told to him by George Henry. It seems that Mr. Edgell was a good friend of his father's and knew that he needed money. He also knew that Mr. Henry would be deeply offended if he offered to either give or lend him money, and solved the problem by walking into the store one day and putting one hundred and fifty dollars down on the counter, and saying, "Henry, I want you to make me a watch," then walked out. The purchasing value today would be ten times that amount, so it represented a considerable sum. In about a year's time the watch was delivered. In reference to this watch Mr. Skinner says he knows for a fact that the pallet jewels were cut from a garnet with a sapphire cutter and he had seen these rough jewels before they were bevelled or polished.

For those to whom it may concern or be of interest, we have tried to compile a brief but authentic history of the short-lived Canadian industry of the early nineteenth century in Lennoxville, Quebec. It is but a slight tribute to the men who in the march of time created this indispensable instrument which records "not only the sunny hours," but all time "in figures on a dial."

In all probability no two men in North America ever made so many watches of various kinds and sizes as Charles Henry and his son George.

With grateful acknowledgment to Mr. F. R. Bentley, Mr. A. C. Skinner and the editors of "The World Book," this record was compiled and written by R. C. Tait, Sherbrooke, Quebec.

SOUTH AFRICAN

Continued from page 77

canvas on the main lines of communication, those following the troops in the field had many difficulties to contend with, and many badly wounded patients, after first aid, were forced to suffer hours while being conveyed miles by or on mule wagon to the main points of accommodation. The dead were buried, wrapped in blankets, any number together, and left without any markings in the form of stones or crosses; there were no facilities for doing so, and the troop movements were too mobile to permit of any elaborate obsequies.

Enteric fever and dysentery were rampant, the former largely the result of drinking water from stagnant pools covered with a thick coat of slime, and quite frequently poisoned. Horses with tongues hanging and so swollen they could not replace them would not drink this water, but would suffer for hours until reaching some flowing stream.

A small quantity of flour commandeered from some recently vacated village was sometimes mixed with water, put in a canteen lid, placed on a fire, half burned and then eaten. But the time came when it was impossible to find fuel for cooking purposes.

A common practice was to round up a few sheep, slaughter them with bayonet or large pocket knife, trim off the hide, and eat the warm flesh uncooked. This may sound somewhat cannibalistic, but believe it or not, those who experienced real hunger and thirst know that it was done.

After the first few months, the mounted troops discarded such equipment as camp tents; they were too cumbersome. Two rifles and a blanket made a bivouac for two men. The writer spent a period of two years in the country without being inside a tent or a building of any sort. Sleeping in rain or shine, on the hot sand, or in the mud, made no difference. We had to put up with it; long night rides, trailing along sometimes asleep in the saddle, believe it or not.

Two years of constantly moving up and down, from Cape Town in the south to Johannesburg in the north. Basutoland to the east, and Griqualand and Vryburg to the west, finally ending at Kimberley, where we received the welcome news of the signing by the Boers of conditions of surrender on 31st May, 1902.

After that more comfortable soldiering in and around Kimberley, until Jan. 1903, then the long journey by train to Cape Town and home again to dear old "dirty Dublin".

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Excise Tax Increase Hits Cigarette Production

By EDWARD C. WOOD
President, Imperial Tobacco Co. of Canada, Ltd.

Although beset by an unconscionable Excise tax increase in 1959, Canadians used about $700 million worth of tobacco products. This represented retail sales of about 33 billion cigarettes, 300 million cigars and 24 million pounds of fine cut, pipe, plug and snuff tobaccos, manufactured in Canada.

These sales also represented a sizeable contribution to the Canadian economy; 130 million pounds of Canadian-grown leaf tobacco were used; over $25 million spent with Canadian suppliers for other materials; $40 million paid to Canadian workers in processing and manufacturing, and about $100 million that contributed to the gross income of wholesale and retail distributors.

Although these are impressive figures, they fall far short of what they might have been if Canadian smokers had not been singled out in the last Federal Budget for an Excise tax increase on cigarettes — already the most heavily taxed commodity in Canada.

In the pre-budget first quarter, cigarette production was up more than 7 per cent over 1958 — well in line with the long term growth trend of 6-7 per cent, although somewhat lower than the 9-10 per cent increases of recent years. In the second quarter, after the additional tax however, the increase was only 4 per cent, and in the third quarter there was actually a decrease of 4 per cent — indicating zero growth for the post-budget period. At annual rates, this means a loss of over 2 billion cigarettes, three million dollars worth of unused leaf tobacco, over a million dollars worth of un-purchased material supplies, a million dollars worth of unpaid labor, and over three million dollars worth of gross income to the distributive trade. Even the Federal Government stands to gain very little over its present excise taxation revenue of $300 million from cigarettes.

E. C. WOOD

Excise Tax Provides 6% Of Federal Revenue

Federal excise taxes on cigarettes now add nearly 210 per cent to the manufacturers' selling price and provide 6 per cent of all Federal revenues. These taxes place an exorbitant and discriminatory burden on the cigarette smoker. For example, a Canadian wage earner, married with two children, earning $73.71 per week (June 1959 Industrial Average) pays $174.46 in Federal Income Tax. If he and his wife smoke cigarettes (one package each per day) they also pay $145.56 in Federal excise taxes. In other words they contribute further revenue to the Government equal to 83 per cent of what they have already paid for income tax.

There can be little doubt that the present rate of Federal excise taxes on cigarettes is not only exorbitant but grossly unfair.

Sales of pipe tobacco held fairly level in 1959 and fine cut tobacco gained from the move to "roll-your-own" which traditionally follows an increase in taxation on "tailor-made" cigarettes. Within cigarettes there was a continued trend to filter tipped types, which now account for nearly 45 per cent of the total.

Cigar production was down about 6 per cent, due partly to a levelling in the number of new brands introduced, and partly to inventory adjustments within the trade. Small inexpensive cigars have developed to an appreciable portion of the cigar market, and price has undoubtedly been a major factor. Plug tobacco continued its down-ward trend, while snuff showed a small increase.

Despite increasing cost pressures, the tobacco industry remains one of the most efficient in Canada. In technological progress it has kept well abreast of industrial developments, and this has been reflected in relatively low selling prices — net of excise taxes. Since World War II Canadian manufacturers' cigarette prices have moved up by only two-fifths of the price increases in all other manufactured products. A price index for cigarettes (net of excise and 1935-39 equal 100) has increased only 51 per cent whereas the similar D.B.S. Index for the total of manufactured goods has increased by 142 per cent. On average, only 15 per cent of the consumer price is used in the transportation and wholesale and retail distribution of the industry's products through 90,000 outlets across the country—a low percentage cost for any product in such widespread distribution.

The 1959 crop for all types of leaf tobacco is estimated at only 172 million pounds—28 million pounds less than produced in 1958. The entire reduction was in flue-cured i.e. cigarette types, which in addition to a killing frost before completion of the harvest also suffered from a 6 per cent reduction in the number of acres planned for and planted by the growers themselves.

The production of cigarette tobacco for the 1960 crop will have to be considerably increased so that stocks of both domestic and overseas customers can be brought up to necessary levels.

The price levels for leaf tobacco should also be carefully considered in terms of both the domestic and the overseas market. The domestic market can ill afford a price increase on leat costs—short of higher cigarette prices to the Canadian smoker; while the overseas market will reject, with drastic curtailment of its Canadian purchases, any weakening in the small price advantage that has attracted foreign purchasers vis-a-vis leaf tobacco available to them from the U.S.A. and other countries.

Following a long period of negligible use of imported tobacco in the manufacture of Canadian cigarettes (300-400 thousand pounds per year), 1958 tripled this average with a total of 1,337,000 pounds. The first nine months of 1959 at 480,000 pounds, shows a continuing tendency to greater use of imported leaf. This is a trend away from the heretofore Canadian use of Canadian tobacco for Canadian cigarettes, and it is hoped the trend may be reversed.

The industry suffered the effect of an increase in the Federal Excise tax. The tax adversely affected production and nullified the anticipated increases. Some smokers turned to "roll-your-own" tobacco. Cigars and plug tobacco were down. Empoyment, wages and efficiency were good. The industry's contribution to the general economy was well maintained although the leaf tobacco crop was considerably less than in the previous year. As the industry recovers from the setback of the 1959 increase in Federal Excise taxes, it will again in 1960 be an important and positive factor in the Canadian economy.

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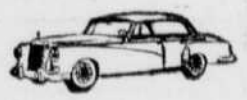

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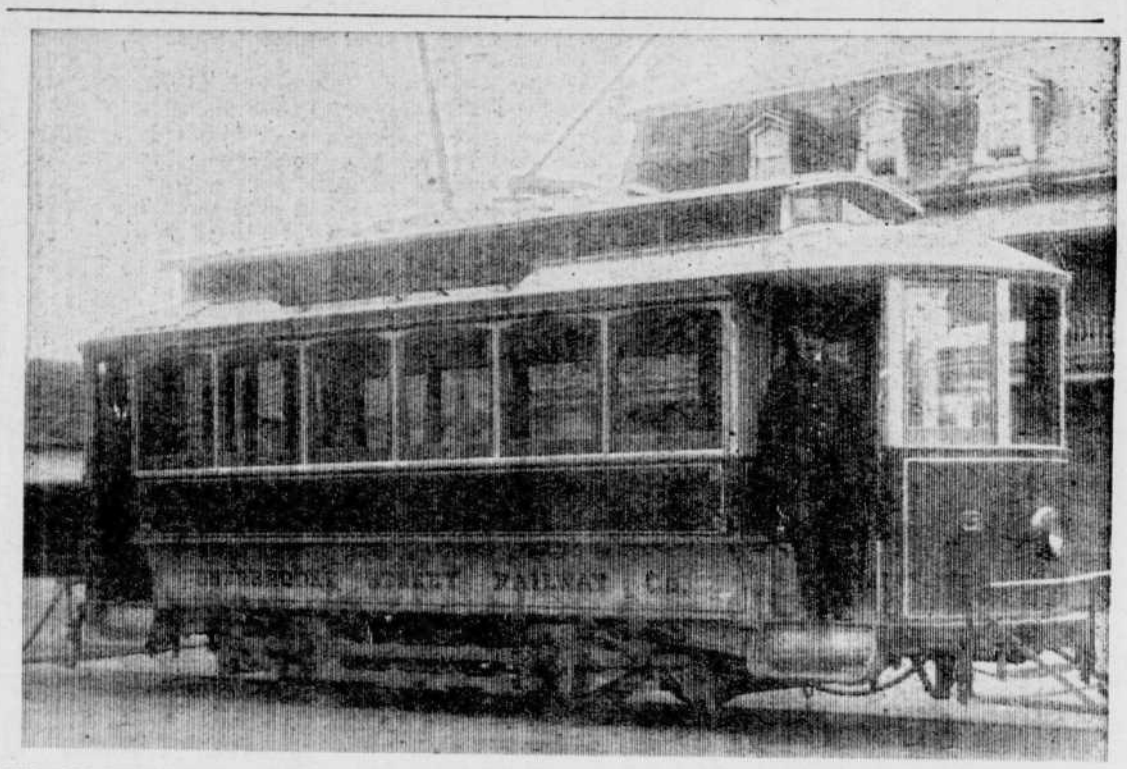
1960 Surplus Forecast

Lennoxville Grows; Council Completes Active Year

By NICK POWELL
(Record Staff Reporter)

LENNOXVILLE — Creation of two new subdivisions and bylaw amendments for the safety of school children highlighted business of the Lennoxville Town Council during the year 1959.

The subdivisions brought before and approved by council include the areas beyond Speid st., past the intersection of Lorne, and that located off Winder st., at the southern end of the municipality. The proposals for the subdivisions were brought before council by S. J. Hamilton and George Roderick respectively.



END OF THE LINE — Fifty years ago, before the advent of buses, the Sherbrooke Street Railway Co. served residents of Lennoxville. The car went as far as the town square, then made the reverse run. In the background the old College House may be seen which was a hotel for many years before being sold to the Roman Catholic Church. St. Anthony's Church stands on the corner site today.

Both subdivisions are presently under development but figures and plans have not been made available.

The death of a 10-year-old Birchton child resulted in an amendment in the traffic bylaws last November, aimed at the protection of school children in the municipality. The amendment, passed in January provides that:

"When a motor vehicle is either approaching or overtaking a school bus which has stopped or which is about to stop for the purpose of taking on or discharging one or more children, the operator of such vehicle shall not drive beyond or up to such school bus nor shall the operator of such school bus start it in motion until all passengers have been taken aboard or as the case may be, until those who have alighted have reached the sidewalk or the side of the street."

In financial business, council reported a slight deficit during the year with forecasts for a surplus for the 1960 budget. Council also decided in February 1960, to pass a loan bylaw calling for a loan of $50,000, to cover an estimated $49,800 worth of capital expenditures on street extensions, sewers and sidewalk paving throughout the municipality.

Details for the type of bonds to be floated to cover the loan were left to the financial committee, the secretary and Mayor for consideration.

WINTER 1959

A record construction figure for Lennoxville was presented to council by the building committee, as more than one and a half million dollars was spent during the previous 12 months. Much of this figure was part of the expansion at Bishop's University.

Named to council in nomination during the following month were returned aldermen J. A. Ste. Marie, E. A. Lunderville, A. Raycraft and Cecil Dougherty; new aldermen Claude Labrecque and Archie Mitchell, and returning Mayor Ernest Gilbey.

In March, the presentation of a safety award to council took place, marking a fatality-free traffic year in town. With the award was a ribbon which may be worn in the form of a decoration by all members of the Lennoxville Police department.

SPRING

With the coming of Spring, much of council activity was directed towards mprovement of roads and augmentation of fire assistance to neighboring municipalities.

Under the bylaw amendments covering assistance in case of fire,

Continued on page 85

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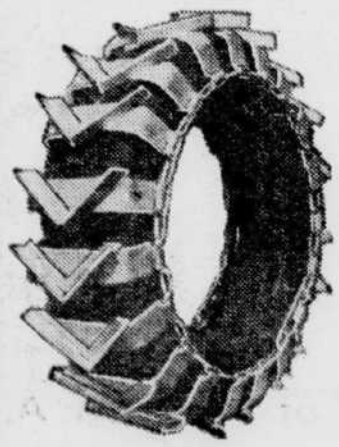

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LENNOXVILLE GROWS

Continued from page 84

an agreement was made to form a list of citizens outside Lennoxville who would be able to call directly to the fire department for assistance without first appealing to municipal officials such as the mayor or the chairman of the police and fire committees. The citizens listed posted bond furnishing proof of their capabilities of payment for the services of the fire department.

Reports on the new pump for the augmentaton of the water system for Lennoxville showed all was going well and should prove less of a financial liability for the Town. Combined cost for operating the new pump, installed the previous November, and the old pump, were listed at a maximum of $250 per month.

SUMMER

Subdivision discussions came to the fore during May, June and July meetings of council, one on Speid street and the other on Winder street. Other important business included a financial report that the new water system installed had incurred a slight deficit in the municipal budget in spite of a surplus of normal operating costs.

Plans for a subdivision proposed by S. J. Hamilton on Speid street, were submitted to Quebec for approval following their passing by council. This subdivision extends Speid street past the intersection of Lorne.

Requests by present residents on that street for improved paving were considered but decision was withheld pending further grading and surface improvements.

Reports on the drainage question on Atto street were read showing that work was ready immediately. The drainage issue began during March 1958 when residents of the street asked assistance of council to prevent flooding in that area.

Aime Cote, Lennoxville contractor, was named to fill the seat of Ald. J. A. Ste. Marie who had submitted his resignation on technical grounds during April.

EVERYMAN AT BISHOP'S — The student production of the 15th century morality play in St. Mark's Chapel proved a dramatic highlight at Bishop's University last year. Graham Stevenson, standing centre, played the leading role in the production which was scheduled to be presented in Quebec City this month. (Record Photo by Gerry Lemay)

July marked the approval of the second subdivision project in one year for Lennoxville, proposed by George Roderick. The subdivision, off Winder street had undergone study by council for some time before its approval.

Financial stability for the town was maintained despite the costs of the water project and the new pump. Only other items biting into the budget beyond limits set earlier, were appeals under the Quebec Public Charities Act for indigents and hospital cases whose bills and accounts could not be paid.

Further plans were laid for the improvements in sidewalk paving on Winder street. Estimated costs for the improvements reached $3,300, some of which would have to be added to paving repairs on Queen street.

AUTUMN

The evaluation roll and a tentative budget occupied financial matters for council during the fall months, including the forecast for a slight budgetary surplus for 1960.

Homologation of the evaluation roll was deferred until early in December when a supplementary roll valued at $230,000 was read before council. This represented a slight increase over figures for the previous year.

Reports from the financial committee indicated that unless the budgetary belts were tightened during the remaining weeks of the year, a slight deficit would be recorded on the books.

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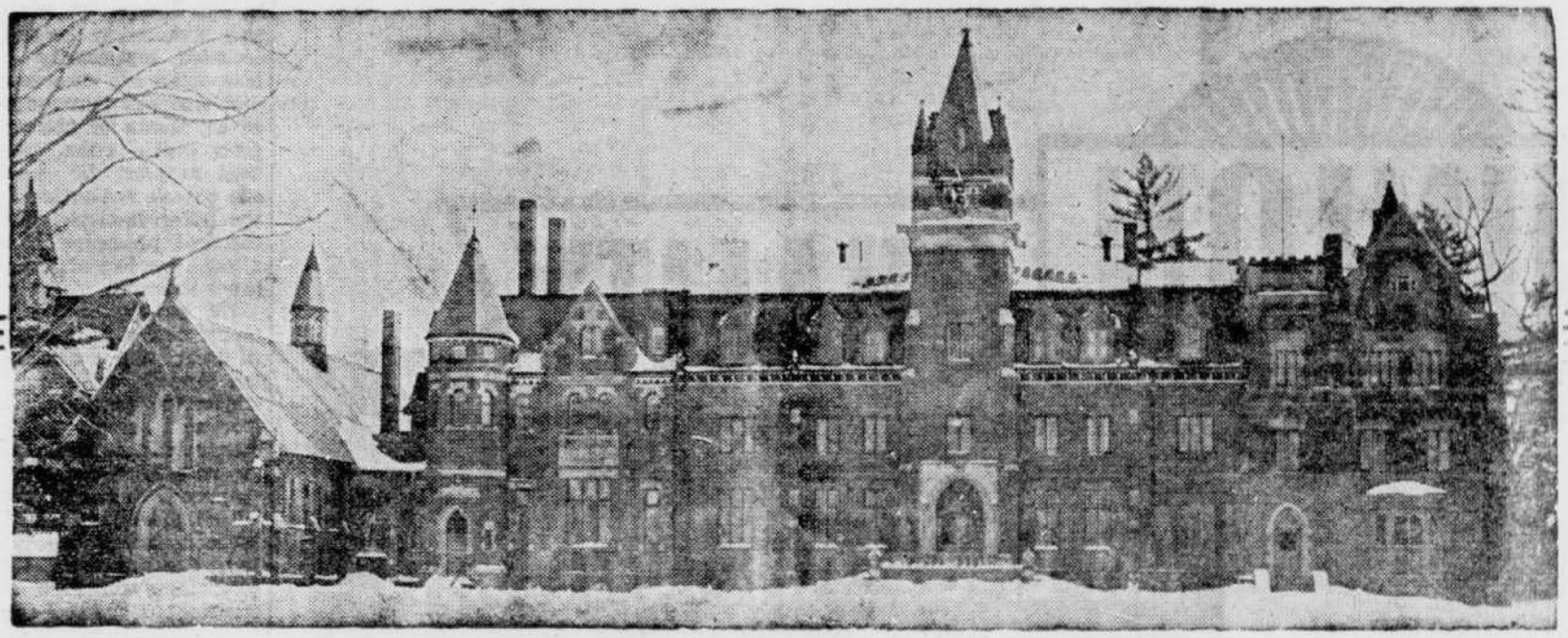

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Foreign Competition Greater

Chemical Output Up Slightly In 1959

By P. C. ALLEN
President, Canadian Industries Limited

The output of chemicals and allied products in Canada rose moderately in 1959, although the advance was significantly below the postwar average. During the first six months, activity in the industry showed little gain over the levels prevailing at the close of 1958, but as the year progressed there was evidence that production rates were improving in several parts of the industry.

Total production figures often hide varied movements in the parts of a widely diversified industry, and the chemical industry in 1959 was no exception. For example, a long strike in Canada's government-owned synthetic rubber plant reduced chemical output values during the first half of the year. Other firms, particularly those producing drugs and plastics, continued to meet growing foreign competition, intensified this year by greatly enlarged world capacity and by the increased foreign exchange value of the Canadian dollar; imports consequently supplied a larger portion of the domestic market during 1959.

A further adverse development was a decline during the first eight months of 1959 in exports of chemicals and allied products, which normally account for about 16% of the industry's annual output. The drop occurred mainly in trade with the United Kingdom, which has been one of the few expanding markets for Canada's exports of chemicals in the past few years. Recent figures suggest that by the closing months of the year economic recovery abroad was beginning to help Canada's export sales of chemicals, and shipments to the United States rose throughout 1959. The net result of these influences may well have been a level of exports not much different from 1958.

Turning now to the more favourable aspects of the industry's performance last year, certain parts of the chemical industry benefited directly from the strength in consumer expenditures throughout 1959. For example, sales of such chemical products as cosmetics and synthetic detergents, which are sold to the consumer in a relatively unmodified form, showed a continuation of the growth evident in 1958. Shipments of paints were also maintained at high levels, reflecting improved demand for appliances, furniture and automobiles. Primary plastics and pharmaceuticals output, despite competition from imports, showed further gains.

Later in the year, activity improved in Canada's forest, mineral and metals industries, and shipments of such industrial chemicals as sulphuric acid, ammonia, caustic soda and chlorine rose accordingly. Production of adhesives and their chemical ingredients went up to meet higher output in the plywood and packaging industries. The domestic market for fertilizers appears to have exceeded the 1958 level by a slight margin but export markts showed some weakness during the early months of the year.

The promising economic outlook for 1960 suggests that the output of chemicals and allied products will show further growth this year; there is indeed ample capacity to meet the broad economic expansion now in prospect. Profit margins, however, are likely to remain uncomfortably low.

With intensely competitive conditions from both domestic and foreign sources, the rate of return on the industry's assets in the past few years has been only about half that of the late 1940's. Profits have recievered somewhat from the abnormally low levels reached in 1957 and 1958, but remain inadequate for the healthy development of the industry over the long term.

The capital outlays of many Canadian industries were cut back in 1959, and the chemical industry was no exception. The drop was not, however, as sharp as that which occurred in 1953 and 1954, largely owing to the carry-over of construction of several projects begun the year before. Recent announcements suggest that the low point has been passed and that some increase is to be expected in the industry's capital outlays during the coming year, although a return to the peak achieved in 1957, when the industry invested nearly $150 million, is unlikely.

Relatively few new plants for the production of chemicals not previously made in Canada appear in the industry's current investment programme. Projects in this category completed or well advanced by the end of 1959 included high-density polyethylene, urea and aureomycin. The year also saw construction started on plants for two other products which in the past have been supplied by imports-caustic potash and refined tall oil, the latter involving the use of chemical processing to up-grade a waste product of the pulp and paper industry.

The balance of the industry's capital outlays in 1959 was directed toward the expansion of existing capacity for such items as ethylene glycol, sodium chlorate, industrial gases, and various chemicals based on the petroleum and natural gas industry.

Apart from caustic potash and tall oil plants, and a recently accounced maleic anhydride project, the industry's investment programme for 1960 reveals a conspicuous absence of "diversification" projects. This is scarcely surprising in view of the limited market, foreign competition and unfavourable duty rates that would be faced by firms attempting to branch out into those lines of chemicals that are not now made in Canada. Accordingly, expansions in 1960, as in 1959, will be on the old lines. Examples are petrochemical sulphur, urea, oxidized hydrocarbon products, sulphuric acid, caustic soda and chlorine in the Prairie Provinces; nitric and sulphuric acids, nylon and tetraethyl lead intermediates, polythene, phthalic anhydride, titanium dioxide and phosphate chemicals in Ontario and Quebec; and possibly phenol in British Columbia and caustic soda and chlorine in both B.C. and the Maritimes. This list suggests a widening geographical distribution of the industry's growth as compared with 1959.

The coming year will also see the start of the Tariff Board's review of the tariff schedules for chemicals and allied products. This study, first proposed by the Federal Minister of Finance in 1955 but several times postponed since that time, is of course of major importance to the industry, and progress has been made in the preparation of material that will be required by the Board. In fact, some initial benefits of this work are already becoming apparent; close co-operation between the chemical industry and the Federal Government in this matter has begun to yield new information on the structure of the industry that will be of real value.

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L'ville Family 156 Years On Same Homestead

By NICK POWELL
(Record Staff Reporter)

LENNOXVILLE — Brian Herring, aged 14, his brother Doug, 11, and two sisters Rosemary and Elizabeth, aged nine and four years respectively, are the seventh generation of the family to live on the same homestead, a period spanning the last 156 years.

Their father and mother, Gordon and Grace Herring, run the Fairview Farm dairy on the outskirts of Lennoxville.

Gordon's brother Ken, and his wife Margaret, still live on the farm, but do not actively participate in working the dairy. They too, have four children.

However, grand master and mistress of the farm, are Mr. and Mrs. Charles Herring, grandparents of the seventh generation children.

Mr. Herring, aged 72, brought the Herring name to the farm. His wife, a year younger than himself, born a Mallory, was born in the present main house, just a year after it was built.

The Mallory name first appeared in what is now Lennoxville in the year 1804, part of the great immigration to this area of United Umpire Loyalists fleeing the state of Connecticut after the American War of Independence. Early members of the same Mallory family originated in the United Kingdom years before the Declaration of Independence.

In those days, according to Charles Herring and his wife, there were no roads, no railways — nothing but woods, not even a name. At that time Sherbrooke was known as Hyatt's Mills and most of the neighbors of the Mallorys consisted of groups of Indian families scattered about the area.

In fact Gordon's grandfather, born in 1849, played with Indian children when he was young. The Indians, commented Charles Herring, were apparently "friendly enough."

In those days, says Mrs. Charles Herring, the family had to travel all the way to Three Rivers for their staple foods. The only reason some people settled on the present site of Lennoxville was the abundant supply of fish.

The farm today is located just above the junction of the Massawippi and Salmon rivers, the latter coming by its name honestly in those days.

The present main house is believed to be the third house built on the property. The first is supposed to have been erected where the bridge over the Massawippi now stands; the second was put up on the site of the present dairy and which burned down in 1887. Later that same year the family moved into the new house, the present main house, and a year later Mrs. Charles Herring was born.

Mrs. Herring, unbelievably active despite her 72 years, commented on the "new" house: "120,000 bricks went into this house. It has 17 rooms and cost $3,000 to build. While the house was being built, my mother used to feed the working men out in the shed."

Today, two big barns stand, whereas there were originally 12 to 15 serving the farm. Starting with about 400 acres, the farm has expanded to more than 600 acres today. There are five homes, one for the grandparents, one for Gordon, one for Ken and two for the help.

For some time according to Gordon starting about 1924 or 1925, his mother made the farm a home for people travelling through and even provided for overnight accommodation for tourists travelling in the district. During World War II (while Gordon was overseas) Mrs. Herring had two families from England staying on the farm.

Since then she's almost always had someone or other staying there.

Today the farm is quite different from the old days: less than a 10-minute walk to the heart of Lennoxville or a 10-minute ride to Sherbrooke. The farm's dairy also now handles some 2,000 quarts of milk per day run by 12 hired hands and delivered by six special milk trucks.

Charles Herring the senior male member of the family, is not quite as active as he once was, but still likes to take a drive in the car. His wife, quick-witted and alert as ever can still use a cup of tea for an excuse to sit down and have a lively chat.

THREE GENERATIONS OF THE HERRING FAMILY — Seen above are the fifth, sixth and seventh generations of the Herring family in Lennoxville, living on the same family land for more than a century. In the centre are Mr. and Mrs. Charles Herring; at the left Gordon and Mrs. Herring and their four children Rosemary, Elizabeth, Brian and Douglas; and at the right Mr. and Mrs. Ken Herring and their four children, Frances, Neil, Bruce and Kenneth Jr.

(Record Photo by Gerry Lemay)

LENNOXVILLE GROWS

Continued fromm page 85

During the November meeting, a tentative budget of $130,000 was discussed, providing an estimated surplus for 1960 of about $500.

Figures on tax rates were discussed and it was decided they would remain the same for the coming year: General tax, 14 mills; farm tax rate, 8½ mills. Protestant ratepayers in town would be paying 23 mills, the same as the previous year.

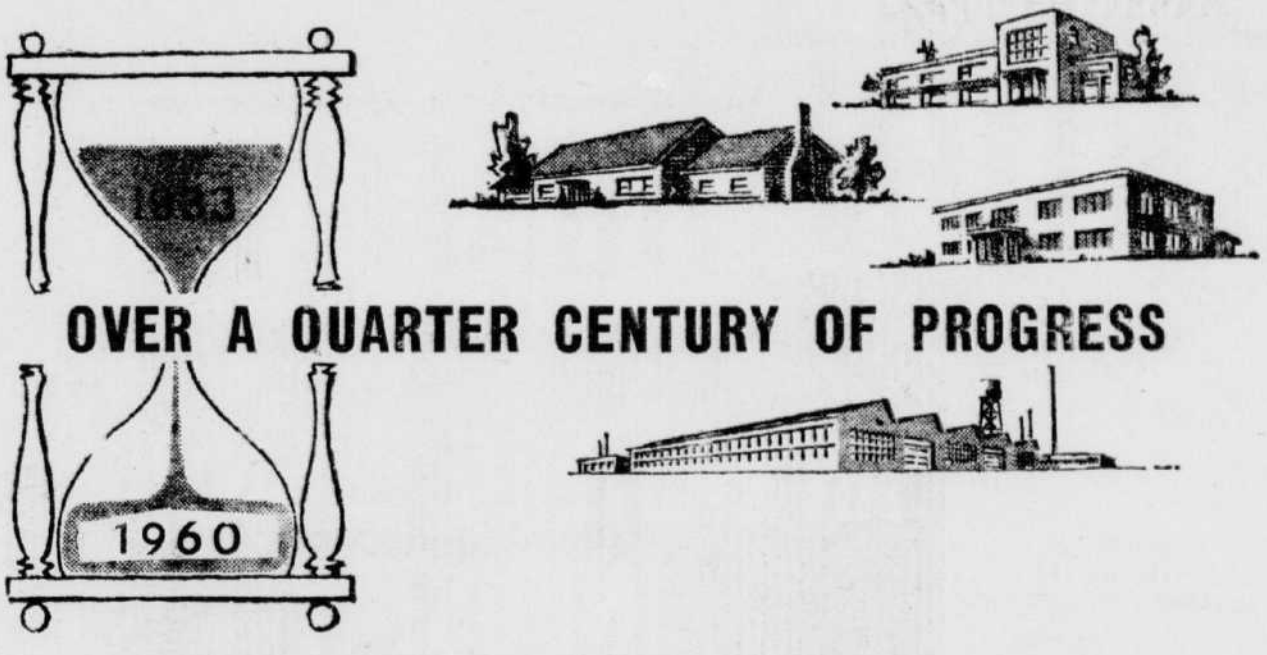
WINTER

Evaluation for the town reached a new high when it was revealed during the December meeting of council that the 1960 roll reached more than $5,000,000.

Council, also moved to try to prevent further traffic deaths of school children following a fatal accident the previous month near Birchton. The proposed amendment to the traffic bylaw would prevent automobiles from passing school buses which had stopped to take aboard or discharge children going to or from school.

Appeals by the Federal Ministry of Labor for council to take part in the winter works program were tabled. It was pointed out that federal assistance would prove more costly to the town in the long run, than waiting until spring for undertaking new projects.

Final business included correspondence from both the Canadian National and Canadian Pacific Railways agreeing to undertake improvements on the level crossing on College street. It was felt by council that both railways should have a share in maintaining it.



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In the realm of business, Sherbrooke is the third largest metropolitan centre in the province. Statistics show that retail sales reached a high of approximately sixty thousand dollars in 1959, to register their usual attractive gain over the previous year. More than 13,000 families in Sherbrooke, enjoyed a net income of some $70,000,000, also a gain over the previous year. Statistics prove Sherbrooke as one of the most progressive communities in Quebec and among the most prosperous in Canada.

SHERBROOKE CONTINUES TO GROW —

In 1959, 639 new buildings were erected at a cost of $8,746,037. From 1942 to 1959, 9,197 buildings were erected at a cost of $79,233,534.36.

Population in 1942 - - - - - - - -	39,000
Population in 1959 - - - - - - - -	63,197

...AND WE CONTINUE TO ADVANCE!

(This advertisement is published in the interest of Sherbrooke residents and manufacturers by the City of Sherbrooke).

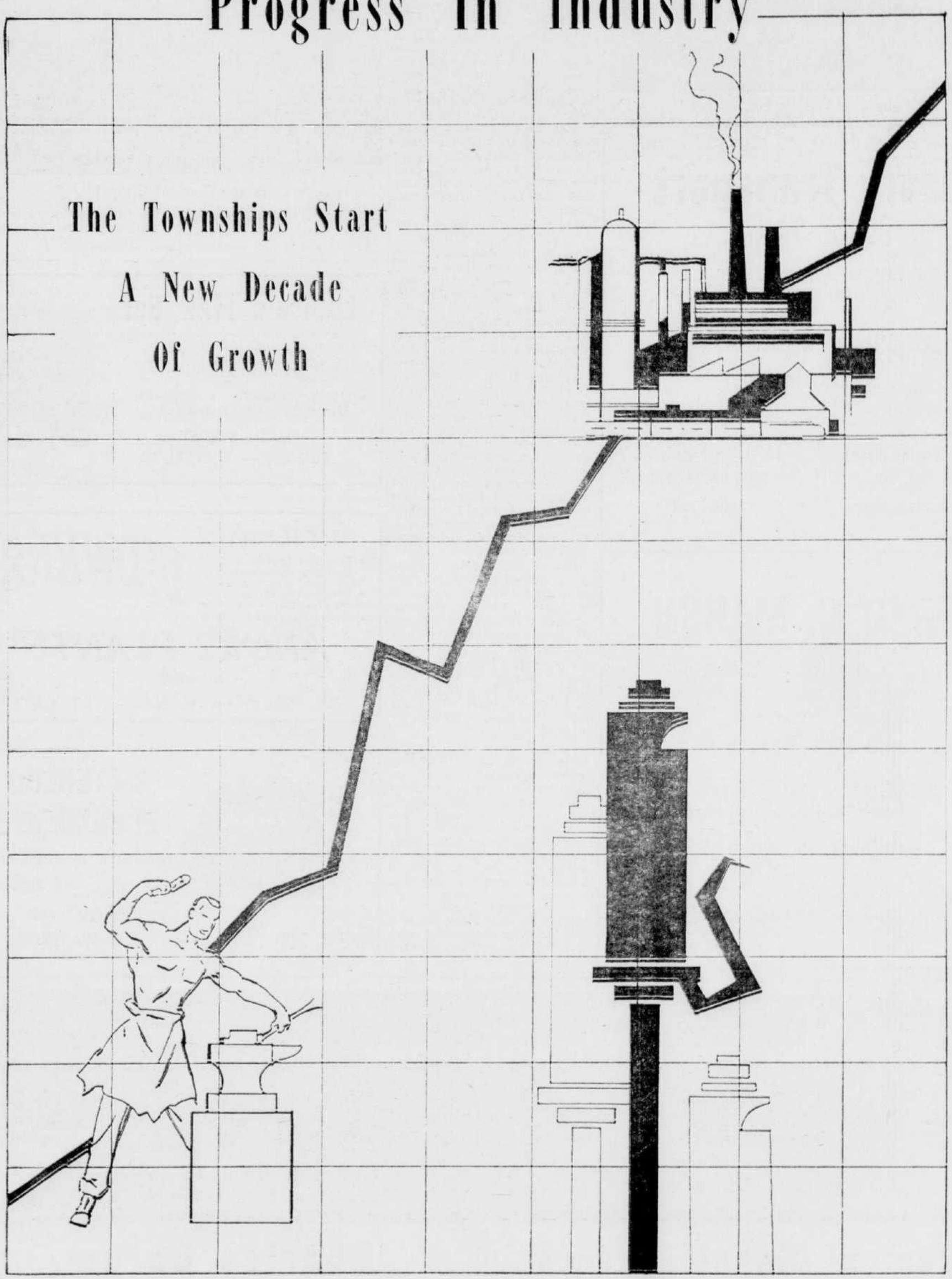
Sherbrooke Daily Record

63rd ANNUAL REVIEW

Sherbrooke, Quebec. FOURTH SECTION Saturday, March 26, 1960.

Progress In Industry

The Townships Start
A New Decade
Of Growth



Cover by Gerry Tapp

Maplewood Convent Plays Vital Role In Waterloo Educational System

Picturesque Setting For School

By ALICE BUCKLAND
(Record Correspondent)

WATERLOO — Maplewood Convent is the most beautiful estate in Waterloo. It is situated on the slope of a hill at the south of Waterloo and consists of about 10 acres. The spacious grounds have place for tennis, basketball, croquet and other outdoor games for the pupils. At the foot of slope is a pond where in summer ducks are a source of interest and admiration for the pupils and the nuns. Maple trees surround the property.

The "Chateau" was built in 1864 by the Hon. A. B. Foster for his private residence when he left Frost Village to live in Waterloo with his family until his death, in 1880. It was bought May 31, 1882 by the Congregation of the Sisters of the Holy Names of Jesus and Mary and the name Maplewood was kept. Mrs. Foster stayed with the nuns until June when an auction of the furniture took place and the transfer was made.

The Convent then opened with 41 pupils, of whom 32 were day pupils and nine were boarders. At the present time there are 16 nuns and 92 pupils, 48 boarders and 44 day pupils. Besides the regular course of studies, Latin and science, music and art are very intensively taught with great success. Last year at the Music Festival in Sherbrooke, many pupils from Maplewood took first prizes in both music and art. A large number of the townspeople have taken advantage of these courses and take lessons.

The structure of the convent itself has not been changed from the days it was a private home. The large rooms and beautiful imported marble fireplaces show the luxury of the old days. Perhaps the Italian rose marble with hand carvings in the dining room is the most superb of all

One of the original drawing rooms is used as a chapel. The white marble fireplace is especially beautiful with its elaborate carving. Folding-doors connect the chapel with the other large drawing-room.

The spiral staircase from the ground floor to the third floor, lighted by a huge skylight of leaded colored glass casts soft lights in the halls. It gives an air of grandeur.

Every available bit of space is utilized by the sisters. The Foster barn is finished into an apartment for the caretaker and also laundry rooms for the convent. Even the original smoke house is in constant use by a local butcher, Lucien Lussier who smokes his hams and bacons there. A corresponding little brick building is now the Art Room where Sister Louis teaches her large classes.

Few of the palatial old homes in the Townships have been kept in their original beauty as "Couvent Maplewood."

In the Convent Chapel

ITALIAN PEAK

The volcano of Stromboli is a 3,022-foot mountain on the Italian mainland, just north of the Straits of Messina.

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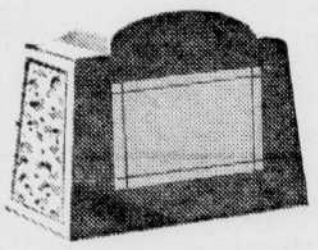

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787 Main Street — WATERLOO

Several New Homes Built, Streets Laid In Waterloo; Water Works Extended

By ALICE BUCKLAND
(Record Correspondent)

WATERLOO — The Municipality had a very busy year building streets, water works and sewers. Dufferin Avenue was graded, widened and gravelled in preparation for asphalting in the Spring of 1960.

After the old Town Hall was torn down the lot was graded and encircled with a sidewalk, leaving a space in the centre for landscaping.

Sidewalks were laid on North Street, as well as on Eastern and Taylor Streets, with the corner rounded off and hard surfaced at the junction of these two streets.

The sharp corner on Foster Square was rounded and will be hard surfaced in 1960.

The Public Works Committee laid a new 4-inch water main of 700 feet on Lake Street, 800 feet on Mountain Street, and 700 feet on Dollard Street. A sewer was laid of 1400 feet on Dufferin Avenue and a sewer on corner of Main and Allen of 200 feet.

Building permits were issued to the extent of $223,150, to Slack Mushroom Plant, back of the Exhibition Grounds and several business enterprises including, Etienne Dupont, $1,000; Gevry Transport, $38,000; Canadian Oil $20,000; garages, etc. $4,700; home improvements, $32,400; commercial improvements, $31,800; sheds etc. $950.

Eleven new residences were built at a cost of $123,500.

Projects for 1960 are: The Catholic School Board is building a 12-classroom school on Young Street and plans are being prepared to build an extension to the Mack Molding.

Waterloo is optimistically looking forward to a new factory. If it is fortunate enough to have this industry, it is expected that within three years the population will be doubled. This will require about 100 new tenements to be built each of these next three years.

The snow removal has been very quickly and satisfactorily handled by the rental of a snow blower, tractor and trucks so that in only a matter of hours the main streets of Waterloo have been cleared of snow.

The population of Waterloo has changed slightly with 35 families moving to this town in 1959. The estimated population is 4,700 people.

At a recent council meeting, the question of building a hospital in Waterloo was discussed very seriously, to take care of minor illnesses, maternity cases and accidents. It has been suggested that a hospital with 50 beds, staffed by our local doctors would answer a very necessary requirement.

NEW COAT OF ARMS — Waterloo received a new coat of arms this past year. It hangs over the mayor's desk in the council room of city hall. (Photo by Walt Hughes)

Waterloo lost its oldest citizen this year, in the death of George Wilkinson, 95 years and 2 months. Mr. Wilkinson lived many years in our town. He was an active coal dealer up until a couple of years ago.

The Town of Waterloo has grown remarkably during the last couple of years. The development is along Lewis Street towards West Shefford. New houses at the east end of Western Avenue have been built. Dollard Avenue is a new street which runs at right angles to Western Avenue. It now has 11 modern homes, five of which were built within the last year. The mayor of Waterloo, Armand Russell owns and occupies one of these.

Dufferin Avenue has opened up to connect with Clark Hill. Four or five homes have been completed this year and several lots sold to prospective homeowners.

Victoria Street is another new development which will be more built up soon. This street runs parallel to Dufferin and ends at Depot Street, connecting here with the highway.

Clark Hill is one of the most beautiful sites in Waterloo. Lovely homes are built on both sides of this picturesque hill and the remaining lots are being taken. It overlooks the town of Waterloo and at night the myriad lights make a lovely view.

Action has been started to establish a Cooperative Housing Development to encourage heads of families to build their own homes. An initial amount of around $3,000 is required as a down payment on a $7,000 property. The balance will be loaned by a bank or Mortgage Company. The government reimburses 3% interest during a period of 20 years.

It is anticipated at least five houses will be built this year along the Lewis Street development alone.

The Mayor for 1960 is Armand Russell, M.L.A. and the Councillors are: Windsor Holloway, on the Committee of Police and Fire, Road Department, Streets, and Sidewalks; Paul-Andre Roy, Police and Fire, Public Works; Gilbert Duval, Road Department, Streets, Sidewalks, Building Permits, Amusements; J. M. Cardinal, Finance and Administration, Industrial; Jules Tranchemontagne, Finance and Administration, Industrial; Roma Malouin, Building Permits, Amusements, Public Works; Maurice Lalumiere, Social Welfare, Health Department; Fred Marsh, Social Welfare, Health Department; Deodat Cabana, Superintendent of Public Works, and Fire Chief. J. A. Renaud is secretary-treasurer.

The Police Force is composed of Gerald Hollenbeck, Chief of Police; Rudolph Larose, Assistant Chief; and Constables J. P. Robidoux, Fernand Dufresne and Claude Lallier.

A new by-law passed in 1959 concerned the installation of parking meters. During the year, parking meter tickets given out totalled 1307, speeding tickets 98, red-light tickets 21, all other tickets 363, making a total of 1789.

Money collected for the year 1959 on fines, also included in the costs of court notices was $2,-

A new 4-ton truck was ordered in 1959 for the town.

PRINCIPAL EVENTS, 1959

Jan. 14: Rev. Paul Busing elected president of Waterloo Public Library.

Jan. 19: Waterloo Council moves into new Town Hall. Mayor Armand Russell, M.L.A. returned by acclamation.

Jan. 25: Waterloo Harmony Band, under the direction of Dr. Guy Poirier, held first indoor concert.

Feb. 5: $10,000 fire at the home of Joe Gevry, Foster Square.

Feb. 9: Annual Red Cross Meeting when R. Millinchamp was elected president.

Feb. 27: Kiwanis Club host to CJAD Hockey Players.

Mar. 4: Town of Waterloo sold the Bates Manufacturing Company plant to the Burlington International Division of the Burlington Mills.

Mar. 8: Annual Fish Derby held by Yamaska Conservation Association on Waterloo Lake. Molson trophy for largest pike won by James Wheeler.

March 11: Waterloo Social Service elects Mrs. Allan McKergow, president. Rev. Father Paul-E7mile Jolin, White Father of Africa for 24 years, home from Nyasaland for the first time in 10 years.

April: Waterloo High School students visit Ottawa.

May 1—Annual Ballet Recital to capacity houses.

May 11: 1st. Annual Cadet Inspection at Waterloo High School.

Aug. 2: Rev. Paul Busing bids farewell to St. Luke's parish.

Sept. 12: Waterloo School Fair, sponsored by the Frost Village Farm Forum, Waterloo Kiwanis and Waterloo-Wardon Women's Institute.

Oct. 3: Francois Godbout honoured, challenger for the Davis Cup.

Dec. 7: Furniture store, 746 Main, gutted by fire. Property of Gerard Lefebvre of Lachute with stock owned by C. Brodeur. $30,000 fire. Was formerly the old George Gilmour home.

Dec. 17: Second annual Christmas Concert by Waterloo High School played to packed houses.

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Waterloo Has New Young Tennis Star

By ALICE BUCKLAND
(Record Correspondent)

WATERLOO. — Francois Godbout is a boy who has brought Waterloo into prominence with his tennis achievements. A blond, handsome young chap of 21, he has earned a name in the field of tennis throughout Canada. This summer he had the distinction of being chosen to the team of the Davis Cup players.

Francois started his schooling at St. Bernardin's College at the age of six and at the same time played his first tennis. The courts were then on the grounds where the present City Hall stands on Court Street. The little fellow in white shirt and white shorts was a familiar sight on the courts at any free hour. He seemed to live for his tennis. But he did not neglect education or other sports.

Francois continued his studies at College Breboeuf in Chambly, took his B.A. at the Seminaire de Sherbrooke and is now studying law at the University of Montreal. He also continued his main interest—tennis.

He acquired greater skill practising with Robert Bedard, tennis champion of Canada, his good friend. Francois won all his tennis matches for his team at the Univeristy of Montreal, which gave the Inter-University Challenge Trophy to the college.

Tennis is not this clever boy's only hobby. He is as interested and accomplished in music as one would expect from the son of Notary Louis Godbout, who was a fine musician and an organist of note. Basketball and hockey are also among the sports Francois enjoys.

Mrs. L. C. Godbout, his mother, lives on Court Street. Her many friends, French and English, are proud of her illustrious son. We feel certain the steadying and

FRANCOIS GODBOUT

helping influence of this modest lady has guided Francois to become such a well-balanced young man. The heritage and influence of his accomplished father, a true gentleman, are recognized.

A tribute to Francois is found as one enters the town from Montreal highway. A large billboard in color, French on one side and English on the other states:

Waterloo—Home Town of
Francois Godbout
Challenger for the Davis Cup.

Kiwanians' Achievement Report

By ALICE BUCKLAND
(Record Correspondent)

WATERLOO — In agriculture and conservation a trophy was given for the largest grey trout caught locally, the award being presented at a regular meeting of the Yamaska Conservation Association.

A silver tray was given for the best calf exhibit at the Waterloo Fair.

Again this year the club offered its full cooperation in the local program of dore restocking in Waterloo Lake.

There was unusual activity in the school gardens program. This involved distribution of seeds to some 75 children, periodical judging of gardens and finally, of garden produce.

An outstanding Farmers' Night was held on April 14, at which were present 35 farmers and 41 members. This event was catered to by the Ladies of the United Church and the program was outstanding with music, etc., a highly qualified speaker supplied by Massey Harris Ferguson Ltd. whose subject "World Food Supply" was particularly fitting.

Members of the Agricultural Committee were active in the organization of the Waterloo Exposition.

SUPPORT OF CHURCHES

Printing and distribution took place of 1,000 bilingual pocket calendars. Each calendar sets out a sermonette based on the Lord's Prayer and, on the reverse, outlines some of the Kiwanis Community work which is being done.

The annual Church Service was held on June 7 at St. Paul's United Church and was an outstanding effort. As usual, the sermon, music, choir, reading of the Lessons, taking up of collection, etc., was performed entirely by Kiwanians. Three ministers appeared as speakers at the Club during the course of the year.

Several members attended the District Kiwanis Church Service held in St. James Church, Montreal, April 1.

Plans are presently under discussion to arrange regular visits by Kiwanians to two of the homes in the area which take care of elderly people, to distribute small gifts, reading material etc.

PUBLIC AND BUSINESS AFFAIRS

A new campaign was organized during the past year which involved picking up old license plates. Through the cooperation of the service-station operators some $50 was realized for welfare work.

From operation of two booths at the Waterloo Fair, a net profit of some $200 was made. This was also ear-marked for community welfare work.

Two hospital beds were in constant use throughout the year. Beds after each using are stripped, cleaned and disinfected.

Some ten picnic tables were repaired, repainted and placed for public use at two locations. Kiwanis signs identify the tables at the various picnic grounds. Letters of appreciation continue

Continued on Page 96

A. GRANDPRE

— NOTARY —

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— NOTARY —

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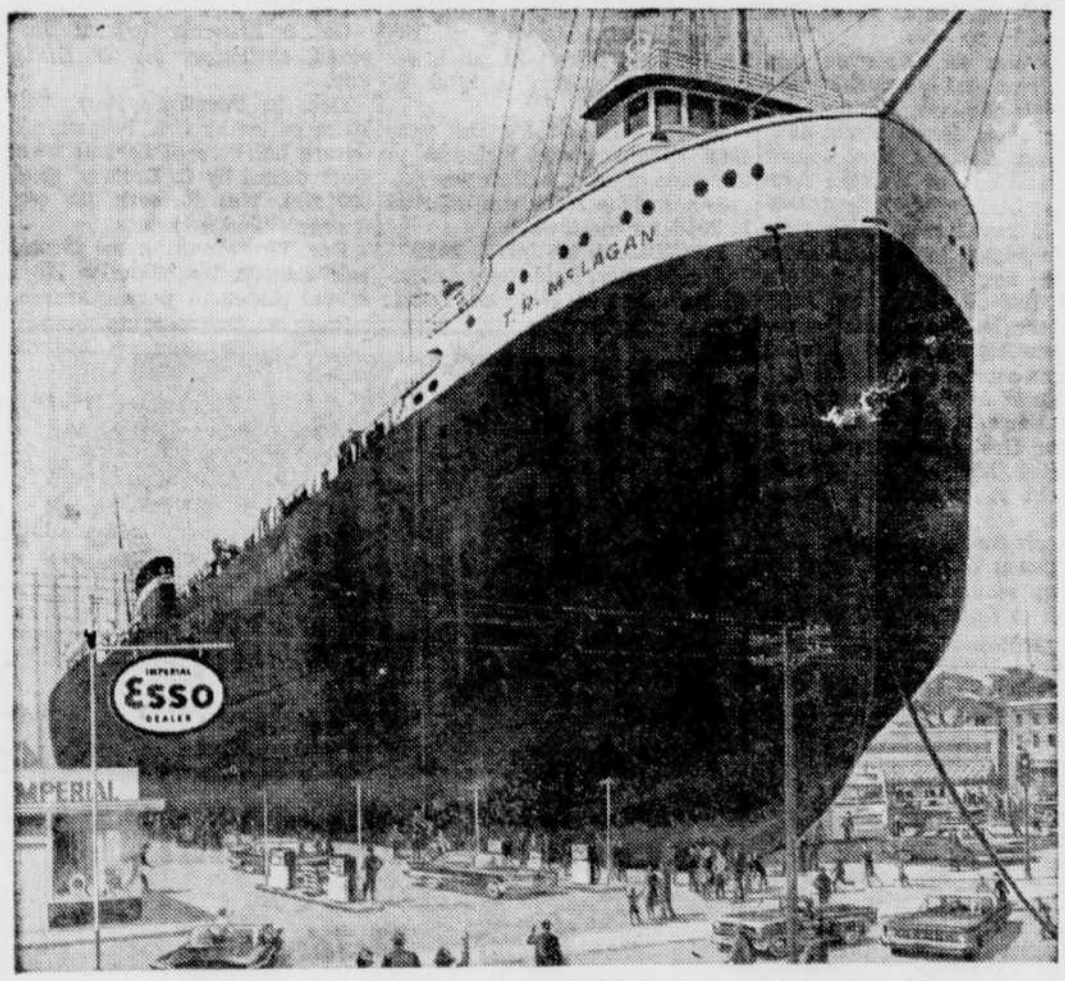

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Imperial's efficiency in getting everything out of the crude oil means the prices of all products are low. That's one reason government figures show that in the last five years the average price of things people buy has gone up nearly 16 per cent, while gasoline has actually gone down about half of one per cent.* **DBS wholesale price index.*

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Knowlton Is First And Foremost A Summer Resort

By MRS. E. BOCKUS
(Record Correspondent)

KNOWLTON. — The village of Knowlton, situated on the eastern shore of Brome Lake is a favorite Eastern Townships summer resort.

When the founder of the village, Col. P. H. Knowlton, settled here on the farm which is now the Knowlton Golf Course, the St. Francis Indians were camping on the lake shores. The house in which Col. Knowlton resided is still standing and is occupied by Mr. and Mrs. L. Harman. Mr. Harman is the Knowlton Golf Club "Pro."

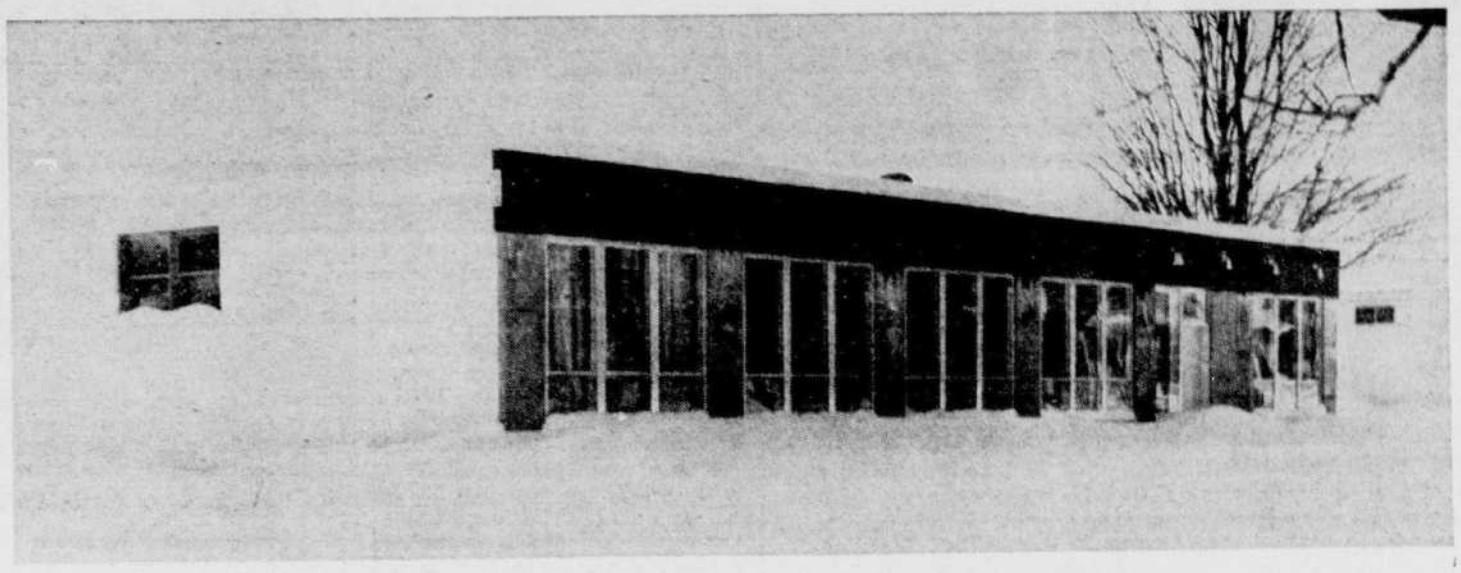
Some of the tools and utensils used by the Indians can be seen at the present time in the Brome County Historical Society Museum situated here.

It has always been the desire of the mayor and councillors as well as most citizens that the village retain its popularity as a summer resort, consequently industries are not encouraged to settle here.

However, a small factory, the Amalgamated Industries (Clairol) was brought in by C. P. Thornton several years ago and is carried on at the present time by his son, Paige Thornton.

Citizens are very proud of the Historical Museum, the Pettes Memorial Public Library, the Knowlton Composite High School which has an enrolment of over 700 pupils and serves a radius of about 35 miles, the children being brought in by school buses.

There are five grocery stores, one general store, a hardware store, two TV shops, a gift shop, four restaurants, a Southern Canada electrical store and office, and about six garages and filling stations, as well as several beauty parlors and barber shops.



NEW PLANT OF CLAIROL INC. OF CANADA COMPLETED LAST YEAR
(Record Photo by Brereton)

Three churches serve the district, St. Paul's Anglican Church with Rev. T. E. R. Nurse as rector; Knowlton United Church, Rev. J. David McCord as minister; and St. Edward's Roman Catholic Church with Rev. Father J. A. Jodoin as parish priest.

One might judge by the size of the village that life here would be pretty dull, but if one could spend a few weeks here, he would soon change his opinion.

There are numerous service clubs, fraternities, social and church groups actively providing much entertainment as well as work for members in the community. Some of these groups are: Brome Branch Canadian Legion, Ladies Auxiliary of the Legion, Lions Club, I.O.D.E. Chapter, Masonic, Oddfellows and Rebekah Lodges, Boy Scouts, Girl Guides, Cubs, Brownies, Canadian Girls In Training and numerous other church groups.

In the summer, much activity takes place at the Knowlton Golf Club and the Brome Lake Boating Club. Here, there are sailing races as well as the usual swimming and bathing and also many social gatherings including movies and record hops and dances for the young people. A very successful Regatta takes place each year at the Boating Club.

A Cart and Canter Pony Club at the home of R. B. Call is very popular with the younger set.

In the winter much of the community life centres around the churches and the High School. Here hockey and basketball games, dances and parties keep the young people and some not so young, pleasantly occupied. Also the Knowlton High School Band, which has become famous and is considered one of the finest high school bands in Canada, presents several concerts during the year. This band has toured much of the Province of Quebec, as well as Nova Scotia, New Brunswick, Ontario, the states of Vermont, Maine and New Hampshire.

While the village has not gone ahead, in the same sense as many in the immediate surrounding district, due to the fact that industries are not solicited, there have been many beautiful homes erected here within the past few years and the many old residences, have in most cases been kept in excellent condition.

In the past year 12[illegible] feet of new road was constructed in the municipal sub-division; 1000 feet of new 4-inch water main and 1200 feet of new 8-inch water main were installed.

The only industrial expansion was the building of the new Clairol Co. Factory on Main Street. This industry had occupied the building on Victoria Street, formerly known as the old Williams Store which Mr. Thornton purchased when he brought the industry to Knowlton.

There has been no significant change of population during the past year, and as far as I know the oldest citizen is Miss Maude Martin who resides at present at the Elliot Rest Home in Bolton Pass. Miss Martin celebrated her 98th birthday last fall.

The Mayor of the Village is Carl C. McClay and the Councillors are: H. L. Parkes, J. K. Patterson, P. Allard, J. A. Jolley, E. C. Pilson and D. G. Jamieson.

These Eastern Townships

The following article by Etta M. Atkinson of Danville, is part of a history of the Eastern Townships which she is compiling. She includes information on Townships grants, land abuses, petition to the House of Assembly, change of clergy reserves and seigniories, new immigration, agricultural developments, Rebellion of 1837-38, plans for a railroad, the first United Parliament, visit of the Prince of Wales, Confederation, The Fenian Raids, Dominion Day and railroads.

☆ ★ ☆

by ETTA M. ATKINSON

The first township granted was to Hon. Thomas Dunn and his 34 associates. It consisted of 57,252 acres for the Township of Dunham. The second township was granted to Asa Porter and his 32 associates and it consisted of 58,460 acres and the usual allowance for highways.

Then followed grants of the townships of Bolton, Potton, East Farnham, West Farnham and others in the border counties, now known as Missisquoi, Stanstead and Compton. They made their way along the St. Francis River into Dudswell, Ascot, Richmond, Melbourne and other sections. In fact, so quickly were these wild lands pounced upon by a few favorites that in 1815 General Drummond, then administrator of the province, was obliged to have recourse to the officers of a certain department in which enormous abuses existed.

So much territory had been given away that Drummond informed the minister that there was no more room on the St. Francis River for the establishment of the immigrants and discharged soldiers. From 1796 to 1811 over three million acres had been granted to a couple of hundred privileged applicants, some of them securing as much as 60 to 80 thousand acres.

These people of course, had no intention of ever improving the land by clearing it of the forest —but as it cost them nothing they proposed leaving it in the same wild state until such time as the development of the neighborhood by colonization would increase the value.

Not only were these vast acres of wild lands a vexatious question but the alienation—reserved for any future use of the Crown and support of the Protestant clergy —distributed through the grants, was also left in the wild state and usually came between the land opened by the colonists, obliging them to live far apart. And still another land question arose out of the seigniory grants (St. Armand, Foucault and Noyan) along the Missisquoi Bay and Richelieu River. Much of these large grants still remained unoccupied and were intended by the land granting department to be given to the immigrants whenever they wanted them. The seigneurs had often expressed the wish to get them as their own property; while the country people maintained they should be kept "en seigneurie" according to the intention of the sovereign who first granted them.

Of the thousands of emigrants who came during the few years which followed, scarcely one thousand remained in the Townships. Others, on seeing the sad state of things, passed through to Upper Canada and the United States. More unfortunately, the Townships were without a representative in the House of As-

Continued on page 94

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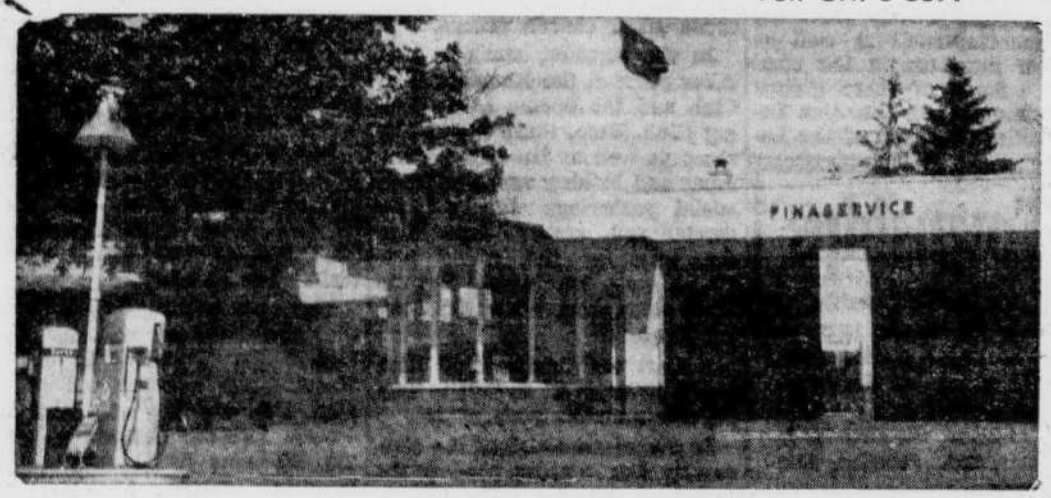

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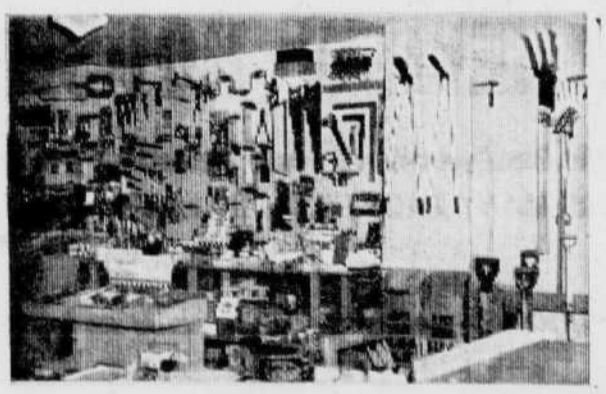

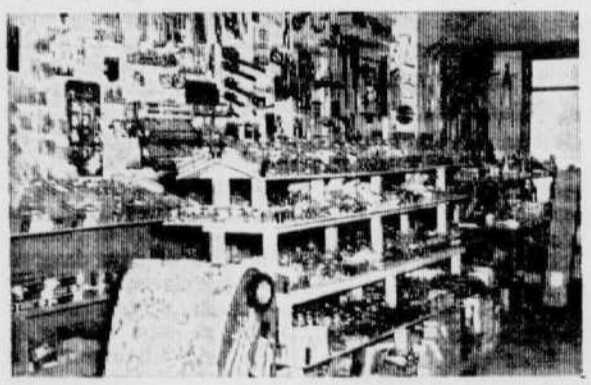

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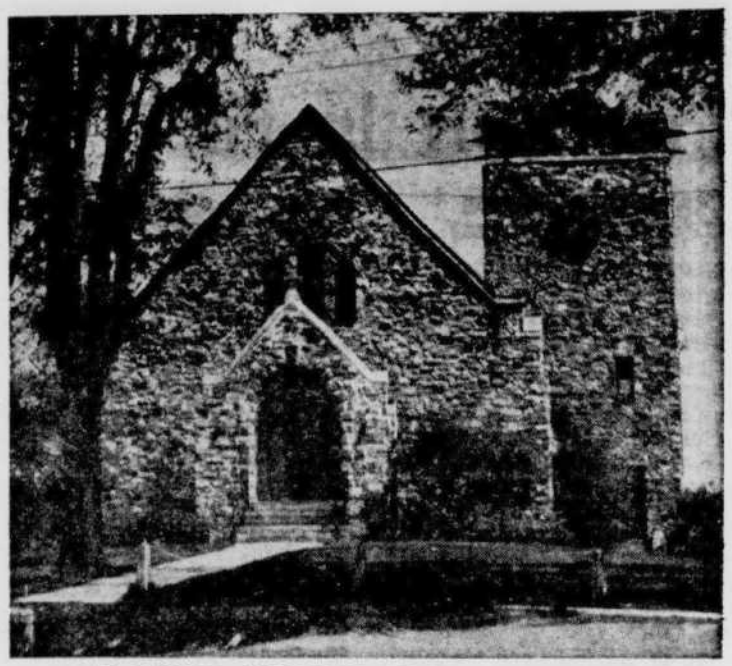
THESE EASTERN

Continued from page 93

sembly. Many of the settlers despaired of ever having schools, churches, neighbors or even roads.

However the time had come when a number of citizens from all the Townships then granted met together and decided it was going to be extremely difficult to continue longer under the present condition of things.

The petition presented by the people of the Townships in 1823 to the House of Assembly not only complained of the abuses of land, but the neglect to which the settlers of the Townships were subjected. It stated: "That more than 40,000 souls speaking only the English language and holding their lands under the English form of tenure were governed by French laws and were without any representative whatever in the House of Assembly. There was no Court of Justice within its limits, and all matters requiring judicial interference had to be referred to Quebec, Three Rivers or Montreal, frequently distances



ST. PAUL'S ANGLICAN CHURCH, KNOWLTON

of 150 miles through a country both difficult and dangerous due to the bad state of roads—a matter to which the legislature seemed to pay no attention at all. For that reason, they were in favor of the project of a legislative union of the two provinces.

By Act in 1823 the district of St. Francis was established comprising the counties of Compton, Richmond, Stanstead and Wolfe. The Court House, Jail and public offices were located at Sherbrooke. It was arranged that the Townships were to have eight representatives at the next session, and these were to increase to 11 at the next general election. The law passed in 1825 made it possible to surrender or change clergy reserves and convert seigneurial rights into tenures of free and common socage.

The next steps in the work by the settlers were to bridge the streams and construct causeways over swamps, when ox-sleds could pass in summer to the navigable rivers or to travelled roads in older sections. Those who had money gave it to these enterprises, and those who had none—which was much oftener the case—gave their labor.

Those living west of Lake Memphremagog sought a market in Montreal by different roads through the interior, while inhabitants along the line of the St. Francis and its principal tributaries found their way in canoes down that river to its mouth and thence across the St. Lawrence to Three Rivers.

Notwithstanding the many disadvantages with which these New England people had to contend in the early days of the settlement their efforts were finally rewarded by a measurable success. The new land produced well and after the first years of labor grain was usually plentiful. As soon, however, as this was the case the surplus grain and the products of wood ashes, the furs of wild animals taken by trapping, were carried to market. Black salts were the poor settler's principal dependence as they bore a high price, and were always in demand.

From a very early date, Sherbrooke and Lennoxville—or as they were called "the Upper and Lower Forks"—were centres of trade for the surrounding country.

The settlement of these Eastern Townships, may properly be divided into four periods.

I. Immigration from the New England States, beginning about the year 1793, though a few settlers may have come before that date, and located in the seigniories — but it is doubtful whether there were any inhabitants, other than Indians, previous to the Revolution.

II. In 1814 an English immigration began. Many were discharged soldiers who had fought in the Napoleonic Wars. It was from this source that Drummondville was founded and that Megantic County received its first settlers.

III. British immigration from 1820 to 1830 was rapid, largely from Scotland, promoted by the British American Land Company and the establishment of roads. They located chiefly in the Eastern part of Compton County. The ill-fated Village of Victoria, about one mile from the present Scotstown, was established in 1836, and these early settlers planted in the wilderness of Southern Quebec underwent many trying experiences. In 1838 the first Scottish settlers arrived in Lingwick from the Island of Lewis and for 15 or 20 years there was a considerable immigration from this source.

IV. Immigration of French-Canadians, which began in the 30's did not reach any great volume until the latter half of the century, following the construction of the Grand Trunk Railway and the development of the town and village settlement, This applies particularly to the county of Arthabaska, and part of the counties of Wolf, Drummond and Megantic.

However, the real pioneers, of these Eastern Townships, were those men and women who came from the New England States.

Continued On Page 95

Legion Branch In Existence 30 Years

By MRS. ELTON BOCKUS
(Record Correspondent)

KNOWLTON — Last Remembrance Day, Brome Branch No. 23 of the Canadian Legion celebrated its 30th anniversary, having been organized on November 11, 1929, a few days after the market crash that started the terrible years of depression.

Meetings were first held in the Lake View Hotel and later in the Armoury room, (Post Office Annex). In June 1933, an option was taken on a building owned by Isidore Jacques for $1200 and the sum of $900 was raised by offering $5 notes for four years at 4%. Many of these notes were later donated back and others redeemed at intervals and besides the cost of renovating and operating, the mortgage of $300 was discharged in 1936.

After the Second World War, this building was considered inadequate and was sold in February, 1949 to one of the members, Norman M. Crandall.

A building lot was then purchased from Mrs. J. C. Blackwood and in 1955 a building which was an annex of the Knowlton Inn was bought and moved to the new lot. Oil heating was installed the following year and extensive repairs were made this past year.

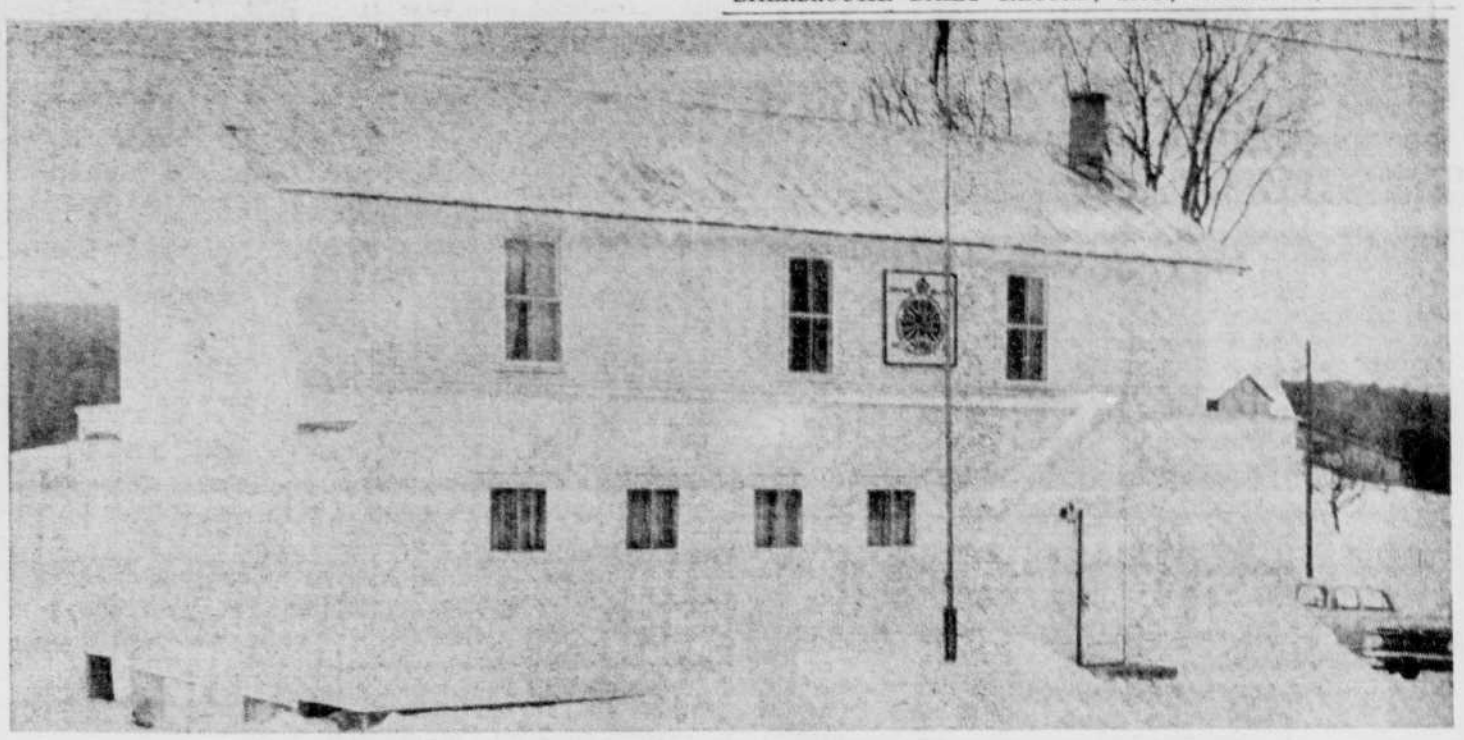
This building has a large main hall and a very fine planned kitchen as well as a men's cloak room on the first floor. Upstairs, there is a full sized caretaker's apartment including kitchen as well as a large committee room. In the near future, the basement will be made into a games' room and a stage will be added to the main hall.

In 1957, a cabin was purchased and transferred to property acquired by donation of L. D. McClintock and which is being occupied by a deserving veteran.

The Branch has a paid membership of approximately 75 with a ladies auxiliary of 35 members. Its activities are many and varied including social, educational and service work.

Entertainment for the younger set is provided in Record Hops every Saturday night and Carpet Bowling and Darts for members and friends on Friday night. The hall has been made available for meetings of the Wolf Cub Pack and it is hoped that in the near future, a suitable night may be found for the Boy Scout Troop.

The accomplishments of the Branch over the period of thirty years has been due to the hard work of many of its members and the generous and willing support of the public.



HALL OF BROME BRANCH NO. 23 CANADIAN LEGION AT KNOWLTON
(Record Photo by Brereton).

THESE EASTERN

Continued From Page 94

They penetrated an unknown and trackless wilderness, abounding in wild animals, and inhabited by Indians more or less friendly.

Many came through desire to live under the British flag; which they loved in the border countries, now known as Missisquoi, Brome, Stanstead, Shefford and along the valley of the St. Francis into Dudswell, Ascot, Richmond, Melbourne, Kingsey and other sections. They battled valiantly with the task of preparing the land for cultivation and the necessity to become workmen in all departments of life.

Each farmer was compelled to undertake the necessary work of blacksmith, carpenter, and shoemaker. Gradually as some member of the neighbourhood developed skill in any branch of work, others handed over to him their work and gradually he gave less and less time to his farming and more and more time to his specialty.

These New England Women, also developed remarkable skill in the manufacture of clothing and household furnishings. Not only were they masters of each step of the process by which the wool of the sheep and the flax of the fields were converted into woollen and linen cloth, but the instruments or machines which were used by them in the process were home made. The pounder for crushing flax, the wheel for spinning and the swifts for skeining, as well as nearly all parts of the loom for weaving were prepared in the home or neighborhood.

The result of the work naturally varied greatly in quality. The most common material was flannel and heavy cloth for men's wear called "wale." In many households plaid material for dresses and bed-spreads of very beautiful patterns were prepared. Woolen yarn for stockings, mitten, leggings and caps was also prepared.

AGRICULUTRE

During the Early 1830's, agricultural developments in the counties bordering the international boundary and along the St. Francis and Nicolet rivers, progressed rapidly. Sturdy English, Scottish and French families created an atmosphere of culture and progress in which many of the leaders of provincial and national life were reared. Anglican and Roman Catholic parishes were formed, churches and schools built and all the conditions necessary to progressive life

Continued on page 97

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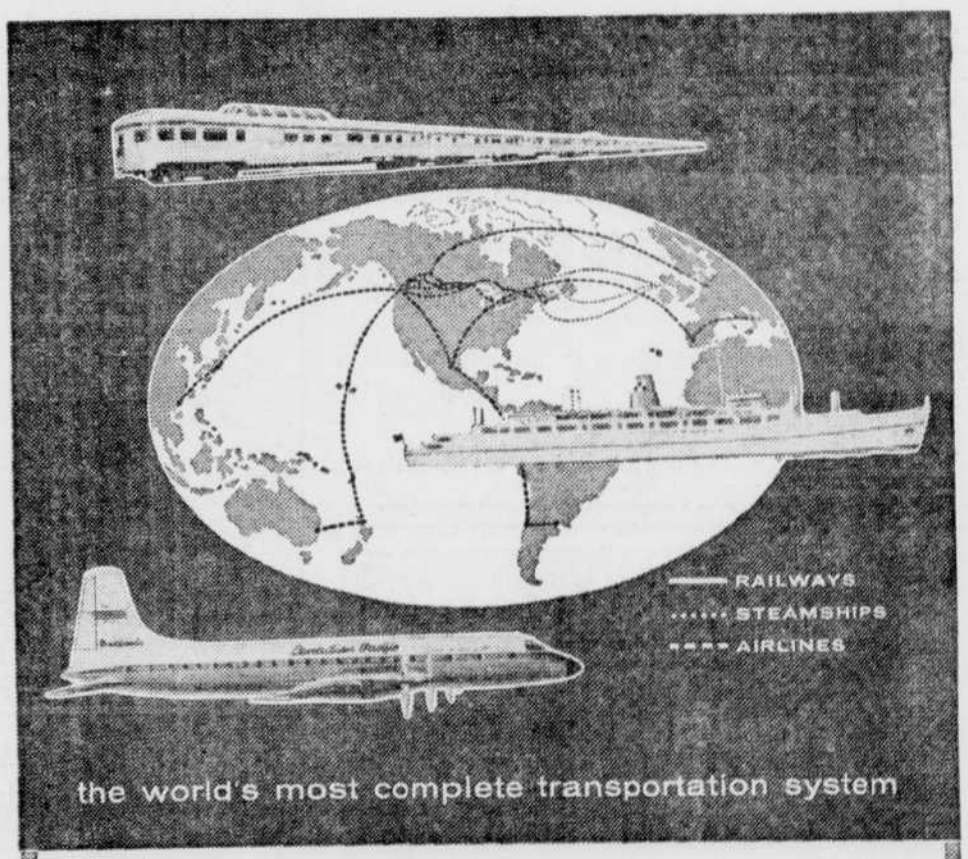

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New Extension Added To Knowlton Nurseries

KNOWLTON — Knowlton Nurseries have just completed erection of a new greenhouse which covers 2,000 square feet, thus increasing their growing area to 6,000 square feet.

The addition had become necessary to meet the demand for fresh flowers in the district, particularly chrysanthemums which have increased in popularity because of their keeping quality.

In the spring the greenhouses are devoted to annual bedding plants. This year 3,000 boxes will be grown with nearly one-third of them being petunias. Tuberous begonias and geraniums are also grown in quantities.

Spring is also a busy time in the florist shop when designers are busy preparing brides' bouquets for the many spring weddings in the district.

Head designer for Knowlton Nurseries is Mrs. Haroldyne Brereton, assisted by Mrs. M. B. Sandison. Leslie Paige is in charge of growing and Frank Cousens and Walter Paige of Bolton Glen take care of landscaping in spring and fall.

KNOWLTON NURSERIES' NEW GREENHOUSE STRETCHES OUT AT LEFT
(Record Photo by Brereton)

KIWANIANS

Continued from Page 92

to be received from the public in connection with this project. The Club also engages the services of a person to keep the grounds in a neat and attractive condition.

Kiwanians were requested to organize a campaign for local use in connection with National Safety Week. Large banners were set up, a parade organized and publicity arranged to direct traffic to a special area where competent inspections were made of lights, brakes, horns. After any defects had been corrected at qualified local garages, safety stickers were affixed to windshields of cars passing the various tests. Some 500 inspections were made over the one week period.

The beach was again cleaned this year, floats put out and taken up for storage at the end of the swimming season.

Kiwanis again engaged the Mobile X-Ray Clinic for a two-day period during which over 1,100 inspections were made. The project also necessitated a personal canvass on a door-to-door basis.

A Kiwanis Teachers' Night was held to honor the teachers from the local schools.

Payment of electricity over a protracted period was made for one local family in difficult circumstances.

Bulletin boards were set up in local plants outlining various Kiwanis services available.

Organization of a Hockey Game with Station CJAD from Montreal turned into a worthwhile money-raising project and netted some $275 for welfare work.

A Hallowe'en Dance sponsored by club members also turned out successfully and netted some $275 to be used for welfare work.

Something new in the way of a project for the Club was the Christmas Tree Campaign which gave a profit of some $100.

Continued on Page 117

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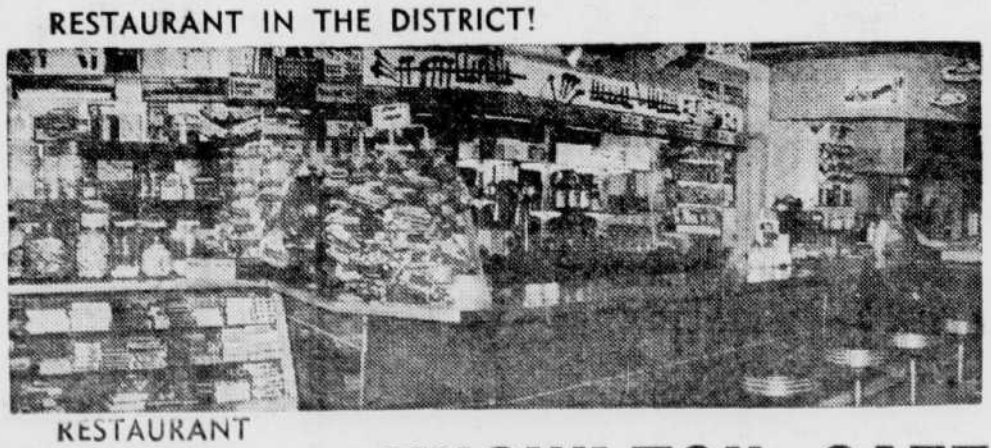
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NEW WING IN USE — The new wing on Mansonville Intermediate School, seen at left, occupied since the first of this year, increases the capacity of the modern school by two classrooms and a primary playroom. The school has been in use for seven years now and is equipped with the most up-to-date facilities including a gymnasium with stage and kitchen. V. E. Patterson is principal.

(Record Photo by Brereton)

THESE EASTERN

Continued from page 95

provided, except modes of transportation.

There was nowhere that the settlers could sell their products.

The largest settlement in the Townships was the small village of Sherbrooke. From there the nearest city was Montreal. If a Township resident wished to make a trip to Montreal or Quebec, the best possible time that could be offered, by the mail stage, was from a day and half to three days.

For some time a conflict for supremacy had been going on between the legislative assembly and the executive of the government that was appointed by the Crown; and in the year 1837, the impatient reformers under William Lyon Mackenie and Louis Joseph Papineau, the popular leader of the French-Canadian majority, actually took up arms; and Canadians laid down their lives to obtain the privilege of freely choosing their own government.

The uprising in Canada in 1837-38, resulted in a good deal of agitation in the Eastern Townships, though no serious conflict occurred in this territory. Many "sympathizers" were arrested and Sherbrooke jail, as other places of detention, was crowded. The local militia was placed on "war footing" and many new companies of loyalists were organized.

In an order dated April 4, 1839, placing these corps on a sedentary footing, the following units in the Eastern Townships are mentioned, namely, Missisquoi Borders, Noyan Loyal Volunteers, Clarenceville Rangers, British American Rifle Company, Sherbrooke Troop of Cavalry, Hatley Loyal Volunteers, Stanstead Volunteer Cavalry, Eastern Townships Loyal Volunteers.

The rebellion was followed in 1840 by the union of Upper and Lower Canada and the establishment of a greater measure of responsible government.

In 1843, a meeting of the inhabitants of St. Francis district was held in Sherbrooke, and an organization begun which the members hoped at last would end their difficult and hazardous modes of transportation. Shortly afterwards a leader was found for the movement, in the person of Alexander T. Galt, son of John Galt, of London, England, who had organized the British American Land Company in 1831.

The Company had obtained from the Crown large blocks of wild land in the Townships, and with a view to improving its holdings had brought in many settlers. The Canadian headquarters of the company was established at Sherbrooke, with Alexander Galt as its head.

Galt's fortunes were naturally closely linked with these Eastern Townships, to which he devoted every resource of energy at his command. And it was with the object of opening up the district, and advancing the sale of his company's land holdings that he became interested in railway development.

The year 1844 was an election year, and Alexander Galt decided that it would be a good time to go to Kingston, then the capital of Canada, and interview the Governor-General. He was told by the Governor-General "those who support me I will support. Home he came, and in the election the Eastern Townships returned a solid block of tories to support the Governor, who, as it turned out, secured a majority in Canada as a whole.

Plans for the railroad were now pushed eagerly ahead. The idea was to get Montreal to pay for it by persuading its people that Montreal could never hope to compete as a harbor with New York unless she had a railway connecting her with some Atlantic port which would be open during the winter. Boston wanted to be that port, but a line from there to Montreal would have missed the Eastern Townships. Sherbrooke, therefore threw in its lot with Portland, Maine.

Parliament now did its part and incorporated the St. Lawrence and Atlantic Railway with power to build to the New Hampshire border. There it was to meet the Atlantic and St. Lawrence which was to be constructed from the Portland end. They began building and by 1848 their railroad reached St. Hyacinthe.

In 1851 the railroad reached Quebec. Then following closely the banks of the St. Francis River, work was begun on the final stretch to Sherbrooke. Less than a year later the construction gangs were in sight of the town. September 11, 1852, was set as the great day when the first train would arrive, which it did amidst great cheering on the part of the assembled multitude. A colorful banquet was held in Sherbrooke that evening, at which A. T. Galt proposed the health of the Governor-General, and Lord Elgin replied with a toast to Mr. Galt, the hero of the occasion.

The first united parliament was summoned to meet at Kingston in June 1841. Several important measures were passed by it relating to municipal institutions, education, customs, currency, etc.

The Eastern Townships' members chosen were: Sherbrooke, J. Moore; Stanstead, Marcus Child; Shefford, Mr. Foster; Missisquoi, Hon. Mr. Jones.

The Grand Trunk Railway, today part of the Canadian National system, was soon completed to the border and through to Portland, thus being not only the first trunk railroad in Canada, but the first international railway in the world. But most important, from Sherbrooke's point of view, the Eastern Townships had been brought into contact with Montreal to the west, and markets of New England and Portland to the south and east; and no longer were the people of the Townships unknown.

Sir Edmund Head succeeded Lord Elgin as governor in Canada in 1854. His administration was a memorable one in the annals of the country, noted for the number and extent of public improvements effected. Foremost among these was the completion of the Grand Trunk Railway to Riviere Du Loup and the Victoria Bridge over the St. Lawrence River at Montreal. The clergy reserves and seignioral tenure questions were also finally disposed of in 1856. The same year an ocean line of streamers running to Ireland and England was established. In 1858, the decimal system of currency with appro-

Continued on Page 112

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Extensive Repairs Made To Sweetsburg Aqueduct

By LORA ROBINSON
(Record Correpsondent)

SWEETSBURG — Today the village of Sweetsburg has one of the most modern and effective aqueducts in the county. The aldermen and mayor of the village made a collective effort during the late summer season to see that the residents of Sweetsburg received a sufficient supply of good water from the spring-fed pond, known as Crystal Lake about three miles north of Sweetsburg. Repairs cost between ten and twelve thousand dollars.

A concrete floor was placed in the filter and the dam itself was elevated by some three feet, providing greater capacity. Also a new pipe was installed and directly connected with the main in Sweetsburg, making a great improvement. Costs were covered mostly by a special grant from the Quebec Provincial Government through the recommendation of the Hon. Jean-Jacques Bertrand, M.L.A.

In 1959 the water tax to ratepayers was raised as of Sept. 15th but was not put into effect on 1959 bills.

However, ratepayers of Sweetsburg received a substantial increase on their school tax bills, being amalgamated with Cowansville Consolidated High School where costs of administration are steadily mounting. There is a possibility of another addition being needed in the near future, as enrolment increases. Principal of Cowansville High is Merton C. Tyler, B.A., C.D.

The total population of the village of Sweetsburg now stands at 873 with a gradual but steady increase over the years.

The Village Council is composed of the following members with E. J. Persons as mayor and H. Galt Lomas as secretary-treasurer; Councillors Jos. Bonnette, Urban Bickford, chairman of fire and police; Byron Lee, Clayton J. Page, chairman of streets and lighting; Ovila Dion, chairman of water and sewers; Josaphat Lefebvre, chairman of charity, health and garbage.

Approximately $30,000 was spent by local citizens on new buildings in this village during 1959. Government support of Public Works brought a much-needed cement sidewalk on Highway Street on the east side of the village.

The new Surgical and Medical Centre and office built by Dr. Giles E. Bisson, opposite the Brome Missisquoi Perkins Memorial Hospital is now a building of quite fine appearance. Made of slate stone and colored brick with a solid glass centre panel, the entire two-storey structure is a pleasant addition to Main Street.

It was reconverted from the second oldest building in Sweetsburg, that in which the late Curtis S. Boright opened a Post Office in 1862 when seven stage coaches operated through the area. Mr. Boright remained as Post Master until his death in 1931 when H. Galt Lomas, present secretary-treasurer for the corporation of Sweetsburg, took over as Post Master.

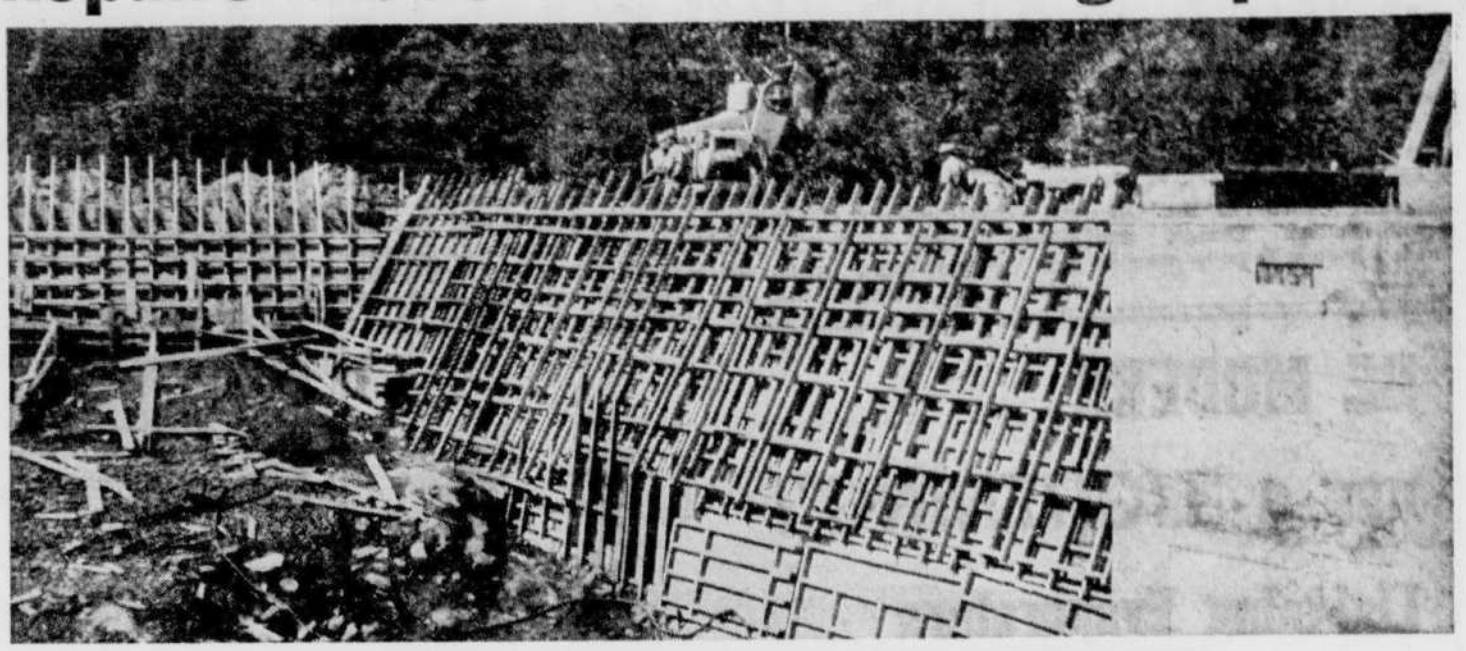
This building is supposed to have been erected in the early 1800's. The oldest building in Sweetsburg still remains on the top of Hillcrest Avenue, the farm home of Mr. and Mrs. Jacques Larouche and family. It was formerly known as "The Stage Coach Inn."

Maurice Santerre built a new bungalow on Yamaska Blvd last year, as did Fedeas Barre who has a bungalow on the corner of Main St., and Yamaska Blvd. just opposite the Roman Catholic Church of Ste. Rose de Lima of which Father Wilfred Chiasson is the recently appointed parish priest.

On Pine Avenue another striking bungalow with a three-part roof, was built late in '59 and has just been occupied by its owners Mr. and Mrs. Gerard Turmel.

A vault was erected on the south-east corner of Christ Church (Anglican) over which is built a vestry and sacristy. The vault has an outside exit to the Cemetery at the rear of church and also an inside doorway from the church proper. The structure is now complete with blacktop driveway, a portion of the yard at the rear of the church being blacktopped also.

The rector of the Parish of Nelsonville which comprises Christ Church in Sweetsburg and Trinity Church in Cowansville is Rev. John O. Peacock who came to this parish at Christmas 1939.



AQUEDUCT AT CRYSTAL LAKE UNDER CONSTRUCTION
(Photo by Studio Lavigne)

SENIOR CITIZENS

On the Centre Road, three miles from this village (R. R. 1) is Mrs. Ella Marsh, mother of Mayor Errol Marsh of Brome Township who was 102 on Feb. 15.

Mrs. Marsh's general health is very good; she enjoys her radio programs, news etc., to the full, and moves about the large farm homestead at will. She is an interesting conversationalist and has a good memory. She has always taken part in efforts of a worthwhile nature, especially the Red Cross work of both World Wars when she knitted, by far the largest number of pairs of socks of anyone in the surrounding countryside.

As guests at Regal Cottage Nursing Home in Sweetsburg are the following senior citizens: Miss Harriet Baker, 96 years of age, of Sweetsburg, a daughter of the late Senator George B. and Mrs. Baker whose residence was the three storey building now known as the Presentation of Mary Convent;

Miss Emily Duncan of Brome, 95 years old; Miss Maud Cooey of West Brome, 89; Miss Clara Jane Watson of Dunham, 87; George Powers, 85, a lifelong farmer of nearby Farnham Centre.

At 83 years of age Eusebe Foisy, of 64 Main St., is still working every day at his trade as brick and stone mason, and since leaving a large farm on the Centre Road to reside in town, has built a fine home.

Sweetsburg Boy Plans Farm Career

By RUBY MOORE
(Record Correspondent)

SWEETSBURG — In these days when we hear so much about the country boys going to the city it is always cheering news for rural folk to hear of a boy who likes farming, and wants to make that his life.

Such a boy is Louis Veillon, son of Mr. and Mrs. Pierre Veillon of Wendybrook Farms, Sweetsburg. He is ten and a half, is in Grade 5 at Cowansville High School. Last fall he attended the Royal in Toronto, and when the Sale of Stars took place Louis was the youngest bidder there. He bought a heifer "Longview Golden Nancy" which had been consigned to the sale by Thomas Lister, of Harvey, N.B. This was the only calf at the sale.

His parents decided to give him the thrill of attending the Royal last year, as this Fall he plans to go away to boarding school.

Louis has lived all his life on his father's farm which comprises almost 1,200 acres in Brome County and has a herd of over 300 head of pure-bred Jerseys, possibly the second-largest herd in Canada. His father is president of the Canadian Jersey Cattle Club, and has been prominent in Jersey affairs in Quebec for many years.

This year Louis raised 50 Sussex pullets. They are in production now and are his special care. He has a pony named "Susie" which he expects will foal in April. He also has a flock of a dozen Border Cheviot sheep. Last year he was at Brome Fair leading the parade with one of his pet goats.

Despite all this activity on the farm he has time for lots of other fun and sports.

Last April at Jay Peak he won the Bronze Medal in the half-mile ski course. His time was 1 minute, 36 seconds, and competing with him were adults as well as older youngsters. He first donned skis at the age of four.

The year 1959 provided many "firsts" for Louis. A trip to the Calgary Stampede was another, a highlight in any boy's life!

Louis is having the opportunity of growing up on one of the largest farms in the district, where good equipment and management combine to produce a fine "spread", to use a Western term.

We will follow with interest Louis' preparation for a farming career.

Louis Veillon and heifer, Golden Nancy.

FINE GOLD

The Canadian 25 - cent paper notes known as "shin plasters" were last issued in 1935.

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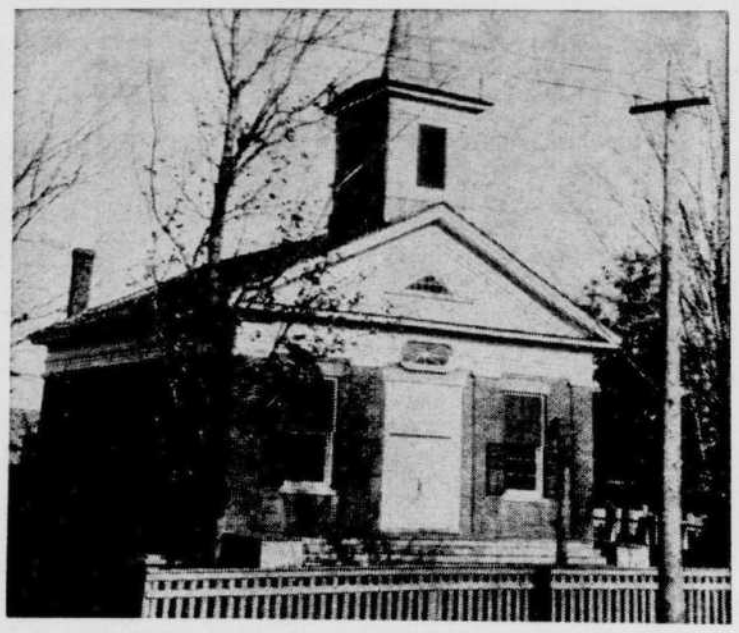
H. P. Stowe.

Glimpses Of Early Church History In Cowansville - Dunham Charge

The following stories are not connected into any one chapter, but are sketches taken at random from historical data which I am gathering for a history of the Methodist Church in the Cowansville-Dunham Charge, and which I hope will go to press in 1960....

RUBY G. MOORE
(Record Correspondent)

From an early deed we learn that James Ruiter gave land in 1843 on which to build a Methodist Chapel, and one of the conditions in the deed was that building must begin within one year. Rev. J. Brownell was the minister at that time on the Dunham Circuit, and that same year drew up a document outlining the pew rental system to be used in the proposed chapel. History does not tell us why the chapel was never built at that time, but in 1851 Jas. Ruiter sold the same lot of land and the Congregational Church was built on the spot where our present United Church in Cowansville now stands. In 1844 Rev. Matthew Lang organized a congregation in Cowansville and services were conducted there for the Methodists.



This was the first Congregational Church in Cowansville, built in the year 1852.

In 1863 Gilbert Wells gave land for a Methodist Church, this deed being found in the Registry Office in Bedford. This brick building, east of Deragon's Garage, is still standing, and has been used as a tenement house for many years. It is now owned by Mrs. Cecil Goyette.

The following entry was found in a diary owned by Miss Charlotte Hope, Dunham, and reads as follows:- "My brother Silas and I had planned to attend the Dedication of the new Church in Cowansville today, but were prevented by the terrific thunder and rainstorm that came up". This entry was made on July 16th, 1865.

Mrs. George Dorey (Alice Dent) has memories of attending this church as a small child, and recollects the lovely fragrance that floated in the windows from the large pear and apple orchards that adjoined the church. Walter Bell and Mrs. Steele of Cowansville both remember the services there, and the fine choir in the church.

The corner stone of the second Methodist Church was laid on the Queen's Birthday, May 24th, 1889 by Rev. Wm. Tees, Principal of the Wesleyan Theological College, Montreal.

CIRCUIT RIDERS IN DUNHAM TOWNSHIPS

"My ordinary travel each two weeks was 150 miles, and the roads next to impassable. On my first round, miles from human dwellings, I came upon a swamp, appalling to look at, and I sat upon my horse undecided. Lifting my heart in prayer I dismounted, made a long line of the bridle, and jumping from root to root, through the terrible slough, led my horse, once covered to the hips; fearing that he never would reach the other side, but after a hard struggle we made it together."

The above was written in 1819, when Rev. Fitch Reed came to labor on the Dunham Circuit. "With the exception of three appointments in Vermont, Dunham Circuit was all within the Canada line, with fourteen appointments

Continued on page 119

Post Office Built At Dunham

By MRS. W. L. McELROY
(Record Correspondent)

DUNHAM — Construction of a new Post Office highlighted municipal activities last year in this town of slightly over 400 people.

Land for the new Government building was purchased from Mrs. O. C. Selby. Oscar Favreau is the postmaster and his father, Joseph Favreau is assistant.

Another bit of construction went on just outside of Dunham when a new resident of the community, Jean M. Bonin, built an egg-grading station on his farm. He employs eight helpers for this work. Eggs are collected from the surrounding country, some coming from as far as Cedar Crest Farm at Bedford. Mr. Bonin has 5,000 hens on his own farm as well. The eggs are shipped as far as Montreal. Dressed poultry and poultry feed are also sold by Mr. Bonin.

A quiet year was reported municipally, with no need for any major repair work or new equipment.

Mayor Antonio Gaudreau continues in office and aldermen are: Emile Lasnier, Rowland Selby, W. R. Paul, Jean Paul Jette, Lionel Piette and Laurier Daudelin.

Secretary-treasurer is Joseph Favreau.

The oldest citizen in the community is Mrs. Ruth Guillet, who is 92. She is now at the Pine Gables nursing home.

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Odule Delisle, Leeds Village.
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- DUNHAM, QUE. -

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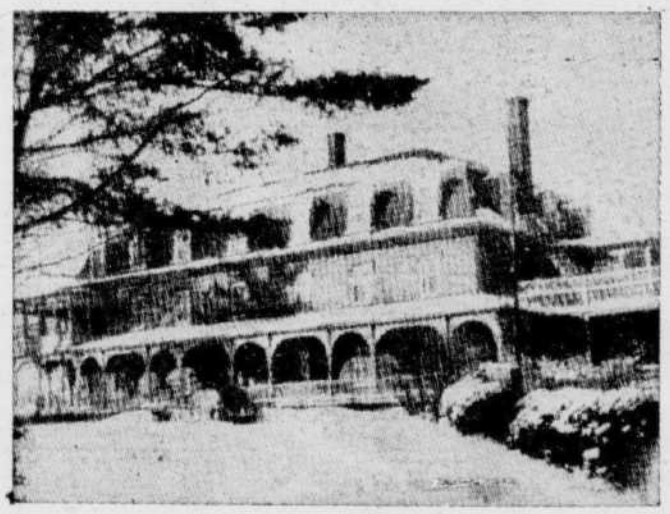

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Chairman of Board of Governors
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Miss M. J. Grant, M.A.

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DUNHAM, QUE.

Makers of

ROWSE'S VELVET

ICE CREAM

Two New Industries Come To Cowansville In 1959

By RUBY G. MOORE

(Record Correspondent)

COWANSVILLE — The year 1959 has been, generally speaking, one of preparation for bigger things to come to the Town of Cowansville, but it also has been an exceptional one in as much as two well known companies decided to build modern factories here, existing factories have had building programs, the Bank of Montreal added a fine extension on their building, many private homes were built, and several municipal improvements were accomplished.

A new street called Hanson, in honor of the President of Visking Co., L. A. Hanson, was opened and gravelled from River St. to the proposed highway at a cost of $2,000.

Water pipes and sewers cost $69,800. This included 400 ft. laid on Beauregard St. from Royale to Barker; 800 ft. on Buzzell Ave. (Church to Davignon); 3,037 ft. on River St. (Veterans to Hanson); 1,200 ft. on Hanson St. (River to new proposed highway); 2,200 ft. Freeport new Highway 40, (Hanson to Yamaska River).

Sidewalks built cost $5,750 as follows: West side of Albert St. (Oliver to Alder Brook) 1,400 ft. William St. (east side) from Laurier to Roderson St.) 900 ft.

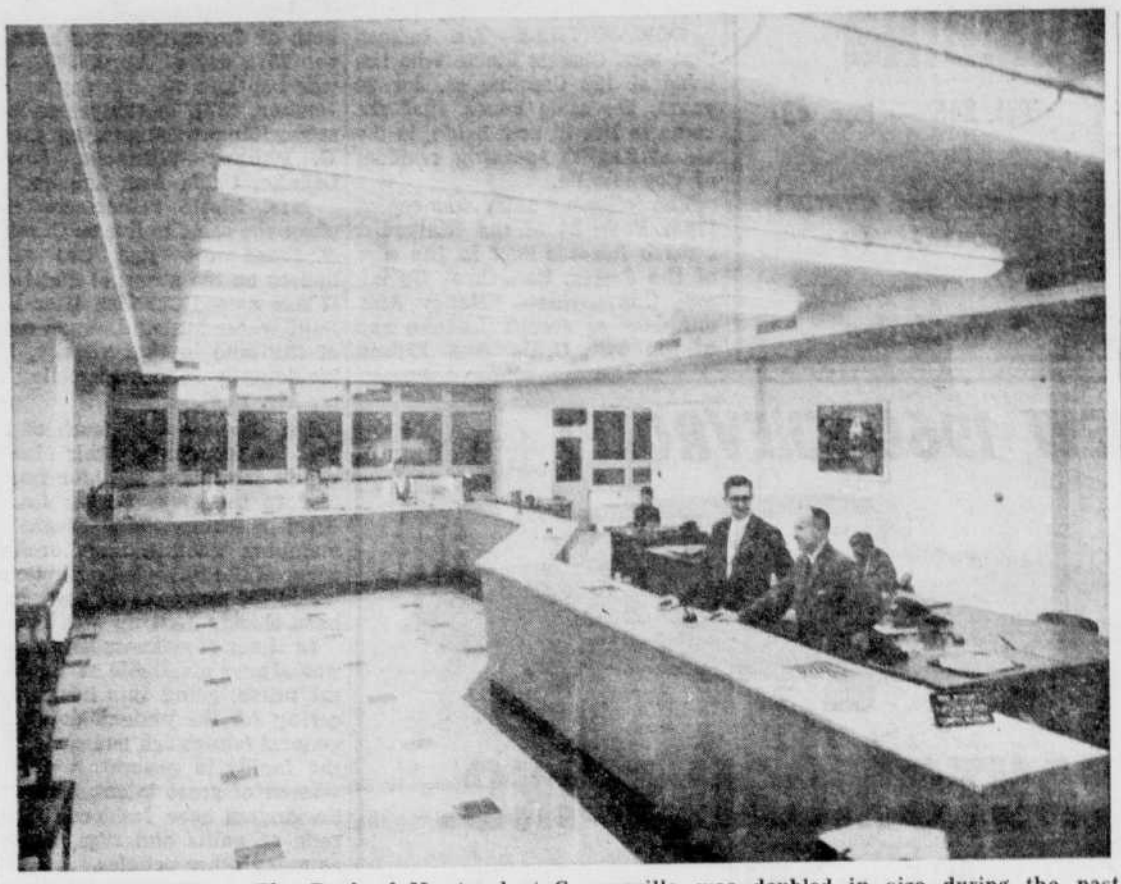
Paving and widening: William St. (Albert St. to Freeport) 3,800 ft.; Albert St. (Oliver to Alder Brook) 2,000 ft.; Parking Ground (South Depot St.) 10,000 ft. Cost $24,000.

Sixty building permits were granted to the value of $1,073,250 during 1959. This included 38 units: 31 self-contained residences; 3 tenement houses. Commercial $103,400. Industrial $620,000. Repairs and betterment $29,625.

BANK ENLARGED

To meet the growing needs of Cowansville the Bank of Montreal in 1959 doubled the size of their office space, an addition of 30 ft. being built. The interior work has just been completed including painting, laying of tile floors, building of cupboards and storage space.

If the builders who erected this building for the Molson's Bank in 1914, on the location of the former newspaper office, the Cowansville Observer, could have accompanied your representative and Manager Robert Kerr on a tour of this new and modern addition to the Bank, they would have been pleasantly surprised at what they saw.



NEW INTERIOR — The Bank of Montreal at Cowansville was doubled in size during the past year with a new 30-foot addition and modernized throughout. Robert Kerr, manager, is shown in the right foreground. (Record Photo by Frank Gillespie)

The whole building has been modernized, public space as well as staff rooms. The latter includes a bright sunny kitchen in the basement, with large south windows which allow the sun to stream into this room, equipped with a stove, refrigerator and sink unit. Adjoining this is a large rest room furnished with chairs, couch, vanity and mirrors. These two rooms alone would gladden the heart of any feminine bank employee. The large storage rooms will provide space badly needed.

Another innovation at this Bank in 1959 was the building of a Night Depository for the convenience of their customers.

J. J. BARKER CO. LTD

The past year has been one of steady progress for the well-known Cowansville firm of J. J. Barker Company Limited. The Company has made great strides in the modernization of its manufacturing facilities, including new machines as well as the very latest equipment for the Barker outdoor sign division.

The Tileboard Division is now operating a "Flow-Coater" which allows the tileboard to travel through an actual "curtain" of plastic coating, which is then baked on in infra-red-ray-ovens, resulting in a much smoother, glossier and very much more durable finish on Barker Tileboard. In addition, a great deal of plant - improvement work has been accomplished during the year and further improvements are scheduled for completion during 1960.

J. J. Barker Company Limited is a privately-owned company, founded in 1898 by the late J. J. Barker. Since its inception, the policy of the Company has been to develop its own personnel and the organizational set-up allows supervisory personnel considerable freedom of operation.

In addition, the Company encourages employees whose capabilities show promise by arranging for courses of study of an appropriate nature. For example, one of the "key men" is attending a special course at Bishop's University, Lennoxville, while others are taking courses in chemistry, business administration and other subjects applicable to the company's operations. The result, according to Jack Barker, vice-president of the firm, more than justifies the company's policy, so that today the personnel constitutes what might be termed a diversified group of specialists rather than men who are expert in one job and one job only.

Several visits are exchanged each year between executives of the company and executives of leading American firms in the same line of business.

Barker Outdoor Sign Division continues to expand and is now producing outdoor signs for major Canadian companies from coast to coast. Sales representatives are located in Montreal, Toronto and Vancouver.

The outlook for 1960 business is very encouraging, both in the Barker Tileboard Division and in the Outdoor Sign Division according to officials of the company.

VILAS FURNITURE CO. LTD.

The Vilas Furniture Company Limited enjoyed another busy year in 1959 showing a substantial increase over the previous year, in fact, the largest year's increase in any one year in the history of the Company, actually more than doubling production in less than ten years.

This increase was attributable to many factors but chiefly the following:

The increased popularity of Colonial and Early American

Continued On Page 103

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If so we will remedy the same, at a reasonable cost.
Time payment for work can be arranged. A telephone call for Electric Service will receive immediate attention.
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AND MODERN DESIGNS FOR BETTER LIVING.

We are proud of our active community with its progressive industries, charitable organizations and above all its ultra-modern residences. We have done our utmost in trying to bring modernistic dwellings and places of business to Cowansville, and it is our sincere ambition to continue modernizing this municipality.

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By RUBY G. MOORE
(Record Correspondent)

COWANSVILLE—We believe that Mrs. Charles Steele who has lived at 122 Caroline st. for 70 years, the same house that she came to live in as a bride, is the oldest English speaking resident of Cowansville.

The following entry was copied from Folio 84 of the Methodist Church Records kept in the care of the Pastor, Rev. C. J. Gustafson, Cowansville— "Nancy Ann, daughter of Joseph Laduke and of his wife Orilla Ann Ellison both of Cowansville, was born on the 17th day of April, 1867, and was baptized on 13th day of November, 1877, in the presence of subscribing witnesses, by me S. G. Phillips.—Witnesses, Joseph Laduke, Orilla Ann Laduke."

Mrs. Steele remembers that when she came to live on Caroline st. there were just two other houses on the street at that time. It was named Caroline after Mrs. Dent whose husband owned much of the land in that vicinity, and incidentally John st. is called after Mr. Dent.

Mr. Steele owned much of the land surrounding their home, which later was sold for homes and to the J. J. Barker Co. to erect a factory. Mrs. Steele remembers when a large orchard covered the fields near her home, which for many years now have been thickly built up with homes.

In times of sickness Mrs. Steele was always alvailable as a practical nurse, going into homes and caring for the patient, doing the general housework and caring for the family in general. A needlewoman of great talent, her artistic fingers have fashioned hundreds of quilts and rugs, as well as many other articles. A great lover of flowers and plants her garden was always a blaze of color.

MRS. NANCY STEELE

At sixteen years of age Mrs. Steel joined the "Daughters Of Temperance" which had been organized by Mr. Dent. The meetings were held in a Hall where Mitch Bedard's Garage now stands. After the W.C.T.U. was organized here she became a member, and was presented with a Life Membership and pin after serving as County Corresponding Secretary for many years.

Always a faithful worker in the Methodist Church, later the United, she was treasurer for nearly thirty years of the W.M.S. and when she retired from this office she was presented with a beautiful leather bound copy of the Bible. She was a member of the Rebekah Lodge of Granby for many years.

Mrs. Steele has been a widow for many years, living alone and caring for her home, cooking herself good nourishing meals which she still thoroughly enjoys. Her eyesight has failed a great deal in the past few months, and she is not able to enjoy her papers as she did in the past, but with the kindness of the Christie family who live near her, she is kept up to date on local happenings. They do her necessary messages and keep a faithful watch over her.

She was the mother of three children, two daughters and one son, and one daughter, Mrs. Myrtle Hay of Arlington, Va. is still living. She has six grandchildren and several great-grandchildren.

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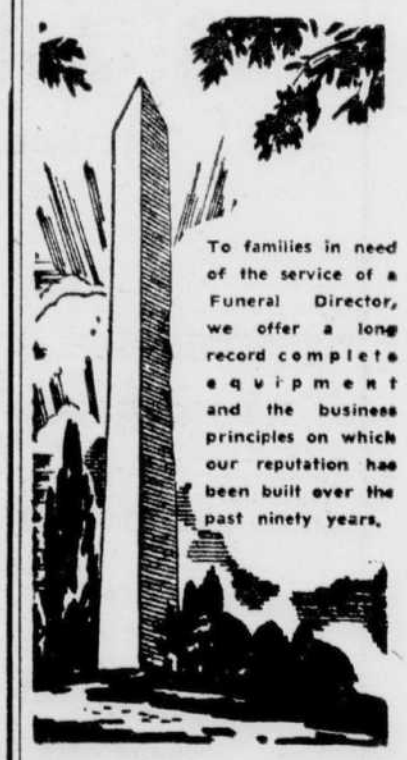

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Polyethylene Film To Be Produced In Cowansville

By RUBY G. MOORE
(Record Correspondent)

COWANSVILLE — On Oct. 1, 1959 the Hon. J. J. Bertrand, Q.C. Minister of Lands and Forests, turned the first sod for Visking Company's new polyethylene film plant in Cowansville.

L. A. Hanson, president of Visking Co., a division of Union Carbide Canada Ltd., stated that the plant will be in production by April, 1960.

L. A. HANSON
President, Visking Co.

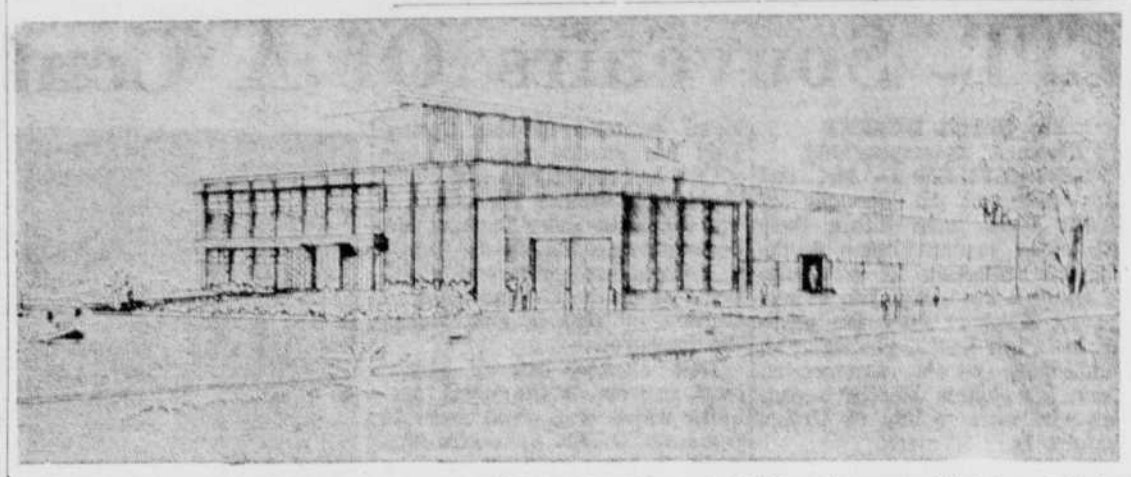
Engineers are Edgar A. Cross & Associates, Toronto, and the General contractor is DeSourdy Construction Ltd., of Montreal and Cowansville.

This large imposing looking structure covering 24,000 square feet, is already completed on the exterior, and presents a fine addition to the industries of the town. When in operation this new plant will increase Visking's polyethylene film capacity by 50% and enable the company to provide faster and more efficient service to customers in Quebec and the Maritimes.

Approximately 40 persons will be employed initially. This Company with plants in Lindsay, Ont., and Fort Garry, Manitoba is the largest producer of polyethylene film in Canada, having pioneered its production here. It was first produced in 1952 in Lindsay, and in 1957 a plant was built in Fort Garry.

This film is used in the packaging of soft goods and produce. It also has numerous applications in the industrial and agricultural industries.

The polyethylene film which will be produced here in the Cowansville plant will be known as "Visqueen." Residents of Cowansville are looking forward to very pleasant relations with the staff of this Company.



Architect's drawing of the new Cowansville, Quebec plant of Visking Company, Division of Union Carbide Canada Limited. Scheduled for completion in early 1960, the 24,000 square foot plant will produce polyethylene film for a rapidly increasing number of applications, principally in the fields of packaging, agriculture and construction. Architect is Grattan D. Thompson, Montreal.

ARTHUR B. DOWKER
Plant Superintendent

store with a large paved parking space provided. He handles car parts, and has a service dept. A complete line of new stock is handsomely displayed.

TOWN COUNCIL

Mayor of Cowansville is Roland Desourdy. Aldermen are: Ward No. 1 Arthur J. Knight (re-elected 1960); Ward No. 2, Leo Chouinard; Ward No. 3, Vincent Leonard; Ward No. 4, Armand Beauregard; Ward No. 5, Conrad Bellefeuille; Ward No. 6, Philippe Montagne. Secretary-treasurer is F. R. Oullette.

Cowansville now has a population of nearly 7,000 people, with an area of 4,734 acres.

It is interesting to turn back the pages of history to the year 1870, when the opulation of Cowansville was 300 people, and the mayor was J. B. Gibson, grandfather of Col. J. Gibson, one of our present citizens. Ninety years has passed into history, and our town is growing and expanding each year.

TWO NEW

Continued From Page 101

furniture on this continent and capacity of the company's 1200 dealers to look after this demand even with strong competition.

The major expansion plan that was started about ten years ago made it possible to produce this increased demand. During this time over a half million dollars has been spent on improved equipment and buildings, some of the major items being, extra warehouse space 308,000 cu. ft., conveyorized departments where possible, electronic gluing, enabling us to glue large panels in 45 seconds. All antiquated machinery has been replaced by modern machines, automatic where possible.

During the past year we have added $80,000 worth of equipment. A building was added of 12,000 sq. ft. to provide for expansion in the manufacture of Tubular School desks.

A new 48,000 volt substation and a new 36,000 ft. Dry Kiln have been contracted for to be installed in early Spring. The substation was necessary as all the power available was in use from the present one. It became necessary this past year to have lumber dried in Montreal but this Kiln will increase capacity to 156,000 ft. I" lumber per week.

Approximately 125 different pieces of solid rock maple furniture is now sold on open stock basis.

In addition to plant expansion it was found necessary to revise the accounting system and this brought about the expansion and renovation of the head office at Cowansville which was completed last year.

All of this modernizing has enabled the company to compete with the changing market and guarantee steady and increasing employment for all employees.

Another new store opened in December, "Handy Andy" on South St. Mr. Veillette had his former auto sales rooms completely remodelled into a modern

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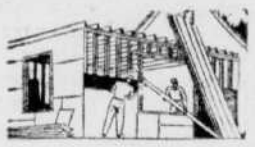

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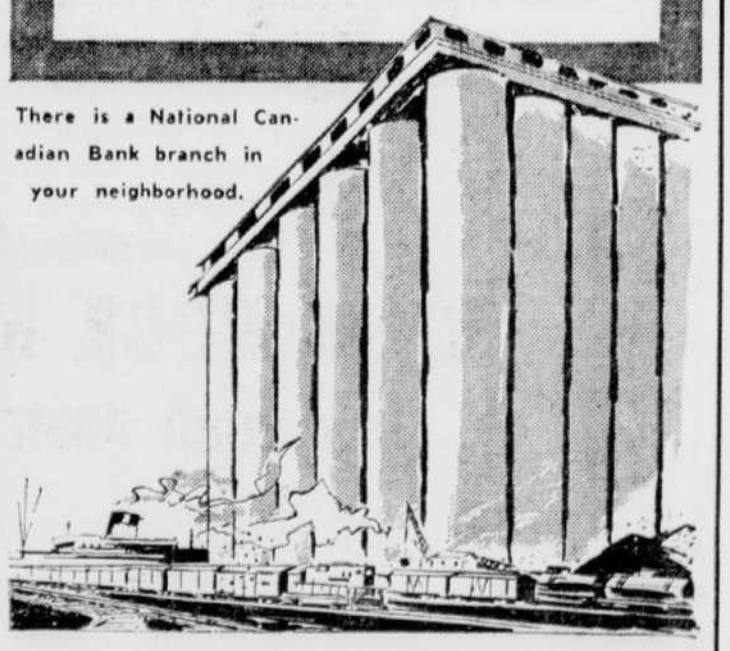

E. T. Souvenirs Of A Century Or More Ago

By OLIVE RUBENS
(Record Correspondent)

COWANSVILLE — Mr. and Mrs. Edmund H. Spencer of Bruce Blvd., have within their attractive, modern home a delightful collection of souvenirs of Eastern Townships life of yesterday. Many of these are printed material: books, photographs, magazines, even newspapers. Some are objects used by ancestors who were mainly of United Empire Loyalist stock.

One of the objects is an antique straight razor which has engraved upon its steel blade Masonic Emblems as well as the mark of Sheffield manufacture.

Two others, which are among the most precious, are the sword and gun used at the Fenian Raid Battle of Eccles Hill by Home Guardsman R. L. Galer, maternal grandfather of Mr. Spencer. Mr. Galer also appears in a photograph with his brave compatriots.

Yet another is a silver soup spoon of the rattail type, dated 1732.

One curious and somewhat frightening article is a compact instrument used by doctors to bleed patients in the Spring. This has several prongs, some with a half-round loop and sharp blade to puncture the skin. It was owned by Peleg Thomas, Mr. Spencer's grandmother's brother, whose well-preserved Certificate of Commission to Rank of Captain in 1831 is also among the treasures.

Less ancient but of special local interest is the pearl penknife which was given over 70 years ago to Mr. Spencer's father, E. T. Spencer, M.L.A., as Conservative Provincial Member for the County of Missisquoi. The knife contains, in addition to several blades, a button hook and scissors. Another memento of the deputy's life is a handwritten invitation from a priest in Pike River to be present at the blessing of a new bell in 1895.

The late E. E. Spencer (E. E. for Elijah Edmund) was well-known in social, business and political circles. His famous initials live to-day in the name of his grandson, E. E. Spencer of Toronto, only child of Mr. and Mrs. E. H. Spencer, a graduate of McGill University and of Harvard, a veteran of World War II, and the father of three, — two fine boys, the elder of whom is "E.E.", and a pretty little curly-haired girl.

THE ORIGINAL HEROES of May 25, 1870, the descendants of many of whom still live in the Eastern Townships. Red sashes are here in evidence. In the group are Lieut. R. L. Galer, James, Charles and J.C.B. Galer, Geo Stephens, John Pickering, Manville Reubelee, Charles Worden, James McElroy, Jos. E. Austin, Charles Baker, B. Longeway, William Stephens, Andrew and Henry Ten Eyck, Andy Syms, David, James and Capt. Asa Westover, Alec Miller, S. N. Hunter, James McClay, Allen Hogabone, Harvey Lee, George D., Charles E., and J. Thomas Baker, Lyman Ball, Charles Truax, Benjamin Martin, J. G. Pell.

The major portion of the souvenirs is comprised of the printed word. Before glimpsing at that fascinating echo of the past, one more note should be made regarding objects. Mrs. Spencer has a remarkable collection of 260 miniature jugs. Many of these are now stored, but until a few years ago they were all on view in the former Spencer residence, a 17-room stone house in Frelighsburg.

Incidentally in the manuscripts there are several references to Frelighsburg, which was first known as Conroy's Mills, "until the arrival of Mr. Freligh." For some years it also retained the nickname of "Slab City." This was the result of "jollification in a tavern" and rather untruly based, as there stood only one wood slab house and a few slab fences within the village. The spelling of a century or even less ago also shows differences. Pike River was spelled with a y: Pyke. Missisquoi in 1795 with s's that look life f's appeared as Missiskouie, and also about that era, as Missiskoui.

Some of the publications are familiar to-day; others are but memories of the past. Among the former are: Montreal Star, 1893, Circulation 34,500; The News and Eastern Townships Advocate, 1881 and 1895, printed, as it still is, in St. Johns, Que. Those that seem to have ceased include the Montreal Weekly Transcript, 1862, and The Delineator, a quarterly with the subtitle: "A Journal of Fashion, Culture and Fine Arts." Its 1895 and '96 issues carried full-page advertisements for both Eaton's and Henry Morgan's. One elegant floor-sweeping dress with leg-o-mutton sleeves and a loose back panel was called "a tea gown with a watteau back."

Other engrossing relics are the Soldier's and Sailor's Almanac 1864, The News and Frontier Advocate Illustrated Almanac for

Continued On Page 105

PRESCRIPTIONS

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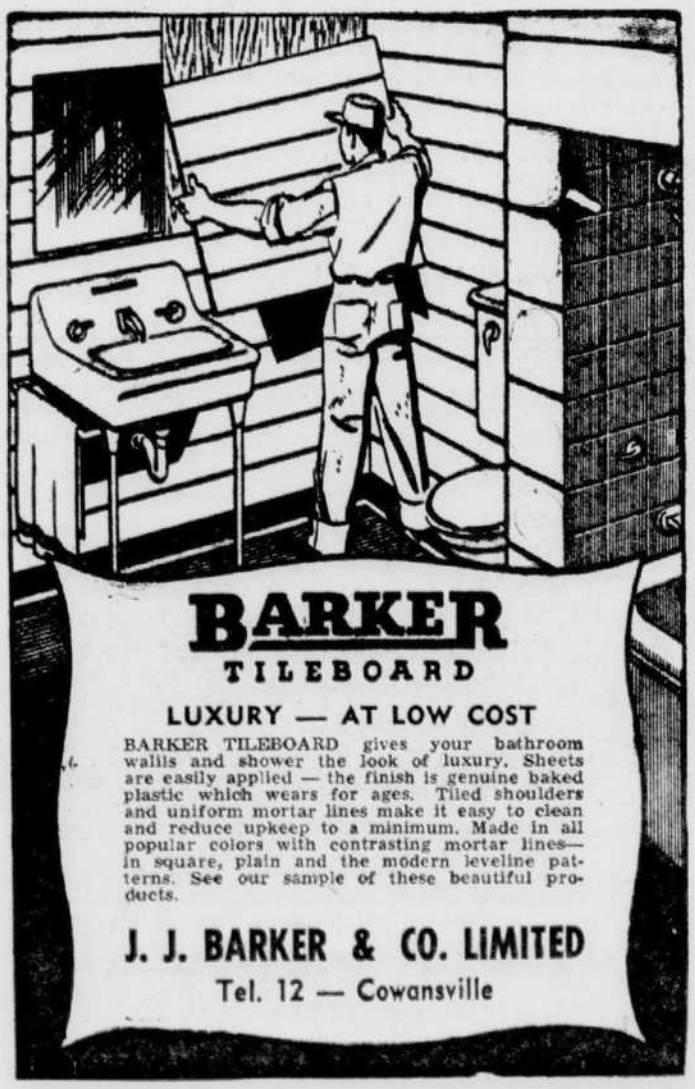
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New Plant To Start Production In Spring

COWANSVILLE — The Cowansville plant of Edmont Canada Ltd. is expected to start production of vinyl impregnated and plastic coated gloves early this spring. The new, one story brick building, with approximately 25,000 square feet of space, is nearing completition between Glen Street and the Canadian Pacific Railway, east of Oxford Street.

Approximately 25 people will be employed in the initial stages of the new local plant. A training program will be placed in operation to teach the women employees the skills of sewing the fabric portion of the gloves. An instructor will be sent from the Ohio plant to start the sewer training program. Men will be needed for the dipping and coating operations as well as maintenance work.

Edmont was started in 1933 by Edward E. Montgomery who is still its president and chief executive officer. He first began experiments in applying sheet rubber to the palms of cotton gloves and he found that this greatly increased the wear of the gloves. This soon led to the more economical method of dipping gloves in latex rubber. Production was started in 1934 with a few employees. The early success demanded more room and a year later the company moved into a much larger building. The continued growth of Edmont made it necessary to acquire much greater space and the main plant and general offices now occupy two buildings in Coshocton, Ohio, with a total area of 160,000 square feet. In 1957, the company located a new branch plant in Haynesville, Louisiana.

Edmont gloves are used by many types of industries, in thousands of different jobs requiring hand protection. Specialized coatings have been developed using natural rubber, synthetic rubber and vinyl plastic. The company's retail lines are sold in department, drug, hardware, dry goods, garden, variety and supermarket stores. Gloves have been sold in some 38 different countries throughout the world.

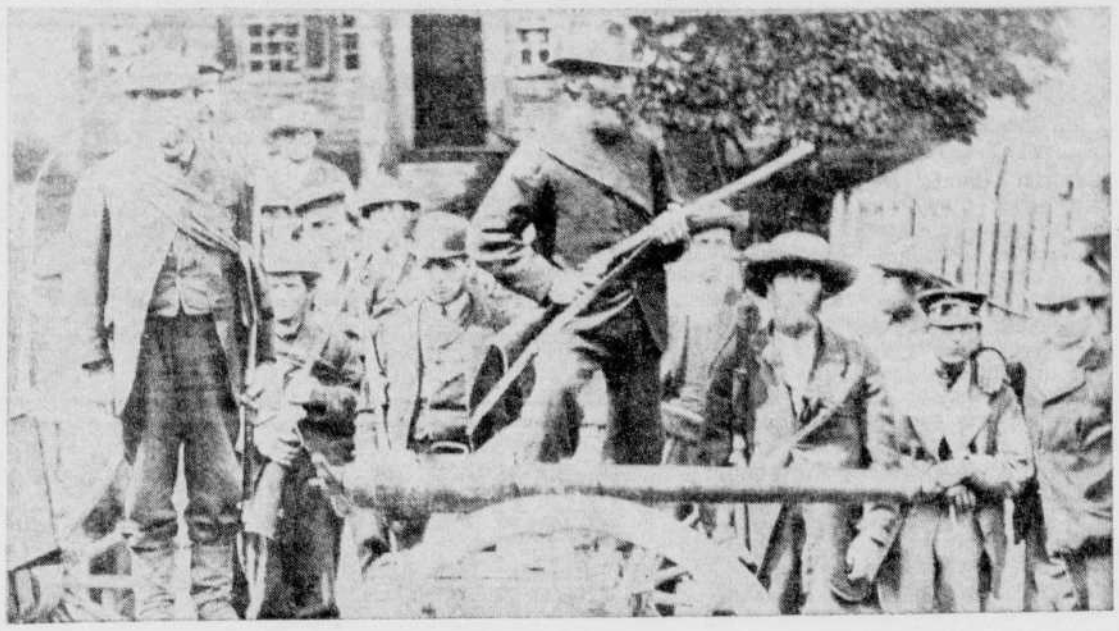
Recognized as the largest manufacturer of coated gloves, Edmont is continually improving its position as an industry leader. It carries on a program of research and development to provide a continuous flow of new products for the future.

Max A. Williams, a twenty year employee of Edmont, arrived in Cowansville in mid-February to direct the installation of equipment and manage the operations in the early stages of production. A permanent Canadian manager will subsequently be employed to supervise the operations for the future.

Charles E. Leader, vice-president, who has been handling details of Construction and activation of the Cowansville plant.

Edward E. Montgomery, president of Edmont Inc., and Edmont Canada Ltd.

Max A. Williams, who will serve as acting plant manager at Cowansville.



Another echo of 1870 is this victory photograph with captured gun. The central figure is Lieut. R. L. Galer.

E. T. SOUVENIRS

Continued From Page 104

vocate 1874, Gibson's Monthly July 1899. The last of these three was published in Cowansville. On page 27 of the 32-page magazine type paper there appears an item entitled "An Historical Flag." This says, in part:

"On the Queen's Birthday, above the Chateau de Ramezay, Montreal, floated in the breeze the first Dominion flag made in Canada. It dates back to the first year of the Confederation . . . The flag is eight feet wide by thirteen in length. On it are represented a beaver on a shield surrounded by a wreath, surmounted by a crown."

An advertisement in the same paper reads: Cowansville Steam Laundry. Immaculate Linen is the Mark of a Gentleman. Try Us. Another is for Brewer's Buggies and states: The Prices Alarm Competitors. But Please Buyers. Everyone who owns a horse and believes in having a substantial and stylish rig should see my 1899 display of Concord Buggies.

On the same back page J. McQuillan of Cowansville announces a Grand Clearing Sale of Dry Goods . . Piques, Lawns, Flowered Dimities, Organdies and Ginghams, ranging in price from 8 cents to 25 cents a yard. These are suggested for the popular Shirt Waist and the style note is added: "There are many ways to give the Shirt Waist a dressy appearance. It may be tucked, corded, run with insertion, ruffled with lace, or trimmed with ribbon or velvet. It may boast fancy collars and girdles to match. It may make immense pretentions but still be only a Shirt Waist."

Two leading articles in the issue are of "A Brome Octogenarian" (Lester Ball, then 84, the son of Capt. James Ball) and "Dunham Ladies' College Closing Exercises," including The Bishop's Sermon. The accompanying photograph of the Colege is easily recognizable as the original part of St. Helen's School.

A volume replete with facts is the County of Missisquoi and Town of St. Johns Directory, for 1879, 1880 and 1881. From it we glean that David Mair was Mayor of Cowansville, and H. D. Pickel held that office in Sweetsburg. Even then it was noted:

"It is but a step from the one place to the other, and as Main Street is continuously built upon Sweetsburg and Cowansville, it presents the appearance of one good-sized town rather than of two distinct villages."

William Stevenson is listed as the Secretary-Treasurer of the Municipality of Cowansville and of the school commissioners, as well as Bailiff of the Superior Court, District of Bedford, with office and residence on William Street. Other leading citizens included the merchants, Thomas D. and E. Buzzell Brothers; John J. Bell, architect, contractor, bridge and general builder (father of Walter J. Bell); Dr. Cedric Cotton, M.D.; John Massie, Jr., Editor of The Cowansville Observer; Percival L. Cowans, Manufacturer of Butter Tubs, Cheese Boxes, Sap Buckets and Shingles; J. Lauder, L.D.S., D.D.S., Dentist, "nearly opposite Trinity Church, South Street."

Some other listings for the twin villages are: John H. Carpenter, chemist and druggist; Arthur O. Cleveland, Station Agent South Eastern Railway; Congregational Church, Main, Rev. B. W. Day, pastor; Peter Cowan, Sherriff; Eastern Townships Bank, J. Mackinnon, manager; Methodist Church, Rev. S. G. Phillips, superintendent; Cowansville House, Jonas Rooney, prop., Exchange Hotel, B. Minckler; Rev. T. W. Fyles, Rector of Nelsonville; H. E. Gleason, postmaster; J. B. Goyette, sexton, Church of Ste. Rose de Lima; Mrs. George Hemphill, milliner; O. N. Hull, watchmaker and jeweller; John Jackson, photographic artist; Noel V. D. Labonte, saddle and harness maker.

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ANNUAL REPORT FOR THE YEAR ENDED DECEMBER 31st, 1959

1901 - 1960 — Fifty-Nine Years of Service

ASSETS		LIABILITIES	
Cash in Bank	$1,003,311.59	Provision for unpaid losses	$ 648,718.34
Bonds	$2,377,649.02	Unearned Premiums	$1,602,454.66
First Mortgage Loans	$ 23,500.00	Taxes due and accrued	$ 91,779.21
Accrued Interest	$ 24,975.87	Expenses due and accrued	$ 19,081.29
Premiums due by agents	$ 497,185.60	Reserve Doubtful Accounts	$ 15,000.00
Reserve Reinsurance Premiums	$ 240,431.00	Reserve For Reinsurers	$ 574,354.63
Due by Reinsurers	$ 23,711.20	Total	$2,951,388.13
Other Assets	$ 105,331.02	Paid Up Capital	$ 187,500.00
		Surplus	$1,157,207.17
		Surplus for protection of policy holders	$1,344,707.17
	$4,296,095.30		$4,296,095.30

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Sutton Gets New Bridge, Improved Water System

By GORDON PHILIP ENGLAND
(Record Correspondent)

SUTTON — 1959 was a year of gradual but steady growth of this pleasant hill-and-mountain-encircled village of the Townships, stated Town Secretary - Treasurer Miss H.E.R. Bates.

Her report revealed, however, that while fewer homes had been built than in 1958, a considerable amount of other construction had been carried out by the Provincial and Federal Departments of Public Works and by the Municipality itself.

A factory in the town was greatly enlarged also, and a combination trout hatchery and sportswear factory is in process of construction by a New Canadian a few miles northeast of town.

The most spectacular job of construction was the creation of a fine new bridge on lower Main Street by the Quebec Department of Public Works at a cost of approximately $30,000. This work, ably performed by contractors R. A. Guay of Granby, entailed also removal of elms to make a new approach to the structure. All residents consider this new bridge, which will be known as the "Curley Bridge", as a great improvement over the outmoded old one.

ENLARGE POST OFFICE

Due to requests by Heward Grafftey, M. P. for Brome, and of other public minded citizens, the Federal Department of Public Works has provided a grant of sufficient magnitude to allow renovation and enlargement of the Post Office - a construction job now under way. When the building is complete, there will be space for the Customs and Immigration offices as well as a post office lobby large enough for adequate accommodation of the public. Williams Construction of Sherbrooke are the contractors.

The main improvements by the town have been a continued extension of the water supply system and road and sidewalk construction; 800 feet of new and renewed sidewalks were laid on Western Avenue and Main Street and 1000 feet of new road was built on the Woodard Road; 640 feet of 6-inch water main was laid on Academy Street and Western Ave.

There has also been a continuation of the extension of the water supply system on the mountain. Since start of operations in 1958, 4000 ft. of 8-inch transite pipe water main have been laid there to replace corroded 6-inch pipe at cost of $16,000. There was a continuation of work on the storage dam commenced at Mud Pond in 1958 and the work there should be completed by the spring of 1960. Cost estimate for this is approximately $7500. In connection with this construction the town also purchased several new water springs at cost of $500.

Sutton Industrial Development, an association of progressive Sutton businessmen, bought sufficient land behind the C.P.R. station to allow space for a large extension of the spinning mill. The new part of the building, 80 feet by 100 feet, is a two-storey one. Marcel Lachapelle of Sutton is the contractor.

The old part of the factory is occupied by Robinson of Canada and Yarntex Corp. Ltd., which employ 47 at present; the extension, to be occupied by Dufresne Ltd., will have 30 more employees. Machinery has been installed and operation has just begun in the new building.

The only other new factory at Sutton is the William Vanha Ladies' Sportswear, blueprinted in 1959. Mr. Vanha stated early in January that this building will soon be complete. The lower portion contains his fish hatchery. His dore failed to thrive well, he said, but most of his trout lived. He has 20,000 now and expects a big increase for next summer.

Besides hatchery workers, about a dozen skilled craftsmen will be employed there.

Included in the Sutton industries are: Darrah Bros. Ltd. handle factory; Sutton Milk Products Ltd.; American Leather and Chamois Reg.; Lines Bros. of Canada Ltd.; manfuacturers of toys; Robinson of Canada and Vantex Ltd., spinning mill; Sutton Saw Mill and Building Supplies; G. N. Thompson & Sons, mill and building supplies; Sutton Maple Products Ltd.; Stuart Enterprises, contractors.

The population is now 1,690, a slight increase over 1959. Besides businessmen and other workers, there are many retired business and professional former residents of Montreal and other cities who have built or purchased country homes here. There is an English majority. English and French at Sutton are very congenial and co-operate splendidly. Most of the French residents are bilingual and with social contacts at the Curling Club and other places, there is no racial problem. Citizens here are just good Canadians.

Several residents are now in their 90s, or are nearing such age. There was no special recognition of any "oldest citizen" last year.

There are four churches: Anglican Grace Church, the United Church, Olivet Baptist Church,

Continued On Page 107

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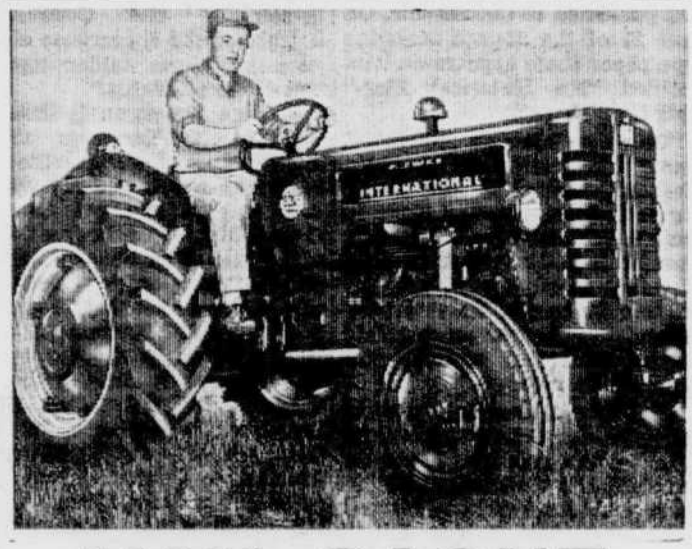

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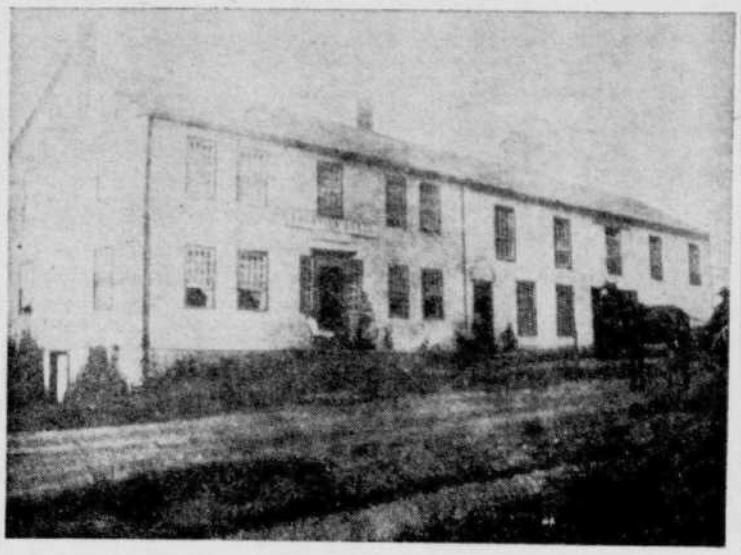
SUTTON

St. Armand Sketches -- Missisquoi County

(The following paper was given by Flora Rhicard at the Community School, Cowansville, Nov. 1959).

This talk will not be confined to the little village, now known as St. Armand Sta., but will ramble over the large territory of St. Armand East and St. Armand West. This district extends, roughly four miles north from the Vern ont border, is about twenty-tw miles long, and is bounded on the east by the County of Brome, and on the west by Lake Champlain.



FRONTIER HOTEL — This hotel at Pigeon Hill was the scene of some lively parties back in the gay '90s. The first hostelry was built on this spot around 1810 by John Martin. In later years the Sagers ran it.

It was Lake Champlain that gave this district the distinction of being the first in this locality to have permanent white settlers. For years Lake Champlain was an almost constant battleground. First, between the Abenaki and Iroquois Indians. Later, between the French and English.

In 1731, to try to gain mastery of the lake, the French built Fort St. Frederic at Crown Point. Then they tried to consolidate their position by establishing permanent settlements along the lake. To this end, in 1743, they granted as seigniories, most of the land around the end of the lake.

Three of these seigniories were on the east side of Missisquoi Bay.

In 1741, all of the seigniories were forfeited for non-settlement .In 1749, two of the seigniories were consoliated and granted to the Sieur Nicolas Rene Levassceur as the Seigniory of St. Armand.

In 1763 Levasseur sold the title to his Seigniory of St. Armand. After a series of purchases it became the property of the Hon. Thomas Dunn, a member of the first Legislative Council of Quebec, and a judge of the Supreme Court.

When the treaty of peace was signed in September 1783, two-thirds of the seigniory was ceded to the United States. On the remaining one-third Thomas Dunn perfected his title.

We have now established the fact that St. Armand was a seigniory, and explained why we have the Parishes of St. Armand West and East, rather than townships.

EARLY SETTLERS

The first settlers to the district did not care whether the land was a parish or a township, or even who owed it. They simply came, squatted and refused to budge. Their refusal to budge is a story in itself. It is enough to say here, that they eventually were given the opportunity of buying their lands and obtaining clear titles to them.

These settlers were, for the most part, of German origin, brought by Queen Anne from the Palatinate in Germany and even-

Continued On Page 110

SUTTON GETS

Continued From Page 106

and the St. Andre Roman Catholic Church.

Sutton has excellent educational facilities. Besides the boys' French school, the convent and a special school for about 140 more French girl pupils in what was formerly the Sutton Protestant school on Academy Street, there is a recently completed modern English High School, where now more than 300 students are enrolled. The principal is Stanley Pergau, who replaced Dr. K. Harper this school year when she accepted a position at Sunnyside School, Stanstead. Sutton is one of the few town schools in the Eastern Townships where Grade XII is taught.

The Mayor, re-elected last year, is Robert S. Miltimore. The councillors are: Harold D. Miller, Donald H. Fadden, Gerard G. Gingras, Orton H. Baker, Max Gagne.

The fire brigade, under the able chieftainship of John McCallum, functioned as efficiently as in previous years and answered many summons of the siren. There were no major conflagrations.

Phil Goyette is Chief of Police.

Secretary-Treasurer is Miss Hazel E. R. Bates, and her assistant is Miss Nichole Delorme.

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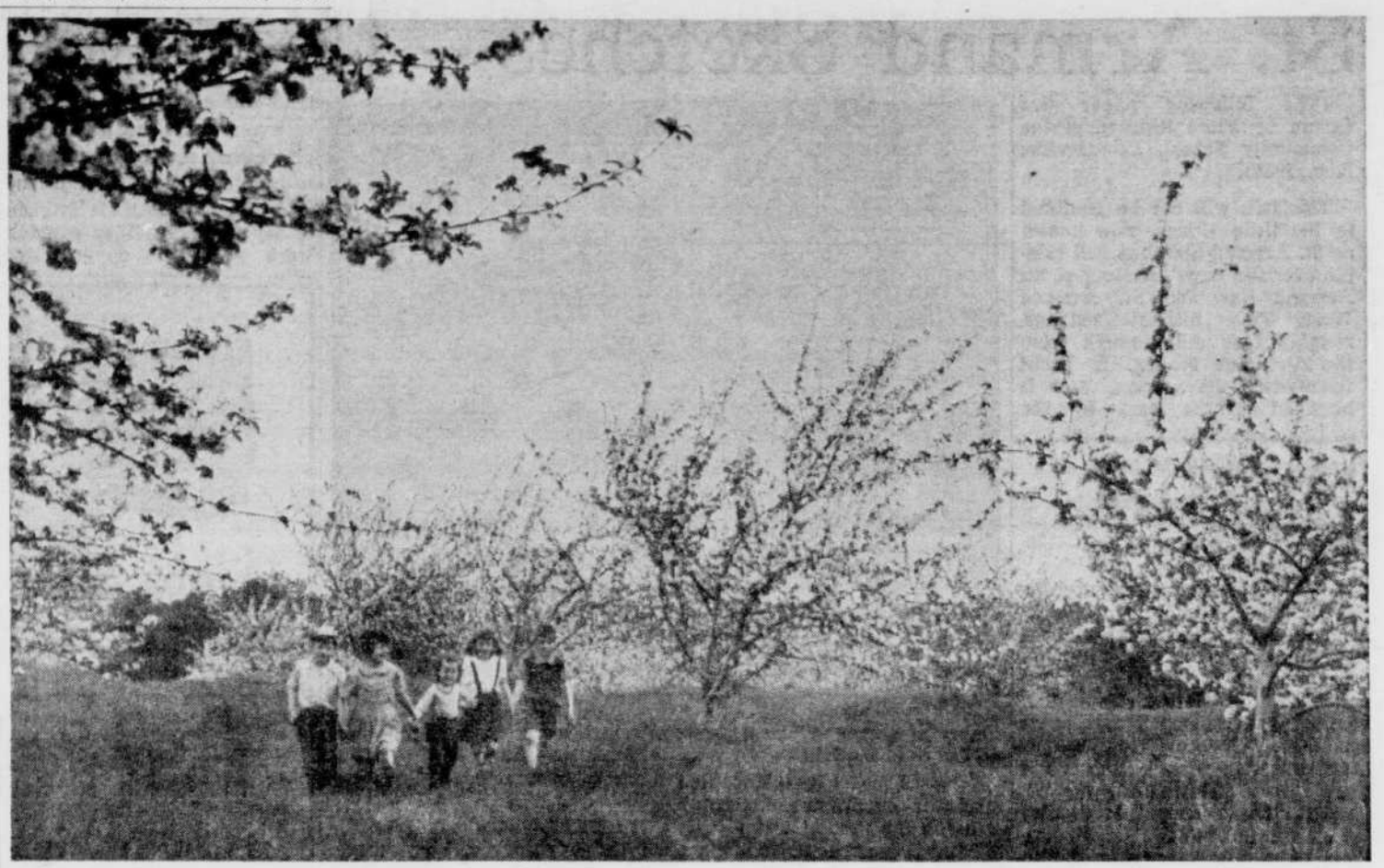
MONTREAL, QUEBEC

Quebec's Apple History



Although the McIntosh is Quebec's most popular apple - and accounts for the bulk of the province's apple crop - its history is a comparatively recent one.

It made its first appearance in Quebec in 1911 as the result of a demand by the province's apple growers for a fru. which combined the best color and taste and the keeping qualities of which were well-suited to the climate.

Earliest of the province's apple varieties was the Fameuse and as early as 1893 some 20,000 trees in the Mont St.-Hilaire area alone were of this type. The Quebec apple crop at this time was marked by a profusion of varieties and around 1876 there were some 225 different varieties of apples being grown in Quebec.

It was largely due to the efforts of the Quebec Pomological Society, which was formed in 1893, that the number of these varieties was drastically reduced and that the province's growers began to coordinate their growing and marketing techniques. Initial plantings of McIntosh in 1911 was due to the efforts of the Society, which realized that the future of apple-growing in Quebec depended more on quality than production of a wide variety of apples.

The McIntosh was responsible for the disappearance of a tremendous range of undesirable varieties. As the demand for the McIntosh increased so did apple-growling became a profitable enterprise.

In 1920, when the McIntosh had yet to achieve maturity in the province, the variety accounted for only 3% of Quebec apples. Today it represents around 80% of the crop.

Competition from British Columbia growers has done much to increase the efficiency of Quebec growers over the years. First B.C. McIntosh apples appeared in the Quebec market in 1910—despite transportation difficulties—and set a new standard in quality and packaging. The lesson it taught local growers—that the market was largely dependant on quality—was well learnt in those early years and today Quebec growers compete on equal terms with growers from throughout the remainder of Canada and from the U.S.

A major step in the development of the Quebec industry was taken in 1927 when the first big orchards of Missisquoi were established and further moves were made by the Pomological Society in the elimination of unprofitable varieties and concentration on new methods of spraying, fertilization and cutting.

Parallel with the creation of these new orchards was the disappearance of some big apple-grower farms and important reductions of the orchard acreage in some areas of the province. Biggest factor in the disappearance of the province's orchards has been urban expansion and this erosion of fertile apple-growing areas is today proceeding in such centres as Chateauguay, Quebec City and its environs, St. Bruno and elsewhere.

Fortunately, new orchards have continued to produce increasing yields and whereas the total crop in 1925 amounted to 400,000 bushels, in 1947 the crop amounted to 2,000,000 bushels. This year's crop was slightly under 4,000,000 bushels of top-quality apples.

Today apple-growing in the province is more and more being recognied as a science and the industry plays an important role in Quebec's agricultural economy.

OLD BANK

One of the earliest banks in history was the Bank of St. George, founded at Genoa, Italy, in 1407.

NO DISTINCTION

Up to about the 7th century manuscripts were either written entirely in capital letters, or in small letters with no capitals.

SITE IN DESERT

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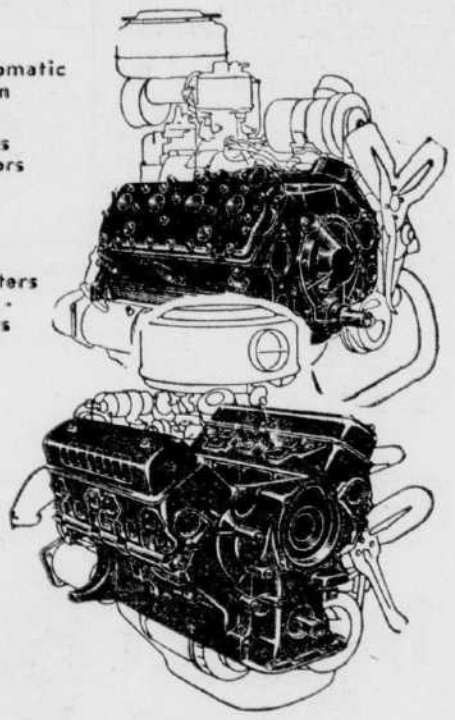

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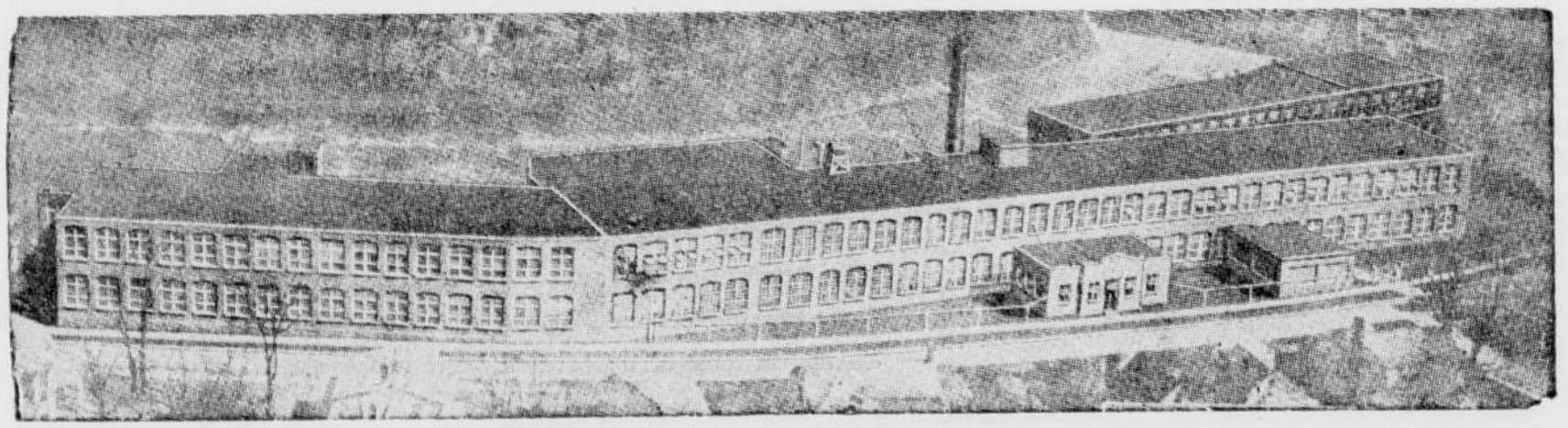

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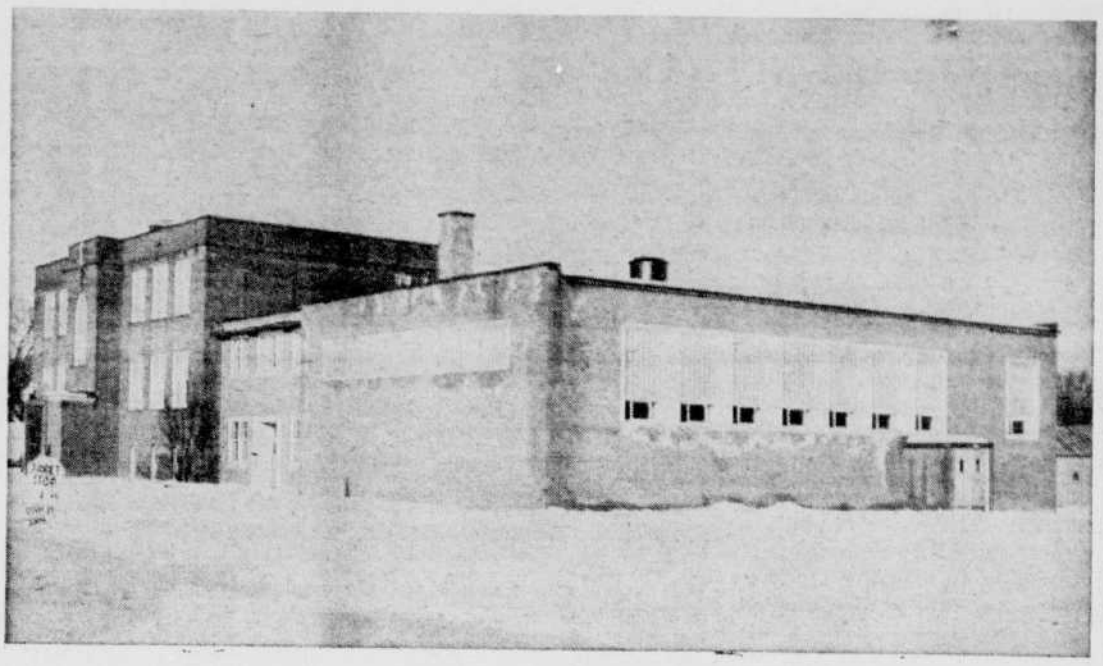

HIGH SCHOOL ENLARGED — Additions made to the Bedford High School in recent months have more than doubled its capacity. Ths view of the school was taken before the expansion program was begun.

Considerable Construction Work Highlighted Bedford Year

By MRS. R. CRAIGHEAD
(Record Correspondent)

BEDFORD.—Bedford, which is the county seat of Missisquoi County is the center of a thriving agricultural district, while the town itself has many flourishing businesses and manufacturing plants. Among them are the Torrington Company, the Eastern Re-Builders, Bedford Fine Foods, Ltd., Champlain Milk Products Company, Shawinigan Chemicals Co. Ltd., F. W. Jones and Son, Ltd., J. O. Levesque Ltd., Methe Bros., A. N. Bail Co. Ltd.

The town is situated on Pike River, where a supply of water power can be obtained from several dams on the river.

Educational opportunities are good, with three modern up-to-date schools. Additions to both the High School and St. Damien's College in recent months has doubled the capacity of both schools. St. Joseph's Convent is also a new building.

To all these schools, scholars are brought by buses from the outlying districts. In addition two private kindergartens are conducted in French and English.

An excellent hospital, Notre Dame du Rosaire, looks after the health of the community and there are three churches, St. James Anglican Church, St. Damien's Roman Catholic and the United Church.

The past year has been a successful one, with no major fires or disasters. There has been a marked increase in the town's population which now stands at 3,000.

In 1959 Fire Chief George Perron purchased $2,000 worth of equipment for the fire brigade, including clothing, smoke masks, hose and fog nozzles. The town's pumping and water system was repaired and improved. Two tractors were purchased for snow removal.

Building permits amounting to $174,900 were granted by the council in 1959. In addition to private dwellings the Southern Canada Power Company built a new office and extensive repairs and enlargements were made to the store of Hector Langevin while Emile Dery renovated his store resulting in two very modern businesses. The plant of the Bedford Fine Foods was also enlarged and new equipment installed. The factory of F. W. Jones and Son underwent renovation and the installation of new offices. To meet the need for more room due to added production, the plant of Eastern Re-Builders took over another plant that had been vacated.

Included in town improvements was the installing of sewer pipes on the new streets of Moreau and Hebert, which form part of a new residential section. These were also installed on a recently opened housing development on Dutch Street. Victoria and Moreau Streets were paved.

At the recent meeting of the County Council, the matter of either building a new county building or renovating the present edifice was discussed. The present building which was built in 1875 is inadequate to meet the demands of present day conditions. The subject has also been discussed at municipal council meetings.

The concensus of opinion is that it would make for greater efficiency if all matters pertaining to municipal affairs could be housed under one roof. The desired quarters would include a mayor's office, room for council meetings, secretary-treasurer's office, fire station, police station, garage for town and fire equipment, also offices for rent. Quarters must also be provided for the Registry Office.

Nothing decisive has been reached at the present time regarding the project, but it will form one of the most important items on the town's agenda for 1960.

Nomination day was held on January 25 for the members of the municipal council. There were no elections. Mayor J. O. Levesque, who is now in his third term as chief magistrate, has one more year in office to complete his present term.

The retiring councillors were M. S. McCaw, Eric Kemp and Edmond Dulude. The two former were returned by acclamation, while Mr. Dulude resigned and was replaced by A. Cusson.

Members of municipal council for 1960: Mayor, J. O. Levesque; Councillors, M. C. McCaw, pro-mayor, A. Cusson, Eric Kemp, Jacques Nadeau, Marc Morin and J. Davidson.

Secretary-treasurer is Emile Demers.

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J. Oscar Levesque, Mayor.

Bedford boasts many fine industrial sites with all the advantages that make manufacturing here convenient — adequate transportation — a good source of labour and adequate source of hydro-electric power and many other important advantages. For further information on Bedford, contact the municipal Secretary-treasurer —

Emile E. Demers.
Tel.: CHamplain 8-2440

The prosperous town of Bedford, county seat for Missisquoi county, is located in the heart of Quebec's richest agriculture region, on Provincial Highway No. 52, off highway No. 7, just a short distance from Montreal.

Bedford is a promising community which is rapidly expanding — at the same time offering a host of opportunities to industrialists and persons wishing to come here to live.

Three modern school buildings with a very efficient teaching staff, banking facilities, three churches, and a harmonious community spirit, makes Bedford a desirable place in which to reside.

ALDERMEN: James P. Davidson - Adhemar Cusson - Joffre Nadeau - Malcolm S. McCaw - Eric H. Kemp - Marc Morin
Georges Perron - Chief of Police

ST. ARMAND

Continued From Page 107

tually settled by her, along the Hudson River in New York State.

Many of them came from Rhinebeck, in Duchess County, others from Hoosic in what was then, I think, Albany County but is now Rensselaer County. (Rhinebeck is about twenty miles north of Poughkeepsie and Hoosic is only a few miles from the Vermont border and the Vermont city of Bennington.)

If you should visit Rhinebeck or Hoosic and wander in the old cemeteries there, wou could easily imagine yourself back in St. Armand. In Rhinebeck you will find stones reading Freleigh, Rikerd, Ten Ecyk, etc., in Hoosic you will see, Brimmer, Hawk, Vaughan, Grout, Baucas, Rosenburgh, Cheesman, and many others.

Because Queen Anne had rescued these people from persecution in Germany, many of them were intensely loyal to Britain. This put them in the bad graces of the Revolutionary Party and they were forced to flee. Because they lived along, or near the Hudson, the shortest route to Canada was by Lake Champlain.

Just when they came to Missisquoi Bay is a matter for argument. The earliest date given by most historians is 1783. I have with me, a paper dated Missisquoi Bay, March 17, 1780. This paper is a promisory note, in favour of Hermanue Best, for the sum of 11 shillings.

MONEY

These first settlers had almost no money. All their property, possessions, etc., had been left in the States. What money they had was counted in pounds, shillings and pence. Later, both pounds, shillings and pence, and dollars and cents were used. Here are some random notes on money copied from various sources:

Sept. 1863, the scholar tax shall be two dollars a year, U. S. Currency;

The treasurer shall be allowed twenty five cents discount on all American money received for the past year;

Feb. 1865, The contract was let for the sum of four hundred and thirty-seven dollars in silver.

The bill to be paid in Halifax currency — paid thirty dollars in gold.

ROADS

The main issue for years was the attempt to get a road built from Phillipsburg to St. Johns. In 1797 an advertisement appeared in the Montreal Gazette asking for subscriptions to finance the building of a road from Missisquoi Bay to St. Johns, a distance of 16 or 18 miles through uninhabited country.

The results of this appeal are not known, but a report dated Oct. I, 1800, recommended that a road be built from Missisquoi Bay to St. Johns, a distance of about 14 miles. This road to replace the present route of about 35 miles, partly by water, sometimes too shallow for a wooden canoe, partly by land in paths next to impassable on horseback, and totally impossible in wheeled carriages.

In 1808 the Bedford Society was formed to open and keep up a turnpike road from St. Armand to St. Johns, and erect bridges on the Richelieu and Pike Rivers.

By 1832 a stage coach was running daily from Montreal to Albany, N.Y., (a three days' journey). It travelled via Laprairie, St. Johns, Phillipsburg, Swanton, St. Albans and Burlington. Fare was $14 or 3 pounds 10 shillings Halifax currency.

This first road to St. Johns appears to have followed closely around the end of the Bay. Pike River was crossed, almost at its mouth by a toll bridge. This road must have gone through a great deal of swamp land. Perhaps this accounts for the fact that it has long disappeared.

About 1850, or later, two factions were petitioning the Missisquoi County Council for new roads. One group wanted to build a road from Phillipsburg to Frelighsburg. The second group wanted to build a road leading from the province line at Phillipsburg to St. Johns and striking the Bedford Road at Lot 21. The petitioners wanting the road to St. Johns said of the Frelighsburg road, "We consider that no advantage will be derived by the public at large, by the establishment of any such road."

Besides these main roads there were countless by roads and bridges which had to be built and maintained. On October 9, 1852, the Missisquoi County Council, in session at Dunham Flat, passed the following by-law: "All bridges to be built in the Township of Stanbridge and the Parish of St. Armand West, shall be built and repaired by assessment upon the whole of the rateable property, and not by certain divisions as before."

On March 14, 1853, the same council passed this by-law: "All roads in Missisquoi, whether front roads, or by roads, shall be made and kept in repair by the owners or occupiers of the land." A tax was levied to pay the overseers or pathmasters. This tax could be paid by labour, at the rate of 3s 9p per day of 10 hours for an able bodied man with necessary tools, ie., shovel, hoe, pick, etc . . . A yoke of oxen, with plow and scraper, would bring its owner 3s 9p per day, and the same rate was allowed for a span of horses.

In 1872, the bridge tax was still being paid, one St. Armand West farmer, on 100 acres being assessed $6.20 bridge tax.

Each fall the farmers were required to take down their rail fences so that they would not become a snow hazard. In the spring they received half a cent a length for putting them back.

SCHOOLS

In 1833 there were 48 school districts in Missisquoi County,

Continued On Page 113

This scene was taken about the beginning of the century in St. Armand. It shows the stable belonging to J. M. Hill at what was called Morse's Line.

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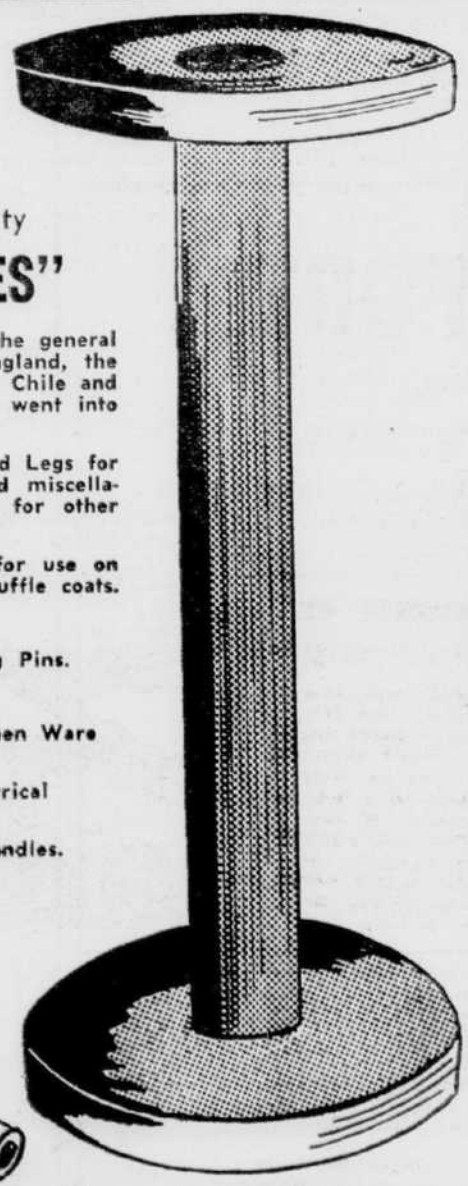

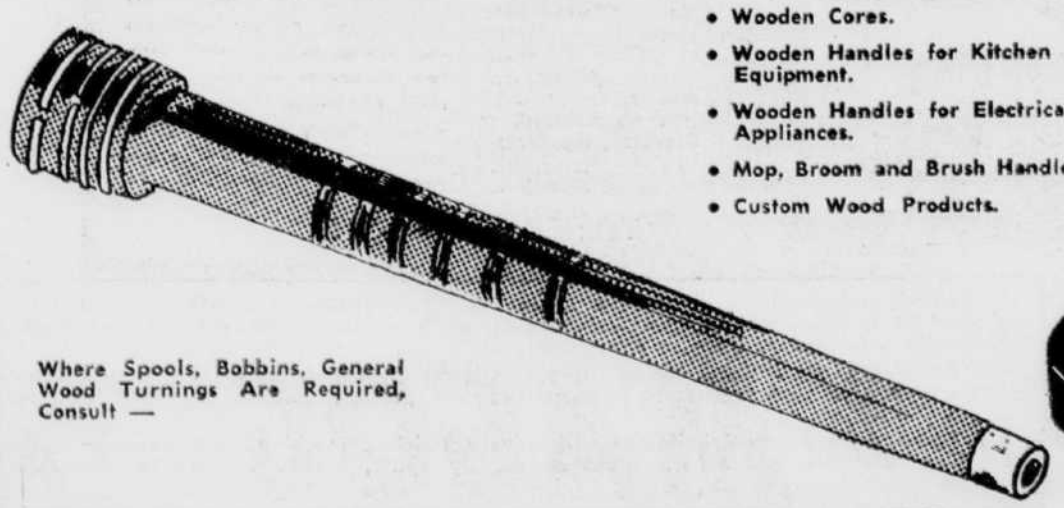

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Magog Faced Heavy Expenditures In '59

By CHARLES CATCHPAUGH
(Record Correspondent)

MAGOG — 1959 left the Magog city treasury with a record deficit but, although the report would seem critical, the municipality's position is far from bad. Many expenses fell on the city in 1959, as a result of municipal work that would normally be spread over several years. As Mayor Maurice Theroux pointed out, the city is showing a big loss, but the increase in the city's assets accounts for it.

The major portion of last year's capital expenditure went to road work, which had to be done immediately because of the provincial highway programme. By making ready the roads as requested, Magog will benefit from provincial assistance, Mayor Theroux explained. He expressed confidence that Magog's financial standing at the end of 1960 would be far better.

$138,765 was registered as a deficit, while total capital expenditures amounted to $140,741.90.

Early 1959 saw Magog prospering, but a tremendous blow was dealt commerce later in the year, when the strike of textile workers was called in September and continued until February.

Despite the poor year, Magog's population grew, rising above the 13,000 mark.

Construction was low, with the major project being the building of the new La Providence Hospital.

NEW MAGOG HOSPITAL — The two and a quarter million dollar La Providence Hospital project is scheduled for completion by spring 1961. It will be an eight-storey building with 125 beds.

Decision to construct this institution followed two years of bitter arguing by three factions. One group favored a hospital which would be run independent of a religious group. The second party endeavoured to have a new building built for the present institution, operated by the Sisters of the Sacred Heart. The third group, who in majority favoured the independent institution, lent their complete support to gaining government assistance, when it was apparent that funds were available for only one project. The new hospital was begun last summer, and is scheduled for completion in the spring of 1961. Cabana Construction Inc. has the general contract.

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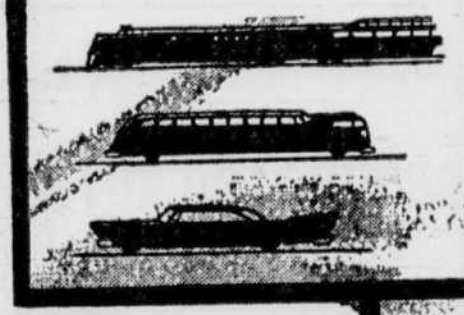

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SECRETARY -TREASURER — Roger Beudreau

ALDERMEN — Oliva Hamel
Reginald M. Urwick
Julien Legaré
Armand Pouliot
Albert Simard
Armand Gagné

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THESE EASTERN

Continued from Page 97

priate silver and copper coins was introduced.

In 1885, Sir Edmund Head opened the Provincial Agricultural Exhibition in Sherbrooke. Lady Head who was an excellent artist, accompanied her husband on his tour throughout the Townships and records the "charming beauties of Lake Memphremagog and Stanstead Plain, and the drive between Stanstead and Compton." "It was a scene to be remembered" she tells. "Lovely September weather, and as the Government party proceeded throught the country they were met everywhere by processions of farmers dressed as for Sunday, with their fine horses, the picture of independent comfort, a yeomanry not to be surpassed by any country of the world; the material of which nations are made!"

The closing period of Sir Edmund's administration was rendered still more memorable in 1860, by the visit of the Prince of Wales, to Canada and other British North American provinces as well as to the United States. At Sherbrooke the Prince was met with an enthusiastic reception by J. G. Robertson, then Mayor of Sherbrooke. The Prince said in his reply: "Even in this hurried view of your country, I see much to indicate the future destiny which awaits so vast a land with its boundless resources and surpassing beauty."

The Prince visited Bishop's College at Lennoxville, where he delivered an address, later returning to "Rockmount," the beautiful residence of Sir A. T. Galt where they were royally entertained. The Prince and his party returned to Montreal by special train on the Grand Truck railway, which records say: accomplished the speed of "thirty-three miles an hour, including stoppages."

While in Canada, His Royal Highness inaugurated the Victoria Railway Bridge, and laid the corner stone of the Parliament Buildings at Ottawa, that city having been previously selected by Queen Victoria as the permanent seat of Government for Canada.

The American Civil War of 1861-65 was not without effect on these border counties. During the progress of this struggle there grew up in the North a hostile feeling towards Britain and Canada whose people were accused of showing too much sympathy with the South. Southerners who had taken refuge in the Townships, raided St. Albans, Vermont, and carried off a large sum of money from the banks there. On their return to the Townships, they were arrested, but were soon released through lack of evidence. The prompt despatch of troops to watch the frontier, however prevented other violations of the laws of neutrality.

Confederation was of vital importance to Canada. But in the eastern provinces the Quebec scheme met with strong opposition. The legislature of Prince Edward Island rejected it, that of Newfoundland would not even discuss it. In New Brunswick the question was submitted to the people. They returned a hostile majority, so that the Tilley government was compelled to give place to one formed from the Anti-Confederate party. With New Brunswick in opposition, Tupper felt that it would be useless to proceed with the scheme in Nova Scotia, and for a year no progress was made. In 1866, the cause of Confederation was aided by the events occurring along the American frontier. There were in the United States at this time a great number, who cherished a bitter hatred towards all things British. They called themselves Fenians. Many were disbanded soldiers without employment, and readly joined an enterprise which promised harm to Canada and profit to themselves.

Early in the year, bands threatened to cross the St. Croix River into New Brunswick, but were prevented by the arrival of troops.

On the 1st of July about 900 desperadoes entered Upper Cana-

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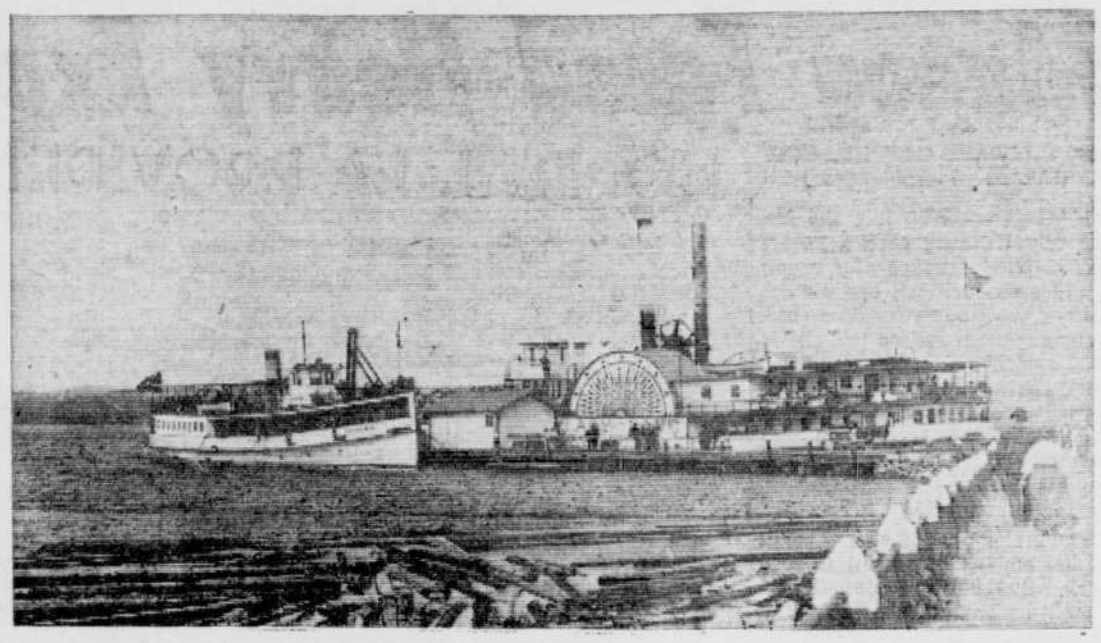

MEMPHREMAGOG CRAFT — The last two steamships to churn up and down the Memphremagog were the huge waterwheel propelled Lady Of The Lake, and the sleek little Anthemis. These crafts were operated by the Allen Steamship Lines an enterprise started by the late Sir Hugh Allen, who had a large estate near Georgeville. The Anthemis was taken out of operation only five years ago, after some fifty years of duty on the international body of water she travelled each summer. This photo was taken at the Magog wharf about 1910, from the MacPherson mill, the site where the Lady of the Lake was built.

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ST. ARMAND

Continued From Page 110

II of them in St. Armand West. At that time St. Armand West included the Phillipsburg School. Phillipsburg formed its own schoolboard about 1931. The census taken in Sept. 1860, shows the total number of children attending the schools under the control of the school commissioners to be 301. Total number of children attending superior educational establishments within and without the municipality, 21.

At the present time there are 33 pupils from the Phillipsburg Municipality who attend school at Bedford. In all the rest of St. Armand West, there are only 11 pupils enrolled in the one remaining school at Pigeon Hill.

In 1833 a new school act was passed by the Legislative Council. Amongst other things, it provided for a grant of 20 pounds currency per annum to be paid the teacher. An English teacher who taught French, and a French teacher who taught English were entitled to an extra 4 pounds per annum.

The schools were inspected by visitors, at least three in number. These scthool visitors seemed to have a great deal of authority. They received a government grant of 20 shillings to be distributed by them, among the children whom they found to excel in each school district.

As late as 1838, those people in a district, who wanted a school appointed a committee to look after the school. They then signed a petition asking that a school be held in their district. Those who signed the petition had to agree to pay their portion of the joint expenses, acording to the number of scholars they had agreed to send, even if, later on, their children did not attend.

CUSTOMS AND WAY OF LIFE

What were they like these people who lived in St. Armand in the nineteenth century?

Bees were popular, and necessary. Not just the conventional ones like quilting bees huskings and raisings, but also they had stone bees, stump bees to draw wood, cut logs etc. . .

They helped one another too, in sickness and in death. Many a night they went and "sot up" with a sick friend or neighbour. If a death occurred, they either offered, or were asked to "set up" with the dead. The corpse was never left alone, but was watched by two or three people. This custom seems to have originated from the fear that rats might molest the body. Burial often took place the day after the death. If a death occurred at a time of bad winter roads, a temporary grave was dug at the north west corner of the house.

My great-great-grandfather died March 9, 1879. The next day was mild and the roads softened. It took two men and two yoke of oxen all day to go to Bedford and back for the coffin. On May 27, he was buried in the cemetery on Dutch Street. On July 6, a funeral service was preached for him. I don't know the reason for the delayed funeral service.

Originally the Palatines appeared to be Lutherans, but I have never found any record of a Lutheran Church in St. Armand. My great-great-grandfather, he whom we just buried, belonged to the Congregational Church in Phillipsburg. This church was the present Whitwell Hall in Phillipsburg. It contained box pews similar to the church on the Ridge. The last register issued to this Congregational Church was in 1854, but perhaps there were visiting ministers after that date.

All was not sickness and death. They had fun too. They went to fairs — the Cattle Show in Bedford, the St. Albans Fair and even to a fair in Montreal. They went to the Horse Races, to the 24th of May Celebrations and, in 1875, to a July Ist Celebration.

They went to picnics and watched "sham fights", (mock battles) or went to shooting matches. In the winter they went to "tunks" and to shows in the schoolhouse, and there was always the New Year's Ball at the Hill. (Pigeon Hill)

They went fishing, hunting and trapping. Every fall my great grandfather hitched up a team of horses on a light wagon, not a buggy, and went to Hog Island (in Lake Champlain in Vermont) fishing. He usually came back with his wagon box filled with bullpouts. These he cleaned and salted. It was not unusual to start the winter with fifteen barrels of salted bullpout.

Around 1880 horse thieves became very active in the district. The horses were reportedly hidden in the caves in the Panther Rocks. Later they were taken across the line and sold in St. Albans. To counteract this menace the St. Armand farmers organized a Horse Thief Society. Officers were elected, and members took turns patrolling various localities armed with their guns. This society functioned for quite a number of years. At one time one of their officers was a lady She was a widow and lived on by the name of Mary Mitchell. her husband's farm at the top of the Con Derick Hill.

St. Armand was the battleground of Missisquoi. I have made no mention of the War of 1812, the Rebellion of 1837 or the Fenian Raids.

Each one and the local stories that go with them, would provide material for more than one evening's talk.

THE BOUNDARY STORE — MORSE'S LINE — One store served two countries in 1907. J. M. Hill was the proprietor of this establishment at Morse's Line, St. Armand West Parish, Missisquoi County. Note the sign over the door, Canada on the left, U.S.A. on right.

THESE EASTERN

Continued from Page 112

da at Fort Erie. Advancing westward, they were met at Ridgeway by a force of volunteers from Toronto and Hamilton. The Canadians were not skillfully led, and after a sharp skirmish they are treated with a loss of forty killed and wounded. The Fenians also retired and, hearing that the regulars were approaching, they made their way across the Niagara.

A few days later a much larger force invaded the Eastern Townships near Philipsburg. From there they spread over the district plundering as they went. Skirmishes took place at Eccles Hill, near St. Armand East. The Fenians were easily repulsed by the Home Guard. They then recrossed the frontier, where their leaders were arrested by the United States authorities, who had now awakened to a sense of their duty.

The danger to which the provinces had been exposed by these raids, emphasized the need of strengthening themselves by union. The British government strongly in favour of Confederation, brought its influence to bear on New Brunswick through the governor. Public opinion there began to change. The ministry resigned, and another election re-

Continued On Page 117

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Mirror Industry Comes To Magog

MIRROR PLATING — An intricate procedure in mirror manufacturing is applying silver plating, as is being done above in Magog's newest factory. (Record Photo by Charles Catchpaugh)

By CHARLES CATCHPAUGH
(Record Correspondent)

MAGOG — Magog gained a new industry in 1959 when Vitrerie Magog Glass Inc. started manufacturing mirrors in this city. The firm began production last fall, and has already made big strides. Ultimately it will be serving customers across the Dominion, but for the time being is restricting sales to Quebec Province.

The new firm is headed by Reginald M. Urwick, who also supervises Magog's special industrial commission. Roger Boudreau, secretary-treasurer for the City of Magog, carries the same title with the new firm.

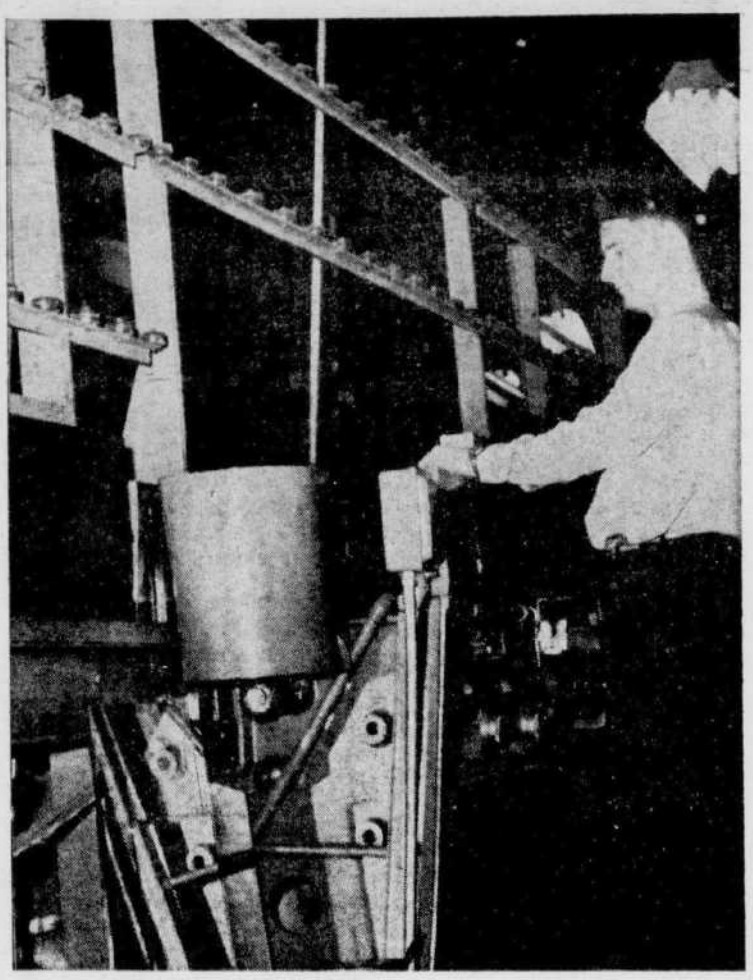
Mirror manufacturing presents many problems, and these were worked out by Lucien Lusignan, who has had more than 25 years experience in this line. Mr. Lusignan moved to Magog early last year when the project first began. After many weeks of planning and preparation for the mill's operation, Mr. Lusignan was able to look for customers. With the latest in equipment and labor trained by Mr. Lusignan, operations commenced to meet immediate demands. The plant has been working steadily ever since.

At the present there are 15 employed. Eventually it is hoped to increase it to 30.

Last month Leopold Richer, who has had considerable experience in the sales line, took over as the firm's general manager.

The building occupied by Vitrerie Magog Glass, Inc., is located on Chamberland Street, next to the Magog Foundry and was purchased from the city.

The mirror you buy next, could quite possibly be a product of Magog's newest industry.



GLASS BEVELLING — The latest equipment is used at Magog's new mirror manufacturing plant in its production of high quality products which will be sold across Canada.
(Record Photo by Charles Catchpaugh)

Conservation Club Active In Magog

By CHARLES CATCHPAUGH
(Record Correspondent)

MAGOG.—Magog has been described as a holiday wonderland by many different people but none show more enthusiasm than sportsmen, who recognize and appreciate the work being done by the Memphremagog Conservation Club.

This group of 400 sportsmen, headed by Gerry Murphy, accomplished a great deal during 1959 and have entered the 60's with plans that should contribute handsomely to the development of the Magog district as a vacation area.

During the past year this group built a pond, connected to the Memphremagog, in which they stocked some 7,000 fish, ready for release in the lake. They placed 125,000 salmon, rainbow trout, bass and pike in the Memphremagog last summer and conducted their usual battle against undesirable species of fish, particularly suckers.

Cherry River Pond, in the Mount Orford Provincial Park is also the responsibility of this club, as this body of water empties into the Memphremagog. Over 75,000 landlock salmon were planted in the pond last fall after it had been rid of poor species. Included in future plans are additional restocking and the construction of another pond adjoining the Memphremagog, in which game fish could be raised.

The club has asked for permission from the Provincial Department of Fish and Game to allow smelt fishing in the streams emptying into the Memphremagog, claiming that smelt are harmful to the existence of game fish in the lake.

A new committee was formed by the Memphremagog Conservation Club this year, the Special Hunting Committee, headed by Marc Gauvin, Hector Turgeon and Gerry Tremblay. They're planning various projects to encourage sportsmanlike practices among hunters.

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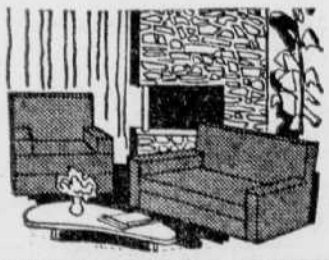
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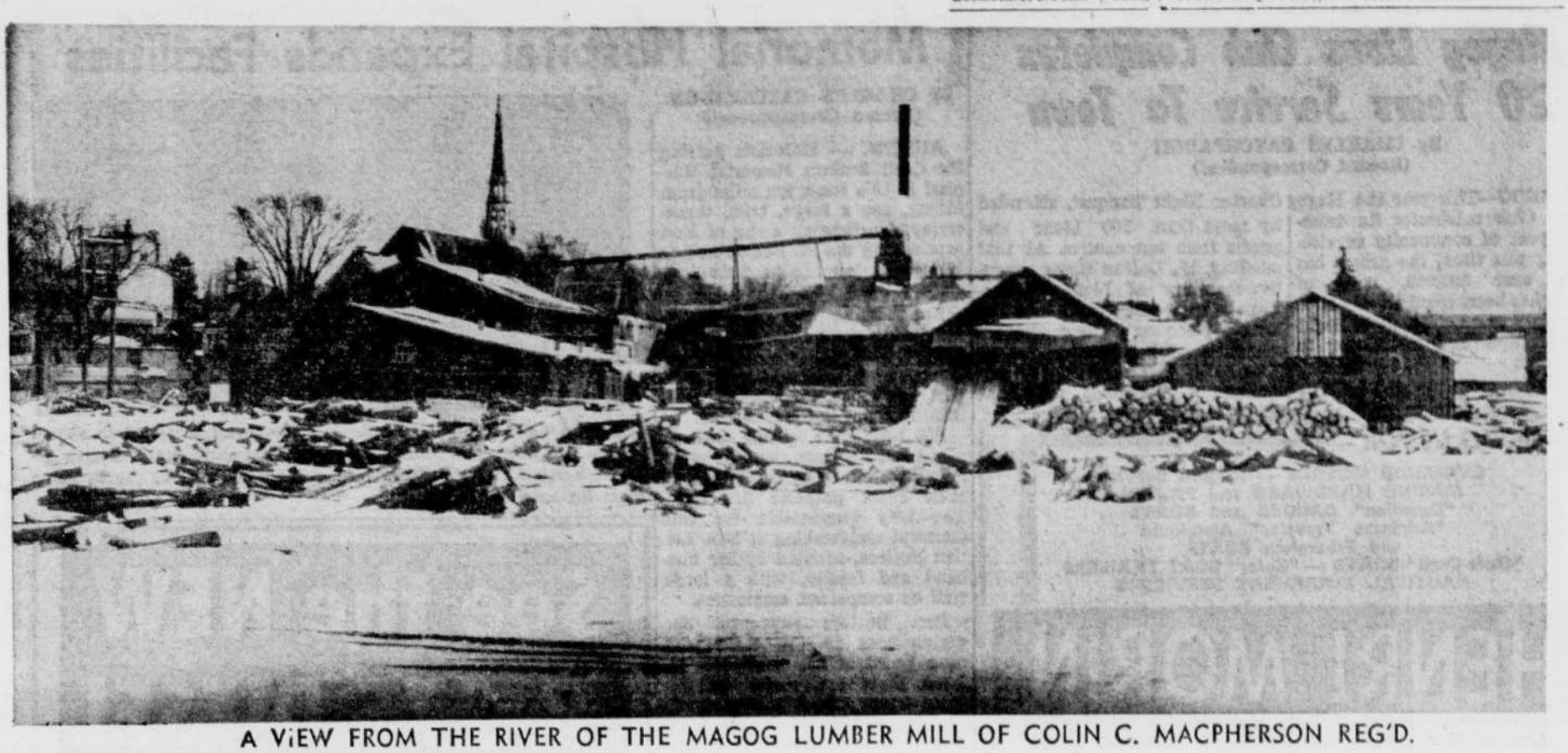
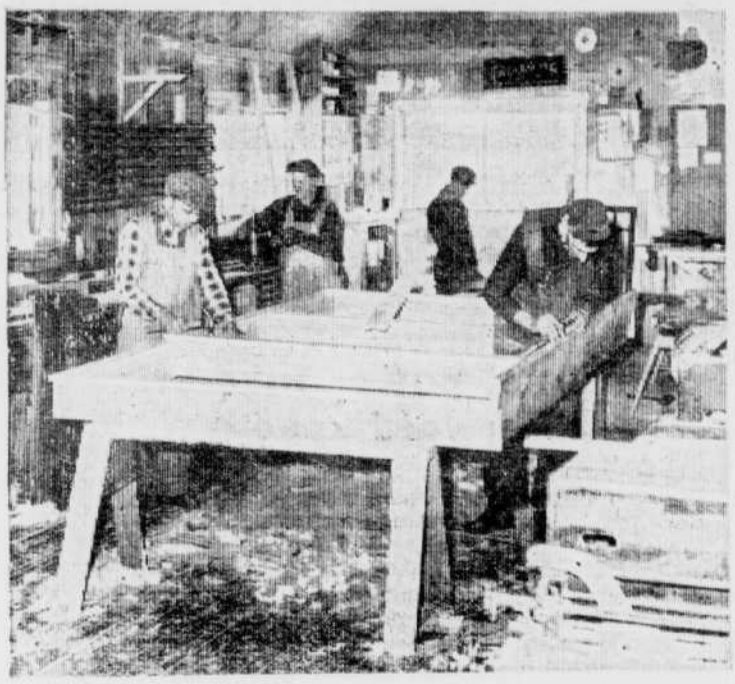


A VIEW FROM THE RIVER OF THE MAGOG LUMBER MILL OF COLIN C. MACPHERSON REG'D.



ASSEMBLY LINE HOUSE BUILDING — Precise assembly line procedures are applied in the MacPherson mill, as skilled workmen turn out pre-fabricated buildings, one of this firm's specialties.
(Record Photos by C. Catchpaugh)

Lumber Mill Grows With Magog

By CHARLES CATCHPAUGH
(Record Correspondent)

MAGOG — Trace the growth of the Colin C. MacPherson & Sons Reg'd. mill, and you'll be tracing the growth of Magog.

It was 1902, when the late C.A.K. MacPherson purchased this enterprise from John Taylor. Following serious injuries he received in the sawmill, Mr. MacPherson's son, Colin took over the plant in 1911, and in 1951. Colin's sons, Lorne and Alexander assumed responsibility for the factory's operation.

Last November, Colin MacPherson passed away. His father predeceased him in 1940.

The expansion of this industry has paralleled the development of Magog, and if the past is any indication of what lies ahead, a promising future is in store for both.

Today this modernly equipped plant, located on the shore of Lake Memphremagog opposite the C. P. Railway station in Magog, is a site of constant activity.

Products range from the simplest of wood constructed pallets for warehouse use, through to elaborate pre-fabricated houses. Besides their retail and wholesale business in sash and doors and milled lumber, they also handle a complete range of building products. The MacPherson mill provides steady employment for some 30 men.

The section of lakeside land now used by the MacPherson firm as a lumber yard, was once used to build the famous Lady Of The Lake.

In tracing deeds of ownership of this choice lot, it was discovered that it was once owned by William L. Graveline, who sold it to Daniel Peters in 1883, who in turn sold it to E. D. Smith in 1888. Records also show that another sawmill known as Vorans' Mill once stood in this vicinity.

In this mdern age, when strong competition demands strong administrative control and efficient operating methods, industries like that of the MacPherson's must gear their production accordingly. The MacPherson brothers are doing just that and are thereby strengthening their own good reputation, and that of the community which their firm has contributed to so handsomely over the past half century.

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Magog Lions Club Completes 20 Years Service To Town

By CHARLES CATCHPAUGH
(Record Correspondent)

MAGOG—This year the Magog Lions Club celebrates its twentieth year of community service. During this time, the group has raised over $30,000, most of which has been spent locally with a large portion devoted to sight conservation and assistance to the blind.

On January 26 the club held its Charter Night banquet, attended by more than 100 Lions and guests from ten centres. At that meeting, W. Dalton Higgs executive-secretary of Lions International, from Toronto presented bronze placques to four charter members still with the group. Receiving these awards were: William H. McKenna, president '42-'43, and long time chairman of the group's committee for assistance to the blind; Dr. Carol S. Harris, president '43-'44; John Cunningham, president '51-'52; and Al E. Swoger, president '46-'47, and '52-'53.

Also attending the Jan. 26th gathering were seven other Magog men that were charter members of the club; Rouville Beaudry, Philias St . Jean, Rodolph Ethier, Donat Martin, Dr. Gabriel Lacompte, Francis Patch and Larry Parent.

During the meeting, a call from Providence Rhode Island, was received from George Abbott, also a charter member, who expressed his regrets at not being able to attend.

Other men of Magog who helped charter this group are: Wilbrod Levesque, J. A. Lavallee and Ethien Gerin.

Now with a good membership, the Magog Lions are ambitiously looking to the future, with aims of helping wherever and whenever they can. With local admiration high for this group, they'll undoubtedly gain the support needed to fulfil their various goals.

Memorial Hospital Expands Facilities

By CHARLES CATCHPAUGH
(Record Correspondent)

AUSTIN. — Motorists passing the Cecil Butters Memorial Hospital in this town ten miles from Magog, see a large, trim, three-storey structure on a rise of land overlooking the St. Benoit du Lac Monastery on Lake Memphremagog.

But to those who know of the wonderful work being done in this hospital, these buildings are regarded with the highest respect, and those who work in them with the greatest admiration.

It's here that infants without a hope of a future, born in mongoloid form, are cared for during their short pathetic life span. The lady responsible for this merciful undertaking is Mrs. Lillian Butters, assisted by her husband and family, with a large staff of competent employees.

Mrs. Butters expressed her gratefulness to the many who have heard of her work and offered their assistance. As the years have passed the demands made upon this institution have increased and with it the desperate need for financial support.

An extension to the hospital was completed last year which will enable them to care for the increased number of patients. The home has a large waiting list which continues to grow.

One of the brightest spots in 1959 for the Cecil Butters Memorial Hospital was the organization of a Ladies Auxiliary for the home. A group of Magog women, headed by Mrs. George Barron, as president, made their main project, assistance to the institution. Their biggest contribution has been diapers which are needed in large quantities. They also

Continued on Page 117

A partial view of the Cecil Butters Memorial Hospital is shown above. The extension completed during last year enabled an additional number of patients to be cared for as well as giving more room for existing facilities.

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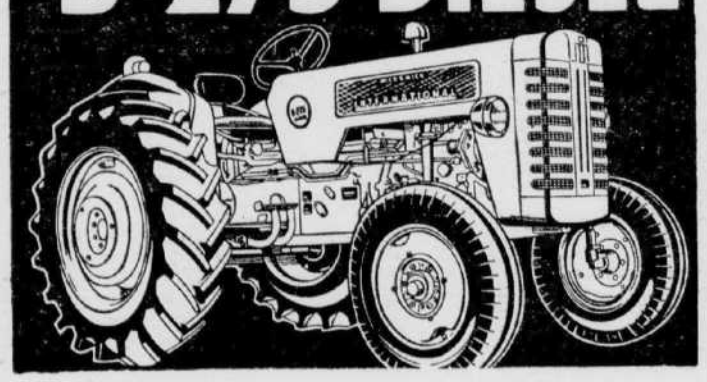

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THESE EASTERN

Continued From Page 113

stored Confederation to power. The legislature now passed a resolution in favour of union. The approval of Nova Scotia soon followed.

Towards the end of 1866 the represeintatives of the provinces repared to London.

Lord Monck, who had laboured earnestly in the cause of Confederation, was sworn in as governor-general of the Dominion, and Sir John A. Macdonald was the first prime minister. A bill embodying its provisions was then submitted to the British Parliament, Having passed the House of Commons and the House of Lords, it was signed by Queen Victoria on March 29th, 1867 and so became the British North America Act. By royal proclamation it came into effect on July 1st, 1867 since called Dominion Day, because on that date Upper Canada (now Ontario), Lower Canada (now Quebec), Nova Scotia and New Brunswick were united into the Dominion of Canada.

The Stanstead, Shefford and Chambly Railway, extending from St. Johns to Waterloo, was opened in 1861, and now forms part of the Canadian National Railway. The Massawippi Valley Railway extending from Lennoxville to Stanstead and the Vermont Border was opened in 1870, when it was leased to the Connecticut and Passumpsic Rivers Railroad, and is now under sub-lease to the Quebec Central Railway.

Other pioneer lines of Southern Quebec were the South Eastern Railway chartered in 1866, the Richelieu, Drummond and Arthabaska Railway chartered in 1869, and the Lake Champlain & St. Lawrence Jct., Railway chartered in 1871, all of which were amalgamated with the Montreal and Atlantic Railway in 1891.

Also the Waterloo and Magog Railway chartered in 1871 and completed to Sherbrooke in 1884, and the Megantic and International Railway chartered in 1870 and completed to Megantic in 1879, both lines being taken over by the Atlantic & North West Railway in 1887. All these lines were promoted and constructed by Eastern Townships' residents and were carried to construction under greatest handicaps and financial difficulties, with the main object of opening-up the district and keeping abreast of the times, that they and the generations to come might enjoy their share of the prosperity that was so abundantly fulfilled.

The Canadian Pacific, while in itself not one of the early pioneer lines in the Eastern Townships, did make a distinct contribution towards its up building and prosperity and also to the country as a whole, by taking over the linking up of many struggling local lines with the establishment of through service that was so essential to development. The inception of the Quebec Central Railway was peculiarly coincident with the Confederation, and its origin was a direct outcome of the railway policy of that time.

As a matter of fact it was during Confederation year (1867) that a meeting was called of the leading citizens of Sherbrooke and district headed by Sir Alexander Galt (Canadian High Commissioner to England and one of the fathers of Confederation), to consider the proposal of a railway from Sherbrooke north towards the city of Quebec, resulting in the incorporation of the Sherbrooke, Eastern Townships and Kennebec Railway. The construction was started in 1870 and opened for traffic from Sherbrooke to Westbury in 1874, but owing to a financial panic in the United States at this time, which spread to Canada and even across the Atlantic to many of the countries of Europe, the little railway with its limited financial resources was unable to weather the storm, necessitating a corporated reorganization when the name was changed to that of the Quebec Central Railway Company under a new charter, dated February 23rd, 1875.

Under the New Company, construction was pushed forward and in 1879 the line reached Valley Jct., on the Chaudiere River, where connection was made with Levis and Kennebec Railway which had just been completed from Levis to Valley Jct.

In common with the experience of many of the local lines of the early days, the Levis Kennebec Railway also had its financial difficulties and in the Spring of 1881, it was forced into bankruptcy and purchased by Quebec Central at Sheriff's Sale, through train service being established over the consolidated line between Sherbrooke and the Upper Town of Levis on May 23rd, 1881. The far-reaching influence of all these Railways upon the Eastern Townships can hardly be over estimated. Previous to their coming, each section lived largely unto itself, there being very little communication or exchange of products. But with the advent of the railway these conditions were completely revolutionized.

New colonizers came in and by bringing people into contact with each other it broadened their outlook and not only strenghtened the economic and social unity but the politica unity as well.

MEMORIAL HOSPITAL

Continued from page 116

raised extra funds to provide Christmas cheer for those children who have developed mentally to any degree.

There are many problems to be faced at the home. At the present time there is a battle against mumps, whooping cough and chicken pox. These diseases are normal among children, but more serious to the frail frames of these infants who must be constantly under supervision.

Last summer the home ran dangerously low on water but the City of Magog sent its tank equipment to the hospital to replenish their supply. Neighbors are indeed understanding and helpful.

The future looks brighter now than at many points in the past, but the need for assistance will never end. There's much to be done. A school to train nurses and attendants in caring for this particular type of infant is needed, and also lacking is a school for those children who have been nursed through their critical infancy.

"It all takes funds and sympathetic understanding," Mrs. Butters explains. But here is a woman who has the will and determination to see her work continued. Indeed, she is an angel of salvation to many despairing parents.

KIWANIANS

Continued from Page 96

BOYS AND GIRLS WORK

During the year through Kiwanis members assistance was given to operation of local Pee-Wee Hockey, as well as towards successful operation of the local Boy Scouts and Cub movement.

Kiwanis sponsored and organized the running off of the Hot-Rod races and distribution of prizes to winners.

During the year a father and son banquet was held at which the speaker was a member of the Royal Canadian Mounted Police.

National Kids' Day was celebrated by two showings of a double-feature film at the local local theatre at which some 900 children were present. Apples and balloons were handed out.

Little League continues to be the greatest single project. Little League operated for the first time in 1959 under a Full Charter and each of the four teams of 15 players completed its full schedule of 18 games, which meant that 36 games had to be run off on a single diamond, in addition to play-offs afterwards.

During the year a large Little League Parade was organized which tied in with the play-off game with Sherbrooke.

UNDERPRIVILEGED CHILDREN

During the year the club continued the distribution of 4,600 quarts of milk to children of needy families at an estimated cost of some $900. Six pairs of eye-glasses were donated during the year at a cost of $90. Five tonsillectomies were arranged and paid for at a cost of $300.

Distribution was made of shoes and clothing to children in needy families.

Distribution was made to needy families of Christmas Food baskets on Christmas Eve. Five baskets were distributed, as well as many cartons of used toys, at a total cost of $50.

A donation was made to the Flambeau Home for underprivileged children, of a television set at a cost of $140.

A special Christmas Party was held on the Tuesday preceding Christmas for some 25 children and 6 adults of the Flambeau Home, as well as for 50 children from the community.

Jacqueline leads "three lives"

Stenographer . . . homemaker . . . mother—these are the "three lives" that keep vivacious, dark-haired Jacqueline Turcotte a busy lady. A stenographer with The Toronto-Dominion Bank in Quebec City during the day, Jacqueline's after hours interests are centred around her husband, daughter and her home. Despite a busy schedule, she enjoys sports such as skiing, bowling, fishing and sailing, but admits that keeping house is her number one "spare" time activity. On the job, Jacqueline Turcotte is typical of all Toronto-Dominion Bank people—friendly, efficient and always ready to lend a hand. Visit your nearby branch of "The Bank" soon, and see for yourself, why . . .

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TCA Tops 3 Million Passenger Mark In '59

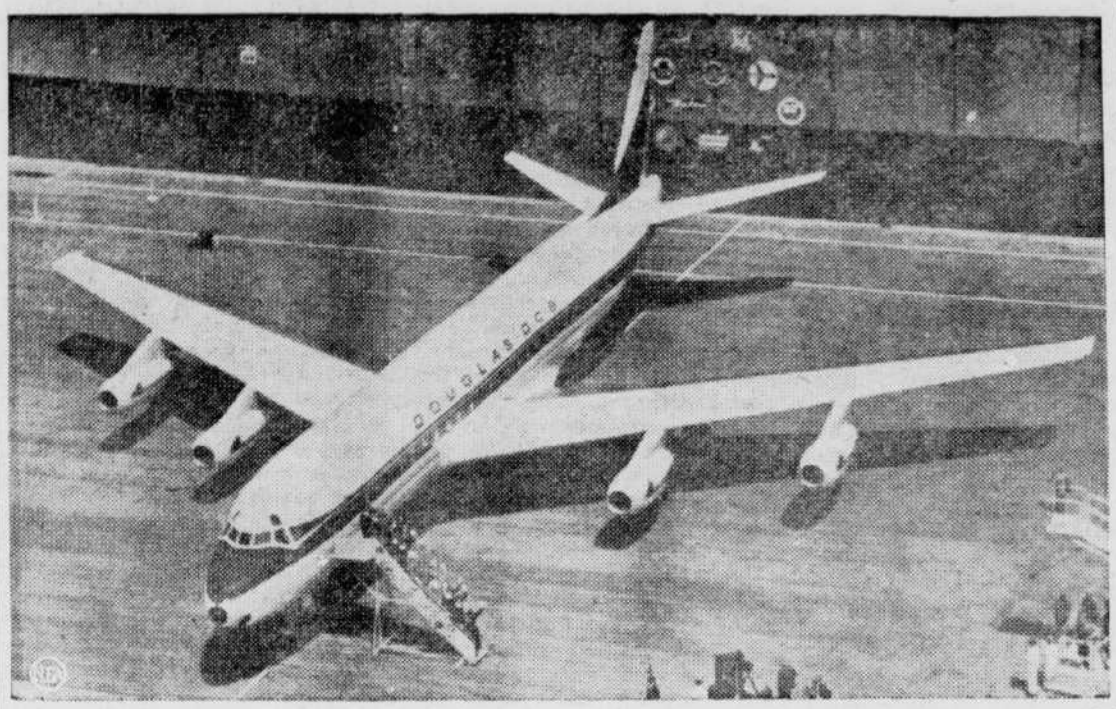
Prepares For Jet Age

Trans-Canada Air Lines carried a record total of more than 3,100,000 passengers in 1959 as it prepared itself for the imminent arrival in Canada of the age of the giant jet.

It was the first time in its 22-year history that the airline topped the 3,000,000 passenger mark in a 12-month period, president G. R. McGregor revealed. Expanding to meet the ever-increasing demand for commercial air transportation, TCA made available to the public nearly three billion seat miles in 1959, an increase of 17.5 per cent over the previous year. The number of occupied seat miles rose to approximately 1,830,000,000 an increase of 12.5 per cent, while the revenue passenger load factor dropped from 70 to 66 per cent. Total revenue aircraft miles flown also rose 12.5 per cent to 55,708,000 stated Mr. McGregor.

There was a 15 per cent increase in freight carriage for a total of approximately 14,770,000 ton miles while air express ton miles rose 7.8 per cent to more than 2,660,000 ton miles and mail rose 3 per cent to a record total of almost 10,697,000 ton miles.

Flight frequencies on many domestic routes were increased in 1959, while Vienna was added to TCA's growing international route pattern. A new non-stop Viscount service was inaugurated between Regina and Edmonton this year, and transcontinental service was increased to 12 daily return flights during summer months, providing almost 700 daily round-trip seats across Canada. In the fall, one trans-continental Super Constellation flight was routed through Winnipeg while service to Antigua was scheduled on a year-round basis, daily Viscount flight was routed into Chicago's O'Hare field to connect with the jet flights operating out of that giant airport, while eight continued to fly into Midway.



JET GIANT - TCA is expected to put its first Douglas DC-8's into transcontinental service April 1 and into trans-Atlantic service by June. Like this giant at Long Beach, Calif., where passengers are entering by way of a ramp at the nose, the aircraft will be capable of carrying 127 passengers at more than 550 miles an hour.

In the winter of 1959, Viscount operations were extended to Tampa, Fla., providing service between Toronto and the southern holiday area with turbine-powered aircraft.

Eighteen weekly round-trip Super Constellation flights were operated across the North Atlantic during the peak summer months, offering more than 1,200 weekly round-trip seats.

Four additional Viscounts were delivered to the airline in 1959, while one was damaged beyond economical repair on landing at Toronto. There were no serious injuries in this incident. In addition, one more Super H Constellation was delivered to TCA, bringing its total fleet at the year's end to 49 Viscounts, 13 Super Constellations, 21 North Stars and nine DC-3's, the latter used only on the Pacific Coast triangle service and for one daily flight serving the smaller prairie centres.

Installation of weather radar on all Viscount and Super Constellation aircraft was completed in 1959, said Mr. McGregor.

Throughout the year Trans-Canada Air Lines provided scheduled trans-continental all-cargo service with five North Stars, each capable of carrying up to nine tons of cargo. In addition, all passenger flights carried mail and cargo. This gave next-day delivery to points within a 1,500-mile radius and second-day delivery to points beyond. Traffic remained highly directional with the bulk of cargo moving from east to west on domestic flights; from south to north on trans-border flights, and from east to west on trans-ocean services.

The airline placed a $3,500,000 order for a new Canadian-designed-and-built electronic reservations system in 1959. Scheduled to go into operation in 1961, it will speed reservations procedures and reduce possibilities of error to an absolute minimum, reported Mr. McGregor. When operational it will be the most modern such system in use with the world's airlines.

TCA expects by 1961 to become the world's first intercontinental airline to operate an all-turbine fleet and throughout the past year all departments within the company have been engaged in thorough preparation for introduction of the new equipment.

The first of the Douglas DC-8's each capable of carrying 127 passengers at more than 550 miles an hour, will be delivered to the airline very early in 1960. These aircraft are expected to go into transcontinental service on April 1, 1960, and into trans-Atlantic service June 1, cutting present flying times by almost half.

In the summer of 1960, the first of 20 Vickers Vanguards, turbine propeller aircraft capable of carrying 96 passengers at 420 miles an hour, will be delivered to the airline for service on mediumlength domestic and trans-border routes.

A $20,000,000 maintenance and overhaul base is nearing completion at Montreal Airport to handle the DC-8's and Vanguards of this new fleet, the first such base of its kind designed solely for turbine-powered aircraft. With buildings alone covering 18 acres on an 84-acre site, it boasts the largest single cantilever structure in the western world -

Continued On Page 119

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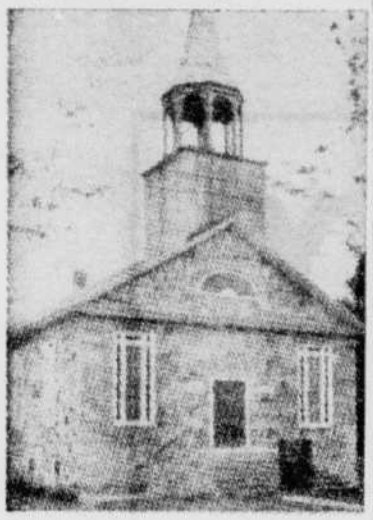
GLIMPSES OF EARLY

Continued from page 100

every fourteen days, besides extras, of which I had more than I could possibly attend to."

Quarterly meetings were held



Wesleyan Methodist Church at Dunham, erected in 1847.

in Dunham Township as early as 1806.

CHURCH IN DUNHAM VILLAGE

Church Bells:- "The living to the Church I call, and to the grave I summon all"....

From a letter written on December 6th, 1870 we learn how Dunham received the bell for their church which was built in 1847.

Mrs. G. W. Brooks:- Dear Madam:-

It is not through mere formality that we tender our heartfelt thanks for the valuable bell presented by you to the Wesleyan Methodist Church in the village of Dunham, we do so as stewards as well as on behalf of the congregation worshipping here. May that bell long continue to call people to the House of God, and may your own heart be constantly cheered by the reflection that it may call for the first time some poor wanderer to enter our church.

May your health and life be long continued so that you will be able to obey the sound of that bell you have so nobly and generously bestowed upon us.

We remain, Dear Madam your sincere Friends - E. Finley, J. N. Galer, Geo. D. Baker....

In 1874 Rev. English reported that Dunham had 40 members, and Cowansville 18. It was in this year that for the first time Cowansville had a resident minister. Until then he lived in Dunham, and drove over to Cowansville for services.

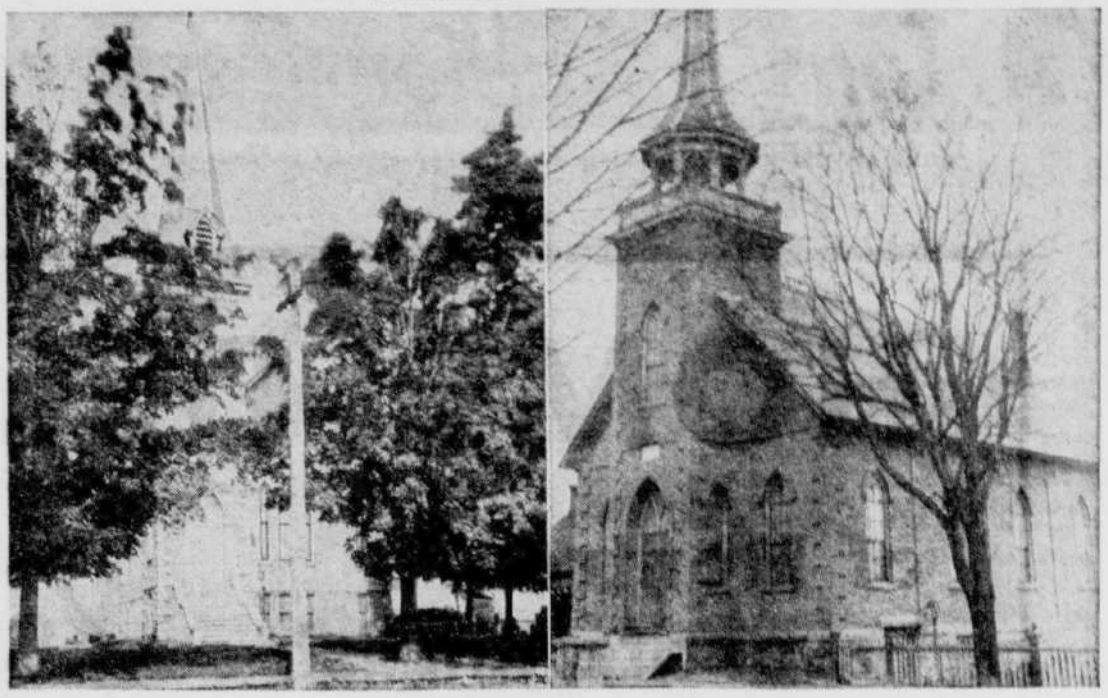
In 1881 the Young People's Literary Association gave a magnificent chandelier to the Dunham Church. In 1882 Dunham had 72 members on the roll, a Sunday School Class of 60, and an Epworth League with a membership of 60.

Church at Farnam's Corner was erected in 1894.

East Dunham and Farnam's Corner:- A stone chapel was built here very early, in 1843, but it was not well constructed, and by 1866 its walls were crumbling, and was in disuse. This was built by the New Connexion Methodists. Rev. H. N. Kimball formed a Society here as early as 1842.

The Wesleyan Methodists built a church here in 1857, and now, in 1960, there is the one church here. It is under the Cowansville Charge. At one time there were over 80 names on the church roll for this part of East Dunham. In 1875 Charles Harvey was the Class Leader for the white church here.

Following are the names on the Methodist roll in 1845 from East Dunham and Farnam's Corner: John and Eliza Atkin, John D. Wales, Isabella Wales, Sarah Farnam, Sally Jones, Aaron and Patty Eliza Truax, Jas. Ingalls, Julia Ingalls, Jonathan and Sophronia H. Ingalls, George and Eleanor Clark, Sam and Elizabeth Clark, Samuel and Eliza Lee, Daniel L. Farnam, Jerusha M. Aitkin, Mary E. Aitkin, Thankful A. Harvey, Martha Geer, Jonathan Harvey, Emily M. Craig, Theodosia Atkin, Jane Aitkin, Nancy Harvey, Orlin Wales, Robt. A. Wales, Galloway Truax, Sophronia Branch, Sarah Wing, Mary Call, Luther Harvey, Marvin Farnam, Emily Geer, Frances Marshall, Leafy Collins, Sarah Rogers, Elizabeth A. Harvey.



On the left is the second Congregational Church in Cowansville, built on the same site as the first in 1890. It is now the United Church, of which Rev. C. J. Gustafson is pastor. On the right is second Methodist Church in Cowansville, built in 1889. It is still standing, minus the belfry, and is used for army purposes.

TCA

Continued From Page 118

an 836-foot long overhaul hangar with doors towering 50 feet above the tarmac. The concrete ramp area around this base covers 700,000 square feet, while the shop area will contain some of the most modern equipment in the aviation industry today. A two-cell test house will handle both the Rolls-Royce Conway pure jet engines and the propeller-turbine Tynes. Viscount maintenance and Dart engine overhaul will continue to be carried out at Winnipeg.

In Vancouver, in 1959, construction began on a smaller $5,000,000 maintenance and overhaul base for turbine aircraft. This base designed principally for line maintenance and overhaul is expected to be ready for occupancy by late 1960, said the airline's president.

A joint TCA-CNR credit card was issued during the past year enabling air travellers to charge air transportation and railway services and obtain credit at hotels, with rent-a-car organizations and with a number of allied facilities.

At the year's end, TCA announced a commercial agreement with BOAC providing for the consolidation of schedules and certain facilities and functions on trans-Atlantic services. This agreement, in effect March 1, 1960, will provice greater and more convenient service to the travelling public.

"All types of airline traffic continued to show a healthy growth in 1959," commented Mr. McGregor. "Nevertheless, the very narrow margin between income and expenses which is characteristic of world aviation today, remained a serious problem and it was only by a further reduction in unit operating costs that TCA was able to maintain a stable economic position."

"The arrival of the big jets in 1960, will present both opportunities and problems. If insufficient traffic is available to operate these large and expensive aircraft at reasonable load factors, financial difficulties will follow. Given good loads, however, the jets can provide a healthy economic return while at the same time offering new standards of travel comfort and convenience to Canada."

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Enjoy convenience, low cost...and all these wanted travel comforts:

REST ROOMS ABOARD
... fully-appointed with wash stand, toilet, mirror and other conveniences. Tastefully decorated, designed for maximum *continuing* cleanliness.

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... with controlled ventilation. Keeps temperature exactly right, changes *all* the air in the bus every 40 seconds.

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... eliminates metal springs, gives you a ride that's so smooth and stable you can even write a letter as you go.

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... a lever-touch adjusts your deeply-cushioned chair for reading, relaxing or sightseeing through tinted picture windows.

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The Gazette

The Morning Paper of the Eastern Townships

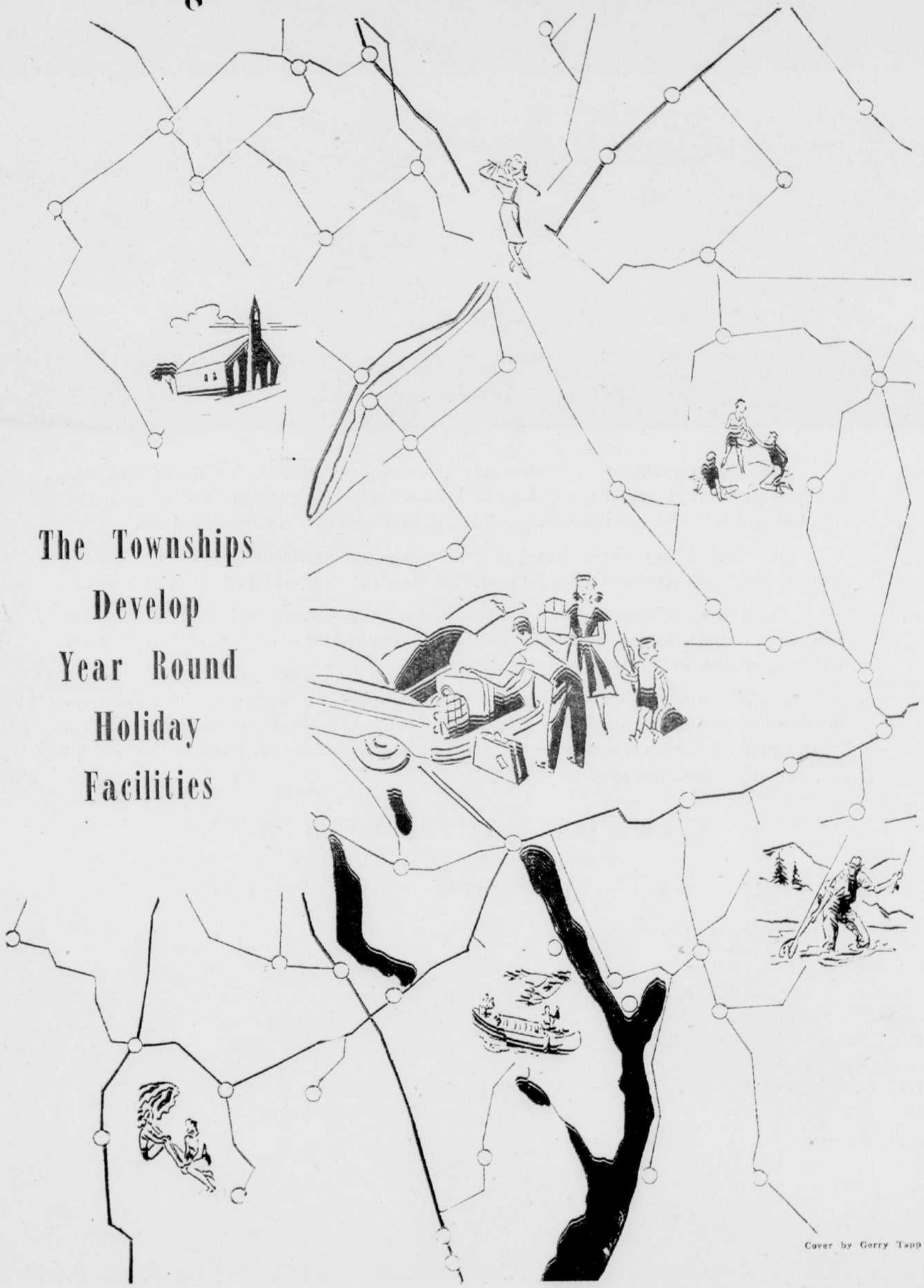
Sherbrooke Daily Record

63rd ANNUAL REVIEW

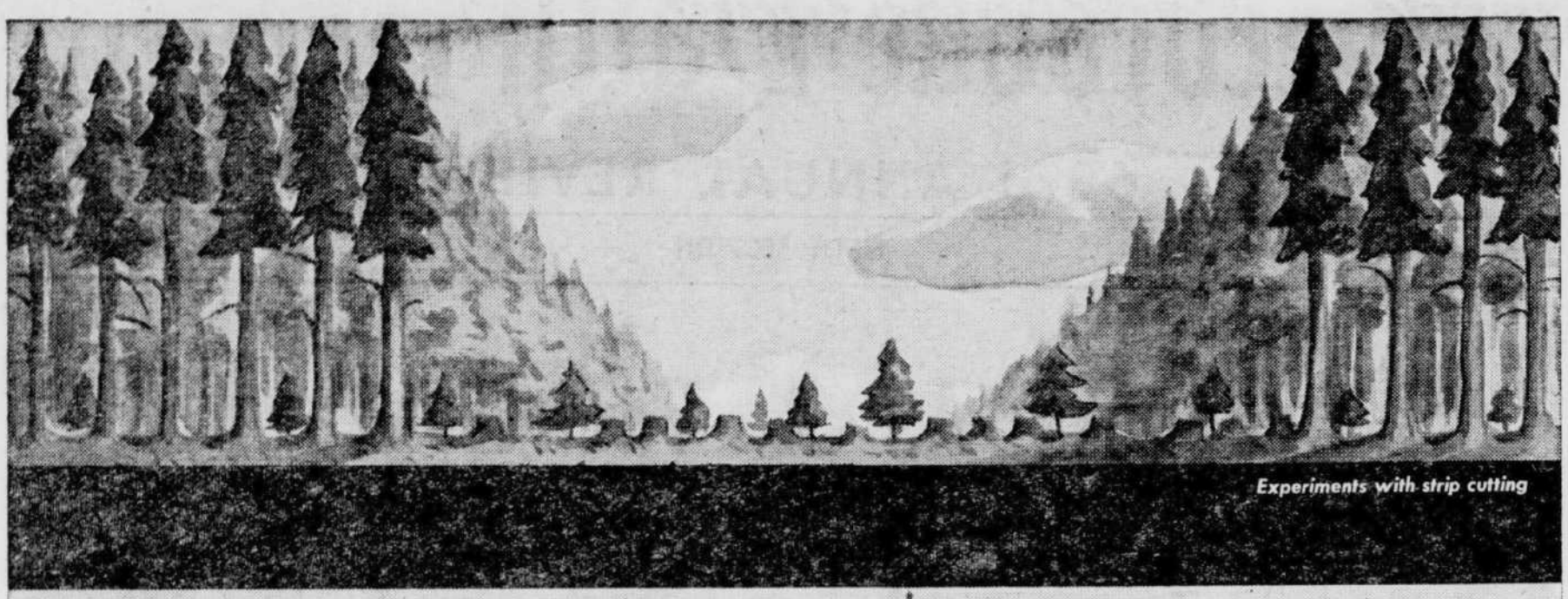
Sherbrooke, Quebec. FIFTH SECTION Saturday, March 26, 1960.

Progress As A Vacationland

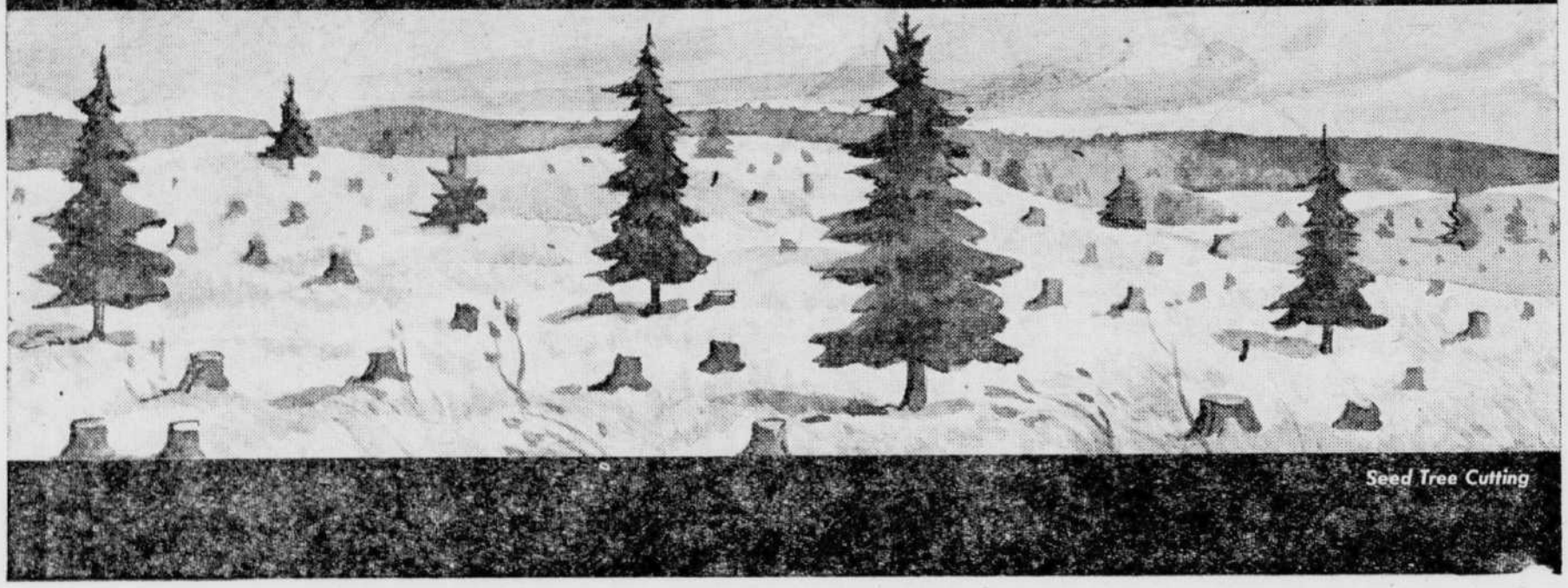
The Townships Develop Year Round Holiday Facilities



Cover by Gerry Tapp



Experiments with strip cutting



Seed Tree Cutting

Creative conservation and scientific forest management are vital functions of the 50 square mile tree farm operated by Canada Paper Company at Windsor Mills, a few miles from Sherbrooke, Quebec. The basic aim is to achieve a continuous yield of high quality pulp wood for years to come.

At Windsor Mills trees are planted, grown, nursed to maturity and harvested on a year round basis. By long range planning and careful cultivation the supply is assured for future generations.

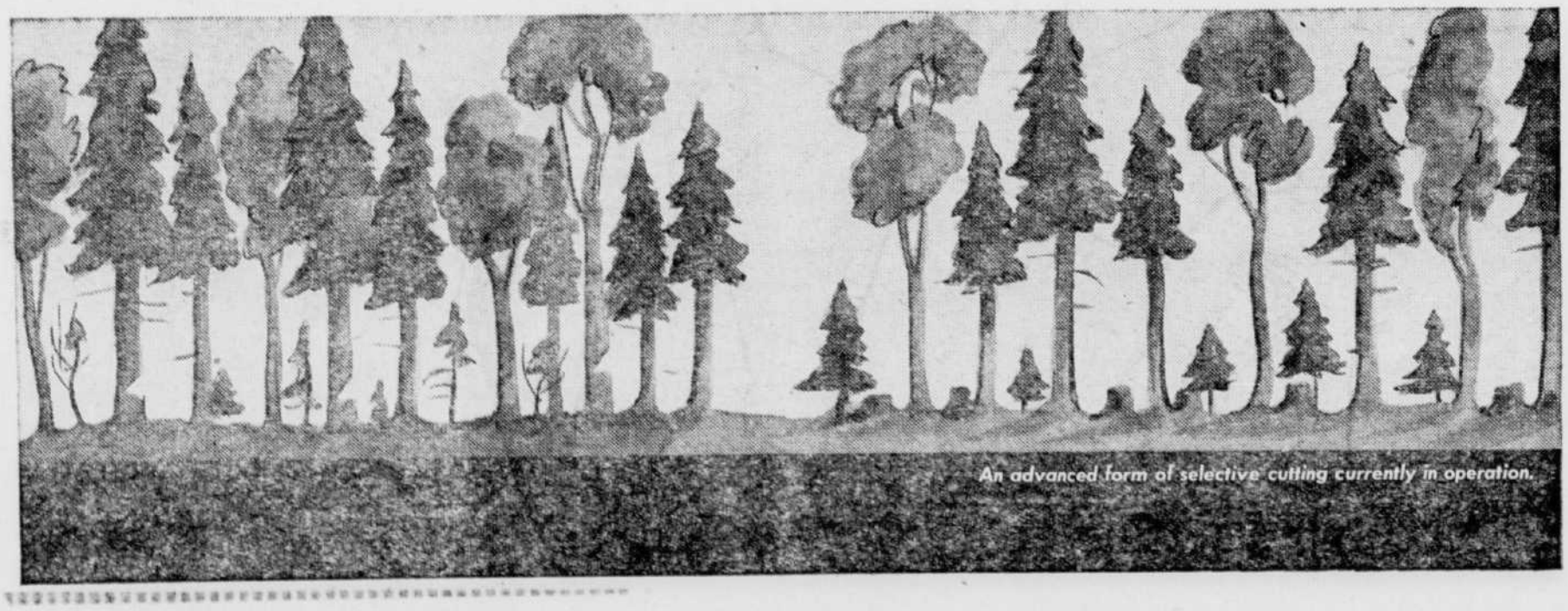
The sylviculture methods established here can be carried out successfully on a small scale as well. As more and more individual tree farms become established, more and more Canadians will ultimately profit from "the green gold of our country".

In all the Windsor Mills divisions of Canada Paper Company production continues both night and day to fill growing demands both at home and abroad. One of the leading industries of the Eastern Townships in production, payroll and employment, Canada Paper Company produces about 150,000 tons of pulp and paper per year.

CANADA PAPER COMPANY

WINDSOR MILLS, QUEBEC

"SERVING THE GROWING EASTERN TOWNSHIPS"



An advanced form of selective cutting currently in operation.

Canada—Awakening Giant Of The 20th Century

By HON. GORDON CHURCHILL
Minister of Trade and Commerce

Last December marked not only the end of a year but also the end of a decade. For the Canadian economy it was a decade of substantial growth and the period ended, as it began, on a strong expansionary trend.

However, the prevailing conditions are quite different from ten years ago. In 1950 and the immediately ensuing years, the key stimulus to growth came from defence preparations and related demands emerging from the Korean crisis and the N.A.T.O. defence effort. At that time, shortages and fears of shortages were prevalent, excessive demand pressures created strains in some segments of the economy and prices rose sharply. By contrast the current expansion is anchored to the more solid foundations of constructive peacetime pursuits.

The growing needs of the Canadian people, whether for public facilities or for goods and services, have given the dominant push to the present upward surge of productive activity. During the past year, as the economy continued to move out of the 1957-58 recession, operating levels in most industries have moved closer to capacity and the productive resources of the economy generally have been more fully employed. At the same time, in no area of production has demand become excessive, price changes have been moderate and the general level of prices has increased only slightly. A strong rate of growth has been experienced without dislocation or strain.

PRODUCTION AND EMPLOYMENT

Canada's Gross National Product in 1959 has increased by 7 per cent from the level of the preceding year. Prices have risen on the average by 2 per cent. This means that total national output, in physical volume terms, is up by about 5 per cent. Agricultural production in 1959 has been affected by below-average harvests of grains and some other crops, but most other industries have experienced substantial gains. Industrial production has increased by 8 per cent.

Expanding production has, in turn, meant more jobs. Total employment has been nearly 3 per cent higher on the average in 1959 than in the preceding year. The long-term decline in farm employment has continued, but non-farm jobholders increased by 3½ per cent. New job opportunities have kept ahead of the expanding labour force and unemployment has declined. Considered as a proportion of the labour force, the number of jobless persons in Canada fell from 6.6 per cent in 1958 to 5.6 per cent in 1959. By November, unemployment was 18 per cent below the level of a year ago.

INCOMES AND CONSUMPTION

The improved tempo of economic activity has been reflected in higher returns to all major income groups, Higher operating levels in industry have contributed to a sharp recovery in corporate profits, together with a further increase in wage and salary scales. Increased rates of pay, together with more and steadier employment, have raised labour income by 8 per cent this year compared with last. All major categories of investment income have increased. Government payments to individuals have shown a further slight increase, following on the substantial rise of the preceding year. Despite lower prices for some commodities and below-average harvests, cash returns to farmers have been well sustained. Personal income in total, after deducting direct tax payments, increased by 6 or 7 per cent between 1958 and 1959.

This strong income trend has provided the basis for a quite substantial rise in consumer spending. Durable goods, in particular, have surged ahead with automobile sales up 15 per cent and most of the major household appliances also showing substantial gains. Spending on each of the major categories of soft goods, and on services, has shown at least a moderate rise. Consumer spending in total is up by 6 per cent. With consumer prices, having risen little more than 1 per cent per capita spending in real terms has increased 2 to 3 per cent, a better than average gain.

While spending more, Canadians have also been saving more. As a proportion of disposable income, savings in 1959 have reached the unusually high ratio of 8 per cent. Thus the financial position of the Canadian consumer remains strong, while living standards have improved.

Construction plays a dynamic role in Canada's expansion, changing the face of the country with new buildings and bridges, dramatically altering the nation's skyline. In past decade labour income has risen 115%.

INVESTMENT

Capital spending, both private and public, has risen slightly in 1959. Commercial, institutional and public investment has comprised an increased proportion of the total program. In basic industries, such as mineral products and fuel and power, the build-up of new capacity, though not as great as in preceding years, continued on a substantial scale. Capital spending in manufacturing amounted to $1.1 billion. Housebuilding has been maintained at a high level, but is lower than in 1958 when the volume of residential construction far surpassed that in any preceding year. It is estimated that housing starts for this year will reach the 140,000-mark, compared with 165,000 in 1958, while completions will approximate last year's record of 147,000 units.

Though only slightly higher for 1959 as a whole, the trend of total capital spending has been moving upward since the beginning of the year. New orders in capital-goods industries are rising and employment in construction has increased. The recent pick-up in housing starts, following the resumption of the loans-to-builders program during the fall months, and the continuation of the winter works program should provide a significant boost

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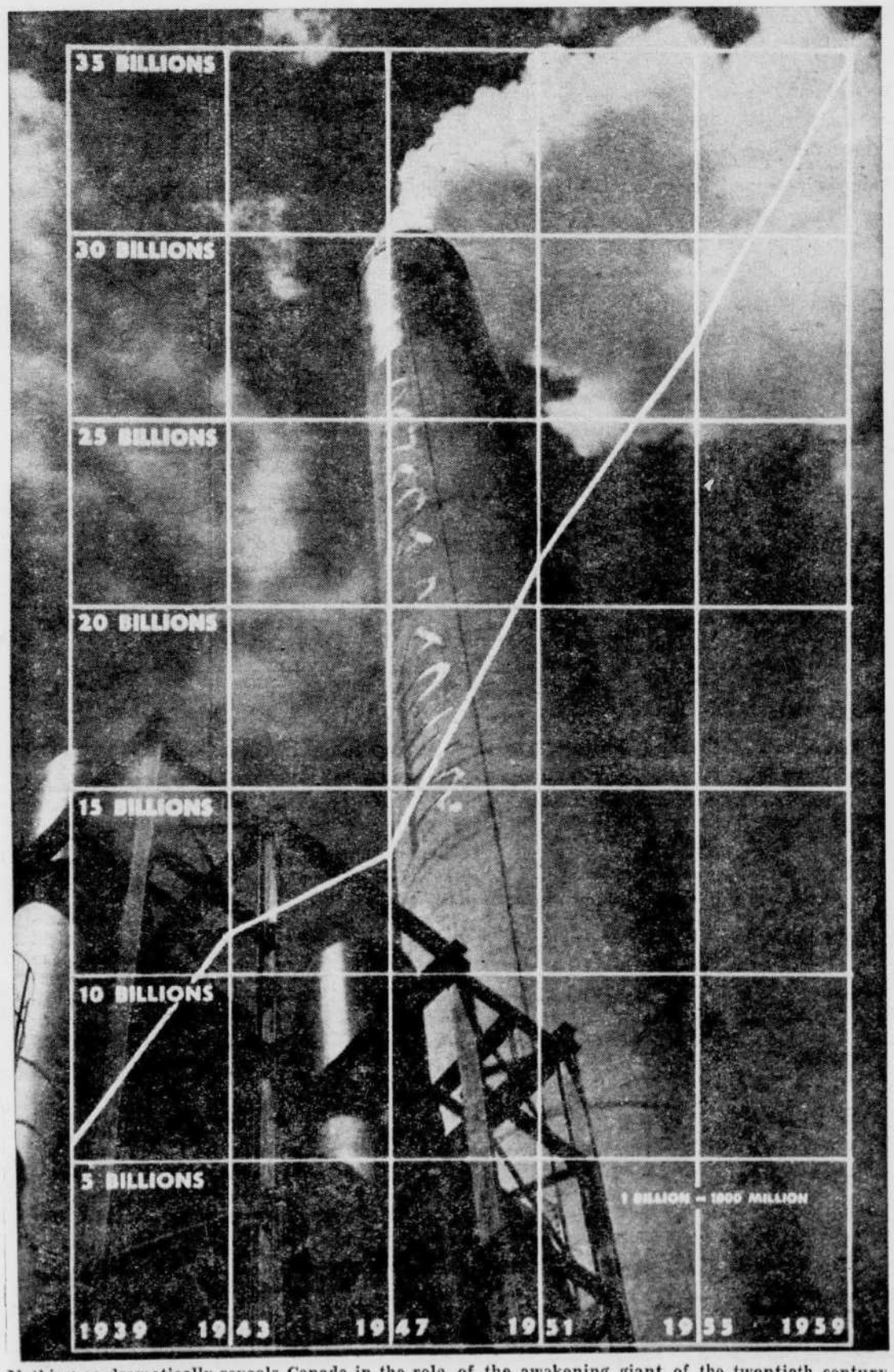

Nothing so dramatically reveals Canada in the role of the awakening giant of the twentieth century as a glance at the chart above which shows the spectacular jump by which the country's gross national product has soared upward from a modest 5.6 billion in 1939 to a prodigious 34.5 billion in 1959. In this brief twenty year period Canada has emerged from an industrial fledgling, bursting with purpose and activity, to take her place as one of the great industrial nations of the world.

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Come in and see the full line of Wallace Sterling patterns — the only patterns with beauty in front, beauty in profile, beauty in back — Canada's extra beauty, extra value sterling.

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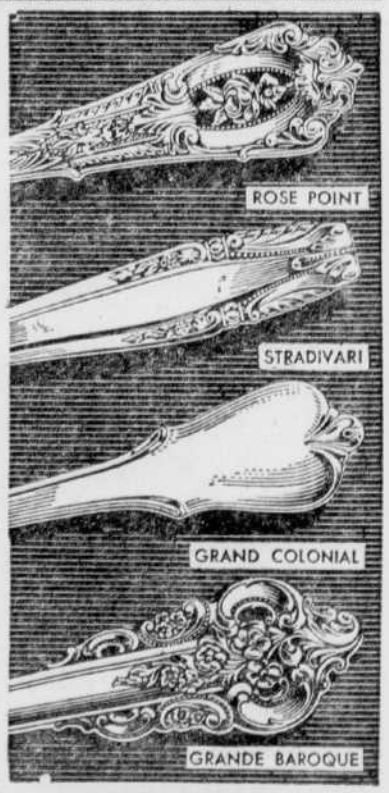


AT BETTER JEWELLERS EVERYWHERE

WALLACE SILVERSMITHS

Cookshire, Que.

Crude Output Up

Oil Industry Resumed Growth In 1959

By J. R. WHITE
President, Imperial Oil Limited

The Canadian oil industry resumed its growth in 1959, handling larger volumes at lower average prices and with improved operating efficiency.

At home, demand for crude oil and products grew about nine per cent to a daily average of 830,000 barrels. Largest increases were in sales of middle distillates and heavy fuel oils. These reflected a recovery in industrial demand, more oil-heated homes and colder weather early in the year. Fueling of ships on the St. Lawrence Seaway was also a factor.

Refining capacity was further increased during a year in which Canadian markets were exposed to the sharpened impact of world-wide surpluses. "Price wars" were prevalent in the retail gasoline trade, and were matched by intense competition in other sales fields. However, the industry made continued progress in cutting operating costs. This, together with larger volumes, resulted in improved earnings despite lower prices and higher taxation.

Exports of Canadian crude oil showed a 13 per cent gain for the year, exceeding 90,000 barrels daily. Now that Canadian oil is exempted from mandatory U. S. import quotas, it has started to compete more effectively in its logical markets in that country.

With increased demand both at home and abroad, more crude oil was produced in Canada in 1959 than ever before. The daily average rose 11 per cent to pass the 500,000 barrel mark. Production has climbed out of the 1958 trough and is back to, and a little above, the 1957 level. The Suez crisis permitted substantial offshore shipments in 1957; the current recovery has the more solid base of sales to markets served by pipe lines.

All of Ontario's expanded consumption of petroleum products was taken care of by 20 per cent increase in the supply of Canadian crude. Neither imports nor Montreal-made products shared

J. R. WHITE

in the growth of this market. To supply larger local demand, Quebec and Maritimes refineries, which depend on seaborne supplies, ran more crude oil. However, the demand for imported crude oil did not rise as much as production from Canadian fields.

The industry made progress in 1959 in directions advocated in the second report of the Royal Commission on Energy—that is, saturation of the Ontario market with Canadian crude, and development on export markets in the U.S. Some minor improvements have also been made in Alberta's producing regulations, though the part which provincial rules play in increasing producibility and costs requires further serious study.

Natural Gas Production Up 12% to New Record

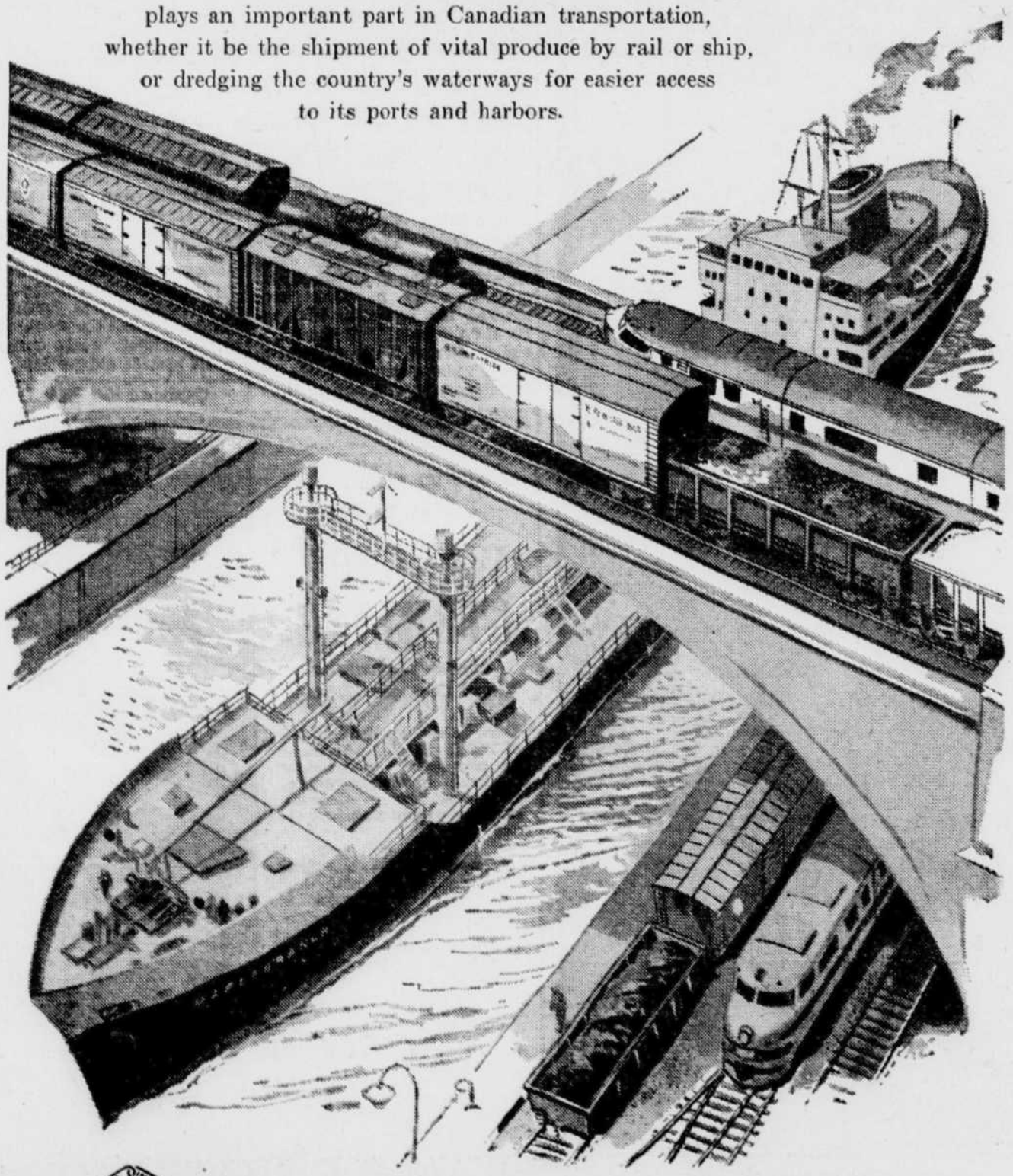
Natural gas production rose 12 per cent to a new record, and many more gas wells gained market outlet through extension of gathering systems serving the main trunk lines. Prospects of serving additional gas markets in the U.S. seemed encouraging at year end.

Exploration activity expanded in 1959. More acres are leased or reserved on the Canadian mainland than at this time last year, and beyond this, huge tracts of the Arctic Islands are being opened for exploration. Increases in exploratory wells drilled and exploratory dollars spent were offset, however, by reduced development drilling. There was not a Pembina, Redwater or Leduc to develop last year, and the wells which were drilled were more widely spaced than formerly. Overall, exploration and development expenditures showed a small decline from 1958.

Capital expenditures by the industry were maintained at a high level in anticipation of further growth and continued intense competition; 1959 proved such a year, and 1960 offers a similar prospect. The industry has conditioned itself for demanding times, and this is reason for optimism.

ON LAND OR SEA . . .

With freight cars and tankers, tug boats and cargo vessels, scows and tankers, Marine Industries Limited plays an important part in Canadian transportation, whether it be the shipment of vital produce by rail or ship, or dredging the country's waterways for easier access to its ports and harbors.



Marine Industries Limited

MONTREAL • SOREL

RCAF Looks Ahead And Back

For the RCAF, 1959 was highlighted by the annnouncement of the order of the supersonic CF-104, and by the delivery and installation of other new and progressive equipment to put the Service in pace with the times.

During the year, the RCAF also took a brief glance backwards at its record of achievement to celebrate the 50th Anniversary of Powdered Flight in Canada, and the 35th Anniversary of the RCAF.

As a result of reduced NATO aircrew training, it was possible to make several organizational changes in 1959 which resulted in the relocation of certain RCAF formation and the disbandment of others.

35TH - 50TH ANNIVERSARY CELEBRATIONS

In ceremonies and displays staged from Newfoundland to Vancouver Island, millions of Canadians joined their Air Force in celebrating the Golden Anniversary of Powered Flight in Canada and the 35th Anniversary of the RCAF.

The celebrations were touched off on February 23, at Baddeck, N.S., during a ceremony in which Wing Commander Paul Hartman re-enacted the Hon. J. A. D. McCurdy's historic flight of 1909, by piloting a replica of the original Silver Dart biplane a distance of one-half mile over the frozen bay.

Two months later, the Golden Hawks precision aerobatic team was formed at Chatham, N.B., to take part in the Anniversary celebrations. One of the few such teams ever formed by the RCAF, the Golden Hawks staged 63 aerial performances throughout Canada and the U.S. during the year and won the acclaim of two-and-a-half million spectators with their series of precision maneuvers.

NEW JETS FOR 1 AIR DIVISION

In July, the Canadian government announced that the eight F-86 Sabre squadrons of the RCAF's European-based NATO Air Division would be re-equipped with CF-104 strike-reconnaissance jet aircraft. More than 200 of the 1400 miles-an-hour jets will be built under licence in Canada for the RCAF, and will come into operational service in about two years time. Canadair Ltd., Montreal, has been awarded the contract to build the CF-104 airframes while the engines will be built by Orenda Engines Ltd., Toronto.

At Olddenburg, Germany, the RCAF Advisory Group from the Air Division continued to give operational training to German pilots on F-86 Sabre jets. Initiated last year, the program also includes on-the-job training for German ground crews in servicing techniques.

For the second year running

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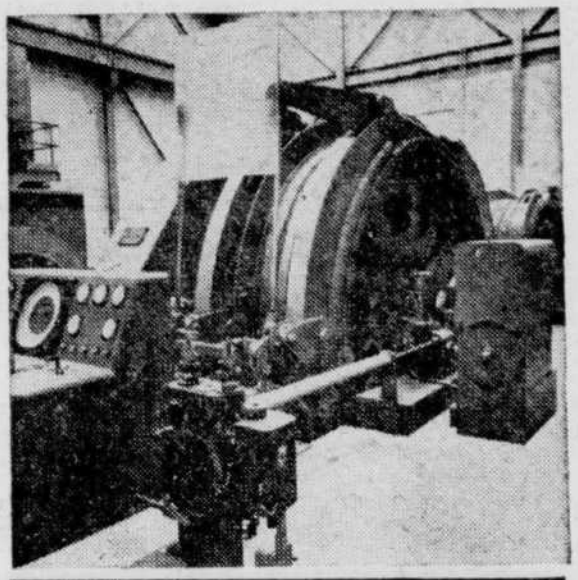
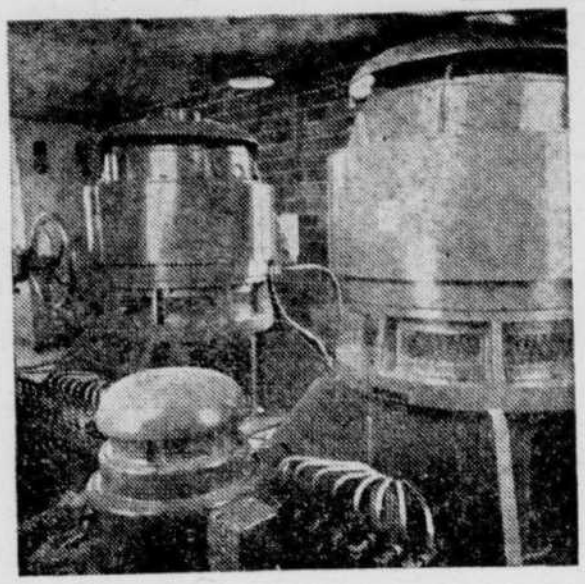
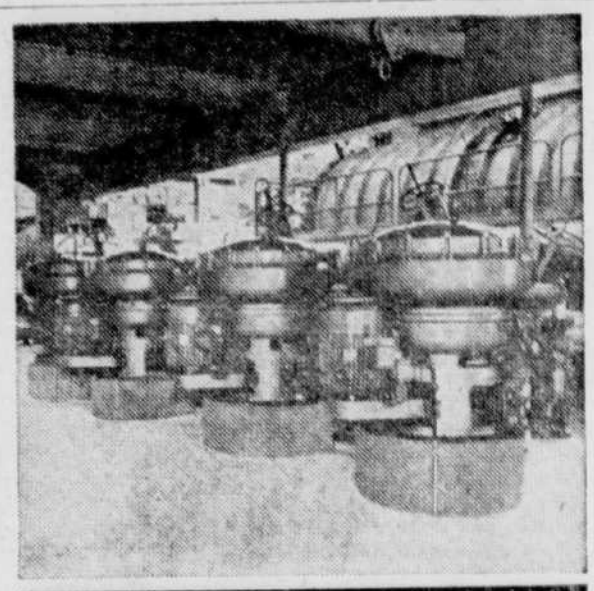


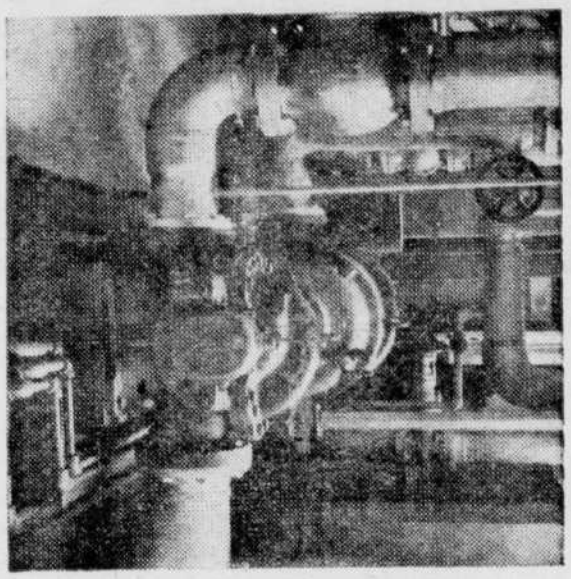
MINING



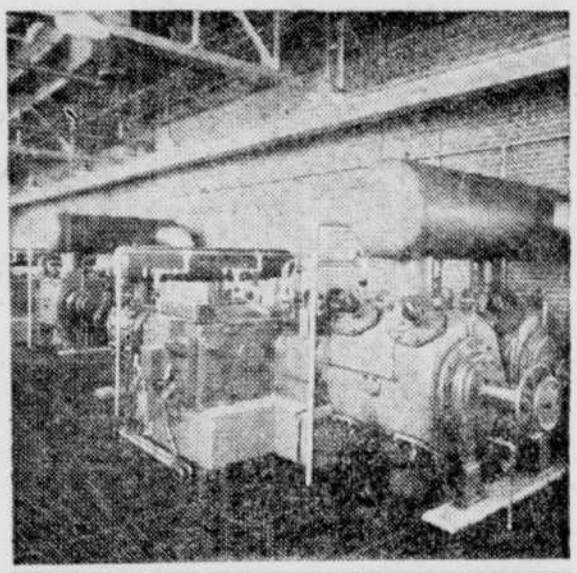
THE SEAWAY



PULP AND PAPER

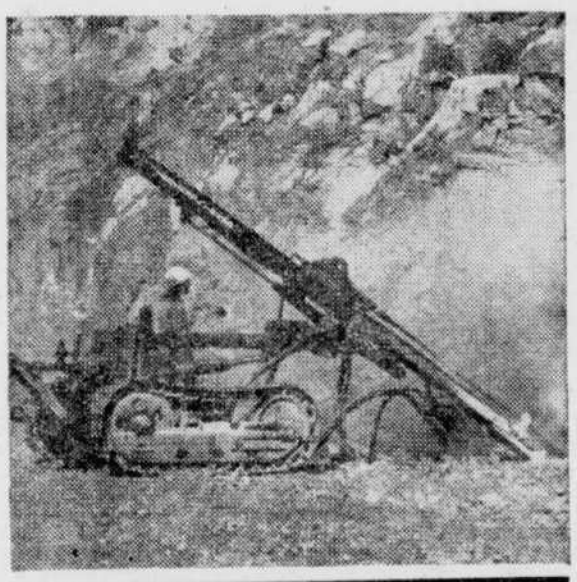


PROCESSING

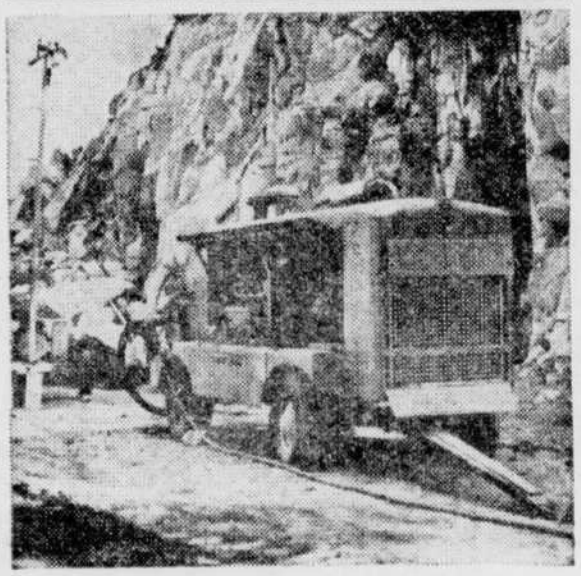


OIL & GAS

MANUFACTURING



ROAD BUILDING



CONSTRUCTION

TUNNELLING

To the people behind the scenes

BEHIND every piece of equipment illustrated here stand the integrity and pride of craftsmanship of the men and women who helped to produce them.

This has been true since 1882. Canadian Ingersoll-Rand products, fashioned by the people from the community, have given new meaning to the words "dependability" and "performance". They have carried the name of Sherbrooke wherever Canada's resources are being developed, and into the factories, foundries, and shops across the nation.

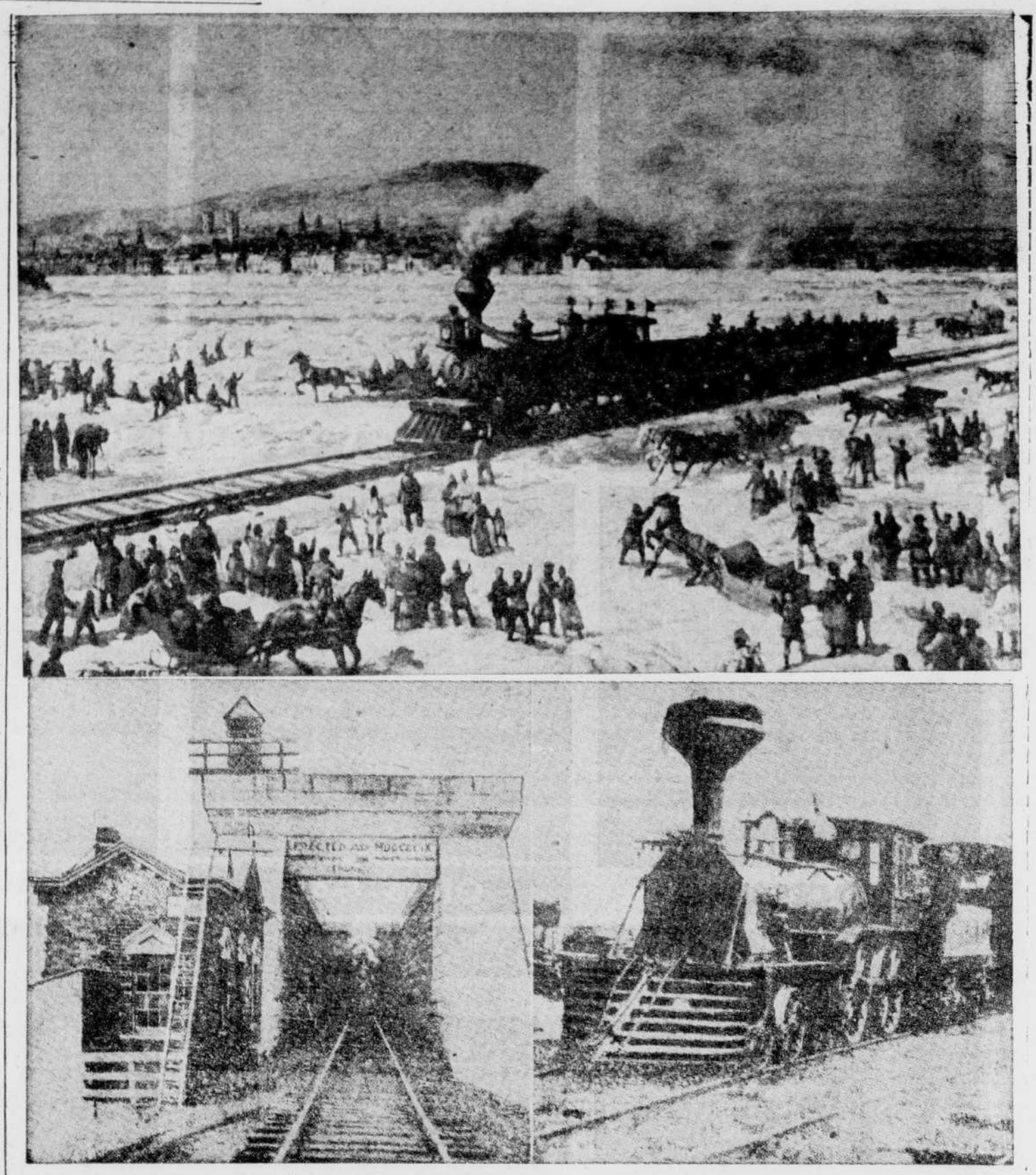
Together we may take pride in our contributions to the past, present, and future welfare of our community and of our country.

CANADA

Canadian Ingersoll-Rand Co. Limited

Glimpses Into The Past

(The Record is indebted to Mrs. A. J. Buckland, of Waterloo, for the following glimpses into the past. The story of the Victoria Bridge is taken from clippings in her scrapbook. The account of the ice bridge, from a Molson's Brewery calendar, was of special interest to Mrs. Buckland, whose grandfather, Hon. A. B. Foster, of Waterloo, had a large share in the South Eastern Railway.)



The top picture, a reproduction of a painting by A. Sherriff Scott, R.C.A., shows the official opening of the ice railway over the St. Lawrence River, starting about Frontenac Street, Montreal, and ending just west of Longueuil. Left below, the first passenger train to cross the Victoria Bridge, completed in 1859, emerges from the tubular structure between the metropolis and the south shore of the St. Lawrence. At right, the engine, "a bizarre black mastodon," is seen in repose.

PASSING OF THE OLD, OPENING OF THE NEW

December 1898

The old Victoria bridge one of the wonders of the world in its day, may be said to have disappeared. The "Jubilee" bridge took its place to-day, and at twelve o'clock trains were running upon the double track of the new bridge, in full view.

Mr. Hays had not long been in office until he determined that the Victoria bridge must be adapted to modern needs. The dark, stuffy, ill-smelling tube was out of date. It restricted the business of the company. It was dangerous. It was antiquated. It prevented the expansion of traffic which was one of the things which the new management had determined to realize for the old Grand Trunk—conservative, cautious, not willing, under the old regime, to take a long step in advance.

The tubular bridge was the last work of engineering science thirty years ago and the Victoria bridge was the best expression of the tubular idea. Upon its completion, at a cost of nearly seven million dollars, it was opened by the Prince of Wales. The work was lauded all over the world as the perfect triumph of best engineering.

The single track sufficed for a limited business which did not look for a great expansion in the near future. Then came a time when, even to the old management, it seemed that something should be done in order to meet the needs of an expanding business, which, with new affiliations, with the increase of population and industry, required modern facilities. The old management was rather timid; the directors were far away; every fresh expenditure upon a system from which no dividends were expected provided a louder growl of wrath from the shareholders; and nothing was done.

Mr. Hays came to office with plenary powers. He was given a free hand. He appointed his own men. He thought out his own policy. And he determined to reconstruct the bridge. This he has done at a cost of over a million and a half dollars, of which sum the Federal Government has contributed three hundred thousand dollars.

The bridge is not actually finished, for the footways and carriage roads are to be laid down, but the last relics of the old structure were removed yesterday evening, and today the trains were running upon the double track of what is practically a new structure, which in the expanded form is destined to facilitate a business the volume of which would not have been dreamt of by the men who, over thirty years ago, planned the great Victoria bridge, with its single track, its discomfort and its danger—the latter element being always present in spite of the most vigilant watchfulness.

In the early summer of next year when the bridge; is completed, there will probably be a formal opening. The simplicity and directness with which the old was abandoned for the new expresses the democratic spirit of the new management.

* * *

Opening The Ice Railway Over St. Lawrence at Montreal, 1880

The construction of the ice railway over the St. Lawrence River from Montreal to just west of Longueuil was an attempt to break the monopoly of the Grand Trunk, which owned Victoria Bridge, the only bridge between Montreal and the South Shore. The project was sponsored by two smaller railways, in the belief that the thick ice of the St. Lawrence would provide a free bridge during the winter months. These were the South Eastern and the Quebec, Montreal Ottawa and Occidental Railways.

The official opening of the ice railway was on the morning of January 31st, 1880. Those sponsoring the project assumed a good deal of dash and bravado, being aware of the presence of sketics and sombre men of warning. The locomotive, "J. H. Pangman," was gay with flags and streamers, branches of evergreen and a large stuffed beaver. Behind the locomotive were two flat cars, on which wooden seats had been built to accommodate the invited guests.

Some of those who had come to ride, however, remained to doubt. Seeing the iron weight of the locomotive and the vast expanse of white ice, they lost heart and decided not to be first to tempt fate on the wintry river.

A few minutes after eleven o'clock in the morning the engine began to puff its way forward. As it moved farther across the river, the speed was increased. Cheered by the crowd, it passed over the broad white ice as smoothly and as solidly as any railway on shore. After the party had had refreshments at Longueuil, the train returned in triumph to Montreal.

The ice railway operated for three successive winters, the trains running daily from one till five, with tickets selling for twenty-five cents for the return trip. Only one accident occurred, when in 1881 a locomotive plunged through the ice. There was no loss of life and the locomotive was recovered and returned to use.

The project was abondoned after the third season when the railways that had sponsored it became amalgamated with other lines.

HISTORIC AREA

St. Augustine in Florida, founded by the Spaniards in 1565, is the oldest city in the United States.

HIGHEST DAM

The Vajont River dam in Italy, under construction in 1960, will tower 872 feet, compared to 726 feet for the Hoover Dam on the Colorado River in the U.S.

New Dam Will Benefit Saskatchewan Dry Lands

SASKATOON (CP) — Work is well under way on a great water and power project that within the next 10 years should see the start of irrigation in dry, crop-killing lands of central Saskatchewan.

Farmland of the Palliser Triangle now is the site of construction begun in 1959 on the bald banks of the muddy South Saskatchewan River.

The river, a ribbon of water flowing through a belt of dry land, is to be pent up by a giant earth dam about 80 miles south of Saskatoon.

WATER 500,000 ACRES

The dam will contain a lake 140 miles long. The water will irrigate 500,000 acres of surrounding land, though the full irrigation potential won't be realized for at least 25 years.

A secondary dam to be built across the Qu'Appelle Valley 12 miles southeast of the main site brings into focus the immensity of the $182,000,000 project.

This dam is being built mainly to keep the trapped water from flowing down the valley to Winnipeg, 450 miles east, and posing a flood threat.

The first year of construction has been an estimated 20 per cent of earth - moving contracts completed for $9,000,000.

More than $4,000,000 in machinery was used to push away the soft topsoil on which the main dam will be built and replace it with a more substantial foundation.

RIVER DIKED

The river, except for a narrow channel, has been diked and backfilled to form a foundation for the embankment, which will tower 210 feet and stretch nearly 17,000 feet.

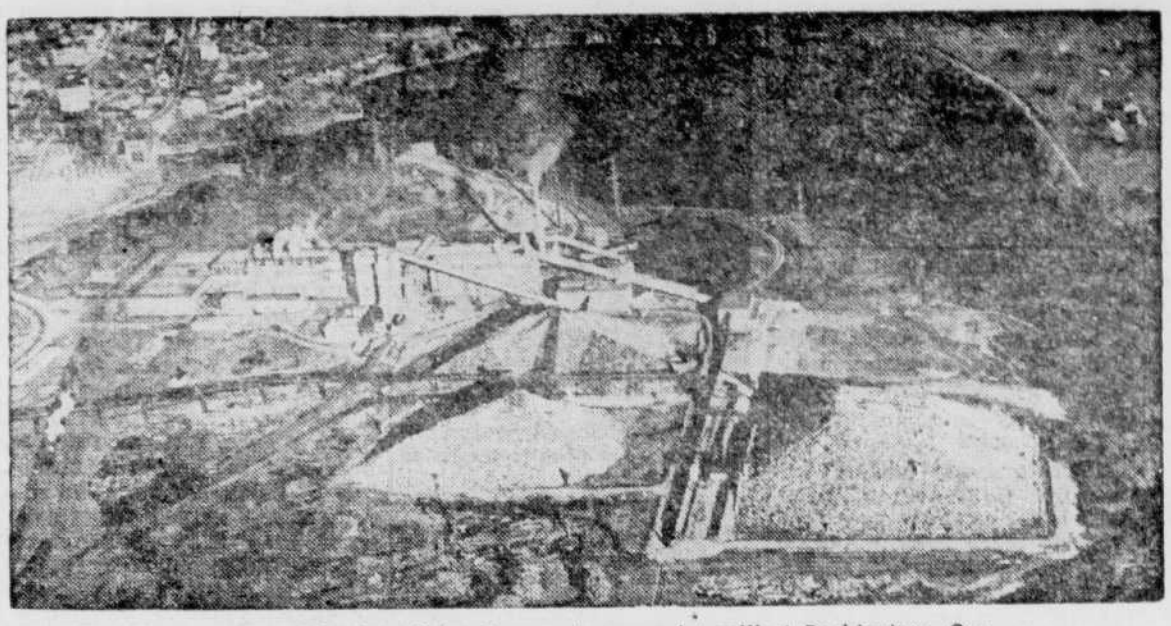
The impact of the project is being felt in surrounding communities such as Outlook, Elbow, Loreburn and Dunblane. Business has taken strides in 1959. There is plenty of expansion.

Applications to establish new businesses on the access roads carrying workers and machinery into the area are being turned down. The governments—federal, provincial and municipal — are promoting a slow growth rather than a quick boom.

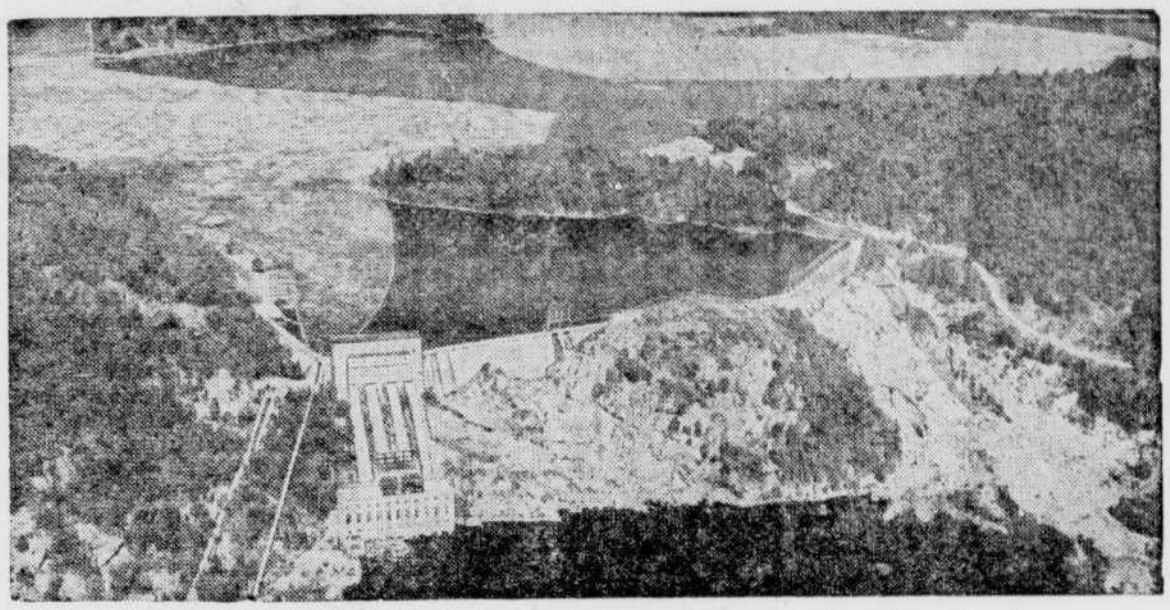
Already a new community has blossomed. It comprises 38 houses and four operational buildings at the main dam site.

Primarily an irrigation project, the dam will provide power and recreation facilities also.

The controlled flow of water through a $45,000,000 hydro plant and its turbines will result in 375,000,000 kilowatt hours annually of power.

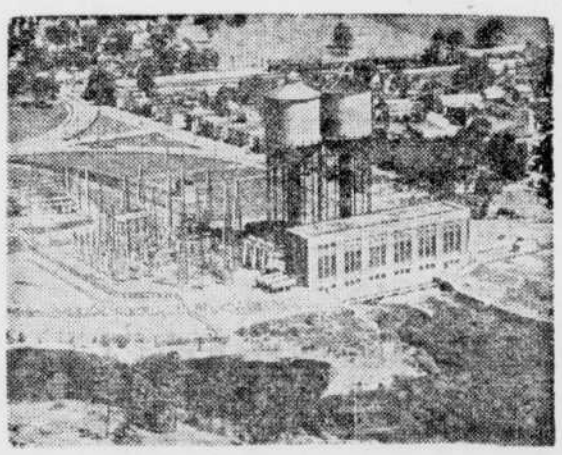


Above . . . aerial view of the Company's newsprint mill at Buckingham, Que.



Above . . . view of the High Falls on the Lievre River about 30 miles north of Buckingham, Que., and the power generating station thereat.

POWER AND PAPER
Vital to Canada's Economy



View of the Masson generating station three miles north of Buckingham, Que., with two surge tanks at the rear. The installation here is unique — water is conveyed through a tunnel 25 ft. in diameter about 6,000 feet in length from a dam impounding the Lievre River to the power house. The tunnel is 200 ft. underground and blasted through solid rock. The surge tanks, when built, were said to be the largest in Canada.

Salient Features of the Maclaren Development

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Ontario's Growth

Production, Wealth, Population Rise Leads Nation in Post-war Expansion

By HON. BRYAN L. CATHCART
Minister of Travel and Publicity, Province of Ontario

Ontario has passed another historic milestone in its phenomenal economic development. In 1959 its population passed the six million mark as a heavy flow of immigration and exceptionally high birth rates combined to produce one of the fastest growing populations in the world.

Ontario's rate of growth has been much faster than the rest of Canada. While Ontario's population has been increasing at 3.2 per cent per annum during the past six years, the rate for the remainder of Canada has been only 2.5 per cent. Ontario has accounted for one million of the net growth of 2.6 million in Canada since 1953 and two million of the 5.2 million net Canadian growth since 1945.

However the growth of Ontario's population is merely a reflection of its high level of prosperity, and this, in turn, is a result of Ontario's burgeoning economy. In just fifteen years (as of 1960)—since the end of World War II—Ontario's population has increased by two million—or by 50 per cent.

For example:

Ontario's gross product has risen from $4.7 billion in 1945 to $13.3 billion in 1958 and will probably reach $14.3 billion in 1959. During the 1945-58 period, the value of manufacturing production increased from slightly

HON. BRYAN CATHCART

less than $4 billion to over $10.6 billion, while employment in these industries increased from slightly less than 500,000 to well over 600,000. Gross value of pulp and paper production has almost quadrupled from the 1945 level of $118 million to an estimated $453 million in 1958.

Fourteen years ago the value of Ontario's mineral output was $216 million. In 1958 it was nearly $800 million and in 1959, despite the softness of the base metal markets, it is expected to rise to over $960 million. Farm cash income, supported by larger markets, reached the highest level in history in 1958—$863 million. Gross value of production per farm rose to an estimated $8,771 in 1958, as compared to $7,806 in the last farm census year, 1956.

Fifteen years ago 75 per cent of Ontario's energy needs were met by coal; today coal meets only a little more than 40 per cent. Fifteen years ago 99 per cent of the crude petroleum processed in Ontario refineries came from foreign sources; today not only has consumption of petroleum products trebled but over 90 per cent of Ontario's crude oil comes from Western Canada. Supplies of natural gas available to Ontario consumers have shot up astronomically as a result of the completion of the Trans-Canada pipeline. The Hydro-Electric Power Commission of Ontario has expanded its peak generating capacity from 1,230,000 kilowatts in 1945 to 5,700,000 kilowatts in 1959.

Capital investment in Ontario totalled $28 billion since 1945, and $16.6 billion of that has been spent since 1953. At an annual rate, capital investment in Ontario rose from about $700 million in 1945 to $2,100 million in 1953, and is expected to exceed $3,000 million in 1959.

Ontario's people have one of the highest standards of living in the world. Personal income rose from $3,729 million in 1945 to $10,080 million in 1958. On a per capita basis, personal income has increased 111 per cent between 1945 and 1959. Average industrial wages and salaries rose from $32.55 per week in 1945 to $76.94 in June, 1959. Another indication of the growth in standards of living has been the remarkable expansion of retail sales, from $1,773 million in 1945 to $5,852 million in 1958.

As a result of Ontario's phenomenally burgeoning economy it is the heartland of Canada with a solid foundation which rests on large supplies of power, expanding manufacturing industries, excellent transportation facilities, a vast storehouse of raw materials, a big and skilled labor population and a varied agricultural capacity.

CONGRATULATIONS to the Sherbrooke Record on the 63rd edition of the Annual Review.

G. Mac STEARNS
M.P. for Compton-Frontenac County

RCAF LOOKS

Continued From Page 124

RCAF aircrew competed with top aerial marksmen of other NATO air forces in air firing competitions at Cazza, France, and won for Canada the Guynemer Trophy, emblematic of air-gunnery supremacy within the Allied Air Forces Central Europe.

AIR MATERIEL COMMAND GETS ELECTRONIC BRAIN

The first big IBM electronic computer to be installed by a Canadian military organization was put into operation during the latter part of 1959 at Air Materiel Command Headquarters, Rockcliffe.

Capable of making thousands of logical calculations a second, the computer maintains better control over the RCAF's material requirements than has been possible in the past using manual and electro-mechancial means.

At the present time, the computer is being used for stock control but it will be progressively applied to management of cataloguing, reprovisioning, reporting of technical failures, and financial and budgetary control programs.

ORGANIZATIONAL CHANGES

Reductions in training brought about by the termination of the original NATO aircrew training plan and the Air Force's own expansion program, made possible several structural changes in the RCAF during 1959.

While RCAF Station MacDonald, Man., No. 4 Advanced Flying Training School and 14 Training Group Headquarters in Winnipeg, were disbanded, Training Command Headquarters was moved from Trenton to Winnipeg, Air Transport Command Headquarters and 426 Transport Squadron were relocated at Trenton, and a number of flying training units from Trenton were moved to bases in western Canada.

TRANSPORT COMMAND LOGS BUSY YEAR

Air Transport Command, with headquarters relocated at Trenton, recorded a busy year as its aircraft airlifted close to 21 million pounds of cargo (approximately 50% more than last year) and 69,000 passengers. More than 150 scheduled round trips were made to Europe during the year in support of the NATO Air Division and the United Nations Emergency Force in the Middle East. In addition to regular flights to the Middle East, 532 troops were airlifted between Montreal and El Arish on special UNEF rotation flights. On other special flights, 475 troops were rotated by the Command from the Canadian Infantry Brigade in Germany.

Late in 1959, the RCAF's new long-range CC-106 turbo-prop transport aircraft, made its first flight. Built by Canadair Ltd., as a replacement for the vete-

Continued On Page 138

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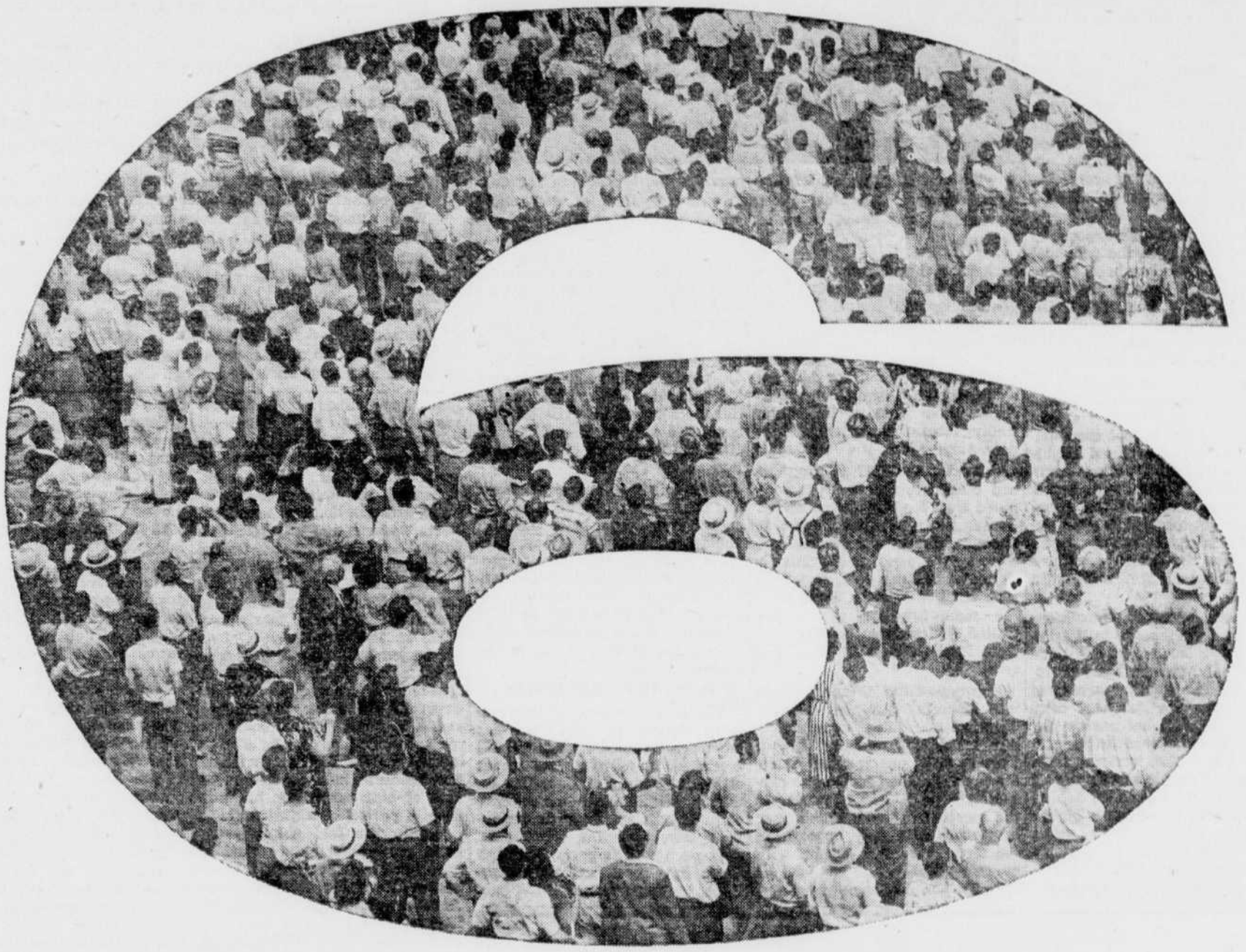
ONTARIO

has passed a major milestone

OVER



6 MILLION PEOPLE

A COMMUNITY IS ONLY AS STRONG AS ITS PEOPLE—they are the foundation on which development of industry, the growth of markets and public services are built.

Ontario now has a population of over 6,000,000 people—1½ times as many as in 1945. This increase, more rapid than for Canada as a whole, has been mainly due to the sharp rise in the birth rate. 1,750,000 babies born in 14 years makes it one of the highest levels in the western world. Immigration too, has been an important factor. In Ontario in the last few years there have been more than a million people, not only from outside Canada, but also from other Canadian provinces who have *chosen* to live in this progressive dynamic province.

Progressive and dynamic because as the population has grown, so has Ontario. Production in the major industries (manufacturing, agriculture, minerals and paper) has increased and the benefits have been reflected in increased public services for all the people. Educational facilities have been expanded so that Ontario's youth may have every possible opportunity at all levels—very necessary if the present rate of progress is to be maintained in the future. Grants to assist hospitals have been increased and the capacity of public general hospitals has been doubled.

Industry has developed to meet increased demands; investment in roads and highways, factories and equipment and other private and public capital has been vastly increased. Homes have been built at the rate of one for every four people and the average wage has doubled in recent years.

The Province of Ontario keeps pace with its people—rapid industrial development, growing markets and expansion of public services have marched alongside the ever-increasing population, and will continue to do so.

THE GOVERNMENT OF THE PROVINCE OF ONTARIO

For further information write to DIVISION OF PUBLICITY, PARLIAMENT BUILDINGS, TORONTO

Hon. Bryan L. Cathcart
Minister—Department of Travel & Publicity

Hon. Leslie M. Frost, Q.C., LL.D., D.C.L.
Prime Minister

CANADA-AWAKENING

Continued From Page 123

to construction activity during the winter.

FOREIGN TRADE

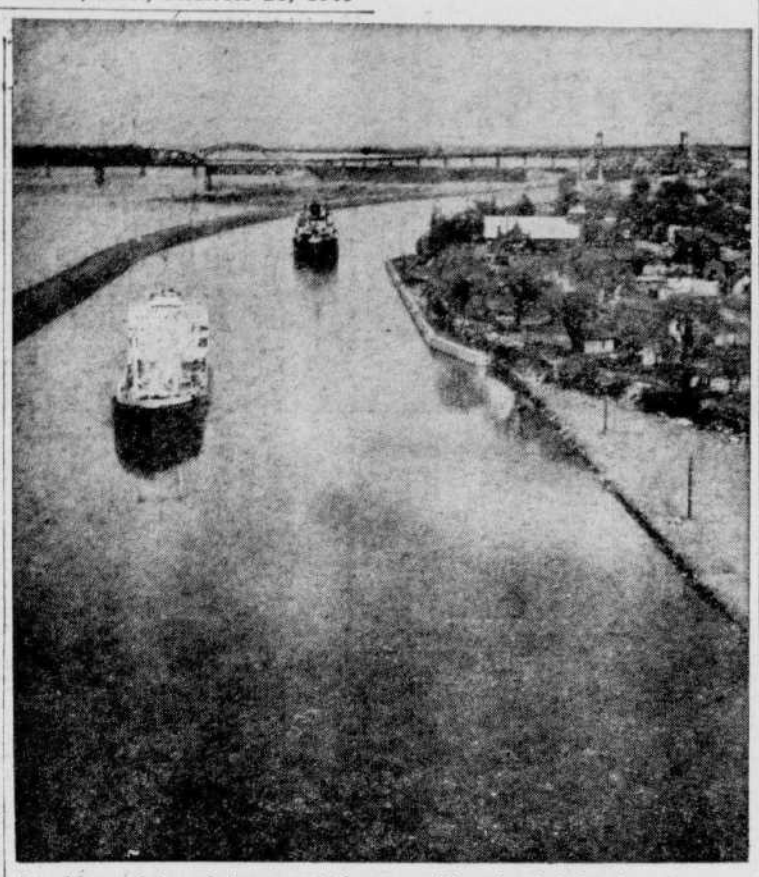
Canada's exports in 1959 have moved upward with the general recovery in world conditions, after having been maintained in the preceding year despite a lower level of trade in the world at large. On the basis of figures available to date, the total value of exports in 1959 will approximate $5.2 billion, an increase of about 5 per cent compared with the previous year and the highest figure ever recorded. The principal increases appear in wood, mineral and metal products, including lumber, woodpulp, newsprint, iron ore, unranium, iron and steel and asbestos. Among more highly manufactured products, farm implements and beverages have shown notable gains. Sales of wheat have held close to the high level of the preceding calendar year. Restraining elements in the upward trend of total exports have come from the tapering off in last year's heavy flow of beef to the United States and the completion in 1958 of non-recurring contracts for military aircraft to NATO countries.

Looking at Canada's exports by broad market areas, the principal increase in sales has been to the United States. Despite the dampening effect of the steel strike upon industrial activity during the latter part of the year, exports to this market for the year as a whole have increased by 11 per cent. Sales to the United Kingdom have remained steady and those to the rest of the Commonwealth have declined slightly. Shipments to all other countries combined are down, but if aircraft are excluded the trend is roughly unchanged. Within the total, however, sales to Japan have risen by about one-third from a level of $105 million in 1958.

Canada's foreign purchases have risen in response to the improvement in economic conditions domestically. On the basis of 10-month figures, total imports have increased by 9½ per cent compared with 1958, but remain below the level reached in the preceding year. The increase from last year to this is spread over a wide range of consumer, capital and producer goods, with higher purchases of automotive goods and farm implements particularly prominent in the total. However, certain important basic materials, such as coal and petroleum products, have lagged behind the general upward trend. To some extent, this is a result of temporary influences, but it also reflects a lessening dependence upon foreign sources for this type of product. Geographically, purchases from each of the major trading areas have risen, but in percentage terms the increase is greater for the United Kingdom and other overseas sources combined than for the United States. Consequently, Britain's share in Canada's import market has continued to expand and presently stands at 10.4 per cent, compared with 9.3 per cent in 1957. Over the same two-year period, the United States share has declined from 71.1 per cent to 68.3 per cent.

Because of the sharper rise in total imports than in exports, Canada's imbalance on merchandise trade is presently higher than in 1958, but remains below the levels reached in the two preceding years. Most of the rise in the merchandise deficit this year compared with last appears in the form of a lower surplus with overseas countries. The deficit with the United States has changed but slightly. Canada's imbalance on non-merchandise items, such as tourist expenditures and interest and dividend payments, has continued to increase. For the first nine months of 1959, Canada's deficit with the rest of the world on all current transactions amounted to $119 million, compared with $788 million in 1958 and the record of $1171 million reached in 1957.

This deficit on current account has been covered by an inflow of capital funds. Even with the high volume of domestic saving, Canada's expansion continues to proceed at a pace involving extensive reliance upon foreign resources. The premium on the Canadian dollar has been higher, on the average, than in the preceding year.



A wide variety of transportation provides the lubrication for Canada's economic machine, assuring a steady flow of goods and materials. Giant boost to economy was building of St. Lawrence Seaway.

INDUSTRY CONDITIONS

The general economic improvement during the past year has been accompanied by widespread increases in activity throughout all major sectors of Canadian industry. Within the home market, shipments from domestic producers have, for the most part, kept pace with imports, although there have been notable exceptions, particularly in certain consumer good lines where import competition has been intense.

Recovery in material-producing industries has been led by primary iron and steel, which has experienced the dual stimulus of rising consumption and restricted North American supply resulting from the shut-down of United States mills. The Canadian industry has been operating at full capacity for some months and production has risen nearly two-fifths in the current year. Iron ore output and exports have also increased by about 40 per cent. Non-ferrous metal producers have, for the most part, witnessed a general improvement in market conditions despite adverse influences affecting certain items. The uranium industry has had a year of high operations but now faces a period of adjustment.

Within the fuel group, petroleum production and refining have increased moderately in response to rising domestic consumption and larger exports, following the removal of American restrictions against Canadian oil. A continuing expansion in distributive outlets has been accompanied by a substantial increase in the production of natural gas. On the other hand, operations in the coal industry have continued downward in the face of strong competition from other fuels. Lumber products had experienced an early recovery in 1958, which continued into the current year. Despite the moderating trend in housebuilding in both Canada and the United States and the late summer work stoppage in British Columbia mills, total production in 1959 has held to about last year's level. Canada's newsprint industry tended to lag behind the general recovery in its early stages but, with the continuing rise in North American consumption, has subsequently been moving steadily ahead. By October, operations in the industry had risen to 90 per cent of capacity while production in the year to date is up by 4 per cent.

Woodpulp output has shown a stronger year-to-year advance, reflecting principally the strong demand for kraft pulps. Chemicals production, which had continued to advance during the 1957-58 business contraction, has remained roughly unchanged during most of 1959. Early-year weaknes in paints and fertilizers has offset gains in other products. With construction work at a record level, building material producers have had an unusually active year.

Consumer - based industries, though in some cases facing stiff competition from imports, have had the benefit of a stronger trend of consumer spending. In the case of automobiles, from 1958 to 1959, the proportion of European-type cars in the Canadian market has increased from 20 to 25 per cent. Nevertheless domestic production of passenger cars ran well ahead of a year ago's level until the recent shutdowns caused by shortages of parts from the United States. To mid-December, production was slightly up compared with the 1958 position. In the commercial vehicle field, where imports are relatively small, output is up by 15 per cent. In most electric appliance lines there has been a pronounced increase in both production and sales.

Imports of some items, such as refrigerators and freezers, have fallen sharply mainly as a result of curtailed production in the United States. Textile, clothing and leather footwear trades have experienced a moderate rise in business volume, but in all major categories except woollens, imports have increased more than domestic shipments. Operations in the food and beverage industries continued to expand during the past year with the sharpest increases occurring in meat packing and soft drinks production.

Among Canada's equipment-producing industries, output of farm implements moved up substantially to continue the recovery which started in 1957. Sales rose sharply in both the domestic and American markets. More recently, production in industrial and business machinery lines has shown improvement following the upturn in business investment. On the other hand, activity in railway equipment industries has been at a relatively low level. Output of heavy electrical apparatus has declined for the second consecutive year, but the commencement of several new expansion projects in the electric power field suggest an early improvement in the order position of this industry.

Meanwhile, activity in the service trades has been expanding steadily, and it is here that the principal increase in employment has taken place.

PROSPECTS FOR THE COMING YEAR

After moving sharply ahead in

Continued On Page 132

HIGHLIGHTS

Decade of growth ends on strong expansionary trend.
Current expansion anchored to peace-time pursuits.
Cross National Product has increased by 7 per cent from 1958.
Prices have risen by 2 per cent on average.
Industrial production 8 per cent higher.
Total employment nearly 3 per cent higher in 1959.
Sales of durable goods have surged ahead.
Savings of Canadians have reached high ratio of 8 per cent.
Financial position of cusumer strong and living standards improved .
Capital spending has risen slightly.
Housing completions will equal former record of 147,000.
Value of exports estimated at record of $5,200 million.
Sales of wheat close to high level of previous year.
Principal increase is in exports to United States.
Sales to Japan have risen by about one-third.
Imports have risen in response to improvement in economic conditions.
Purchases from United Kingdom show relatively strong advance.
Canada's expansion involves reliance on foreign resources.
Premium on Canadian dollar higher.
Production in primary iron and steel industry two-fifths higher.
Early recovery in sales of lumber products in 1958 has been maintained.
Newsprint industry now moving steadily ahead.
Proportion of European-type cars in Canada rose from 20 to 25 per cent.
Canadian output of motor vehicles increased.
Production of farm implements continued recovery from 1957.
Output of railway equipment and heavy electrical apparatus lower.
Principal employment increase in service trades.
Key economic indicators point toward further expansion.
World's main trading currencies now convertible.
Discrimination against dollar area exports being progressively eliminated.
Exports of Canadian products increasing and trend should continue.
Capital outlays by business community should increase in 1960.
Consumer market gives promise of continuing buoyancy.
Total demands upon economy expected to increase, with further expansion of output and employment.

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CANADA-AWAKENING

Continued From Page 130

the early part of the year, the tempo of economic activity in Canada slackened somewhat in the summer months. Subsequently, the pace of advance has again quickened, and key economic indicators are presently pointing toward further expansion.

The international economic climate at this time appears particularly favourable. There is general expectation that the American economy will move ahead with renewed vigour, providing the steel strike is not resumed. In other industrial countries, business activity continues to advance after a year of steady expansion. The balance of payments positions of these countries have strengthened and their reserves have increased substantially. The world's main trading currencies are now convertible and discrimination against dollar area exports is being progressively eliminated. Import restrictions are being relaxed and removed. Moreover, with the vulnerability to balance of payments difficulties greatly reduced, the growth of internal consumption and investment levels in many foreign countries is no longer subject to the same limitations as previously. Meanwhile, under-developed countries have benefited from a moderate improvement in world commodity markets. These developments have already resulted in a considerable increase in the level of international trade.

In the early stages of this world expansion, the major material-consuming countries, such as the United States, relied to a large extent upon available domestic capacity to provide for their mounting requirements of industrial materials. However, further growth of production in industrial countries is likely to be accompanied by increasing reliance upon Canadian as well as other outside sources of supply. The level of Canadian exports is already rising and continuation of this trend would exert a dual stimulus within the economy. On the one hand, it would bring into use recently-created capacity in Canada's export industries. Secondly, it would generate new interest in industrial expansion and thereby reinforce the rising trend of capital investment.

What is presently known of investment plans for 1960 suggests that capital outlays by the business community will increase considerably. A stepped-up rate of expansion is indicated in the commercial sector, in manufacturing and possibly in some utilities also. The level of outlays in other fields of investment will depend in large part upon the physical and financial resources which they are able to command. For example, the reduced availability of mortgage funds has already brought about a decline in the level of private housebuilding, but the recently-announced increase in the maximum rate on loans insured under the National

Continued On Page 134

1960

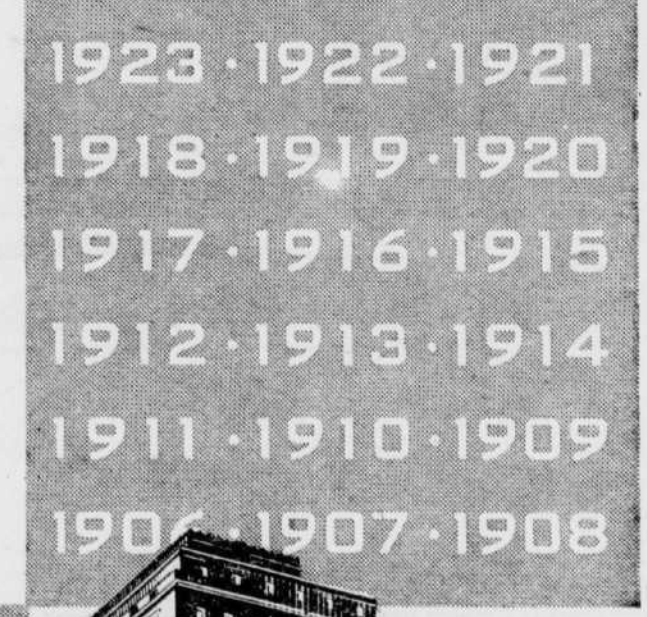
OUR 90TH YEAR OF PUBLIC SERVICE

Sun Life of Canada has paid out $3 billion to policyholders and beneficiaries since 1871 when the Company's first policy was issued.

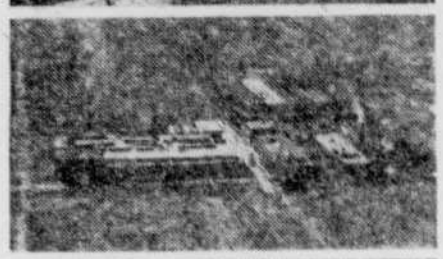
G. A. ST. PIERRE, Branch Manager, Sun Life Building, Sherbrooke.

SUN LIFE ASSURANCE COMPANY OF CANADA

Representatives throughout the Eastern Townships



Hamilton Works



Canada Works

Parkdale Works

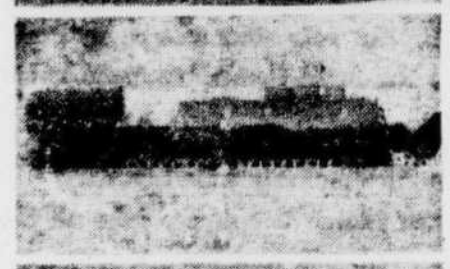
Swansea Works

Brantford Works

Notre Dame Works

Dominion Works

St. Henry Works



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McMaster Works

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The year was 1910. Earl Grey was Governor-General of Canada, and Laurier was Prime Minister. Bleriot had just flown the English Channel, and Halley's Comet had thrilled millions as it crossed the sky. Confederation was only 43 years old—and Canada awaited the spark that would set its industrial upsurge in motion.

Five steel producing and steel processing companies joined together in that year to form The Steel Company of Canada, Limited.

Today, Stelco is Canada's foremost producer of steel and steel mill products. It is a Canadian organization, of Canadian origin, with over 90% of its shares held in Canada.

In this its 50th Anniversary Year, the Company looks forward confidently and with an unbounded faith in Canada's future. The Company intends to keep pace with the country's expanding needs for steel and to continue to fulfill its obligations of leadership in Canadian industry.

THE STEEL COMPANY OF CANADA, LIMITED

Executive Offices: Hamilton and Montreal. **Sales Offices:** Halifax, Saint John, Montreal, Ottawa, Toronto, Hamilton, London, Windsor, Sudbury, Winnipeg, Edmonton, Calgary, Vancouver, J. C. Pratt & Co., Ltd., St. John's, Nfld.

From within the earth as well as above it, riches flow into the country's economy: from the green farms of Eastern Canada, from the bountiful prairies and the fertile valleys west of the Rockies, from the mineral-rich vastness of what has been called Canada's own "fourth dimension" . . . the last developing Far North.

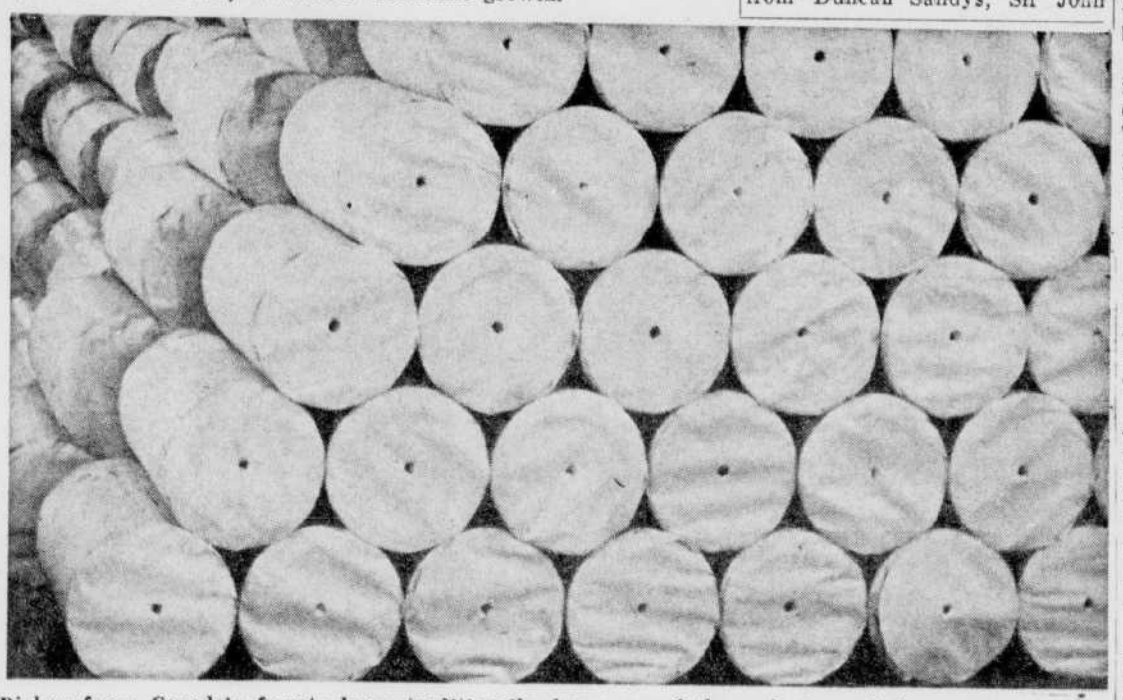
CANADA-AWAKENING

Continued From Page 132

Housing Act will facilitate the flow of money to this area. There is now clear indication that total investment, both private and public, will be up in the coming year.

Prospective growth in both exports and investment will help to sustain the current upward trend of personal incomes and contribute to further strengthening in other market sectors. The consumer market in particular gives promise of continuing buoyancy in the period ahead.

These considerations suggest that total demands upon the economy are likely to continue to increase, resulting in a further expansion of output and employment. While productive resources have become more fully utilized over the past year, there is still a considerable amount of available capacity in most industries. In addition, manpower and plant capacity are growing steadily. In these circumstances, it would appear that a production increase of considerable dimensions could take place without giving rise to excessive pressure upon productive capacities. At the same time, it is important that demands be kept within the scope of available resources. If this objective is achieved, Canadians can look forward with confidence to the continuation of sound economic growth.



Riches from Canada's forests have traditionally been one of the mainstays of the country's economy. For many years newsprint has been the leading export; with woodpulp and lumber it currently supplies 22% of the national income from exports. Production of wood products has doubled since 1939. (National Film Board of Canada Photos)

Streamlining Program Continues For Forces

LONDON (CP) — Britain's armed services are half - way through a five-year streamlining program that has been well publicized since its launching in 1957.

The latest progress report says everything is going ahead on schedule. By 1962 Britain will have smaller, nuclear - trained forces, all volunteers. They will be highly mobile and highly armed—with atomic weapons.

But there is a growing feeling among some British service chiefs that the country is getting weaker against any form of conventional warfare.

CRITICIZES POLICY

The most outspoken critic of the government's present policy is Lt.-Gen. Sir John Cowley, a respected officer, who publicly implied that Britain is following a suicidal policy by depending on atomic bombs.

Shortly after Harold Watkinson took over as defence minister from Duncan Sandys, Sir John made the front pages of most British newspapers with this statement about any future war: "Unless we bring nuclear deterrent into play we are bound to be beaten, and if we do bring it into play we are bound to commit suicide."

The only reaction from the defence ministry was that in future all speeches by soldiers on policy must be cleared with the minister. There is a feeling that Sir John reflected the opinion of many other senior officers.

Spokesmen for defence planners say that nothing short of an emergency can change the existing policy until 1962. "After that," said one, "there may be quite notable alterations."

Meantime, they say, Britain can handle any small outbreaks. The RAF is acquiring new transport planes to haul soldiers to trouble spots and "bush-fire brigades" are being trained in the army for limited combat.

NO TROUBLE SPOTS

In terms of fighting, the British Army can look back on its quietest year since the Boer War. This year saw the only six-month period since the start of the century when no Tommies were fighting. And the new year began without a notable trouble spot.

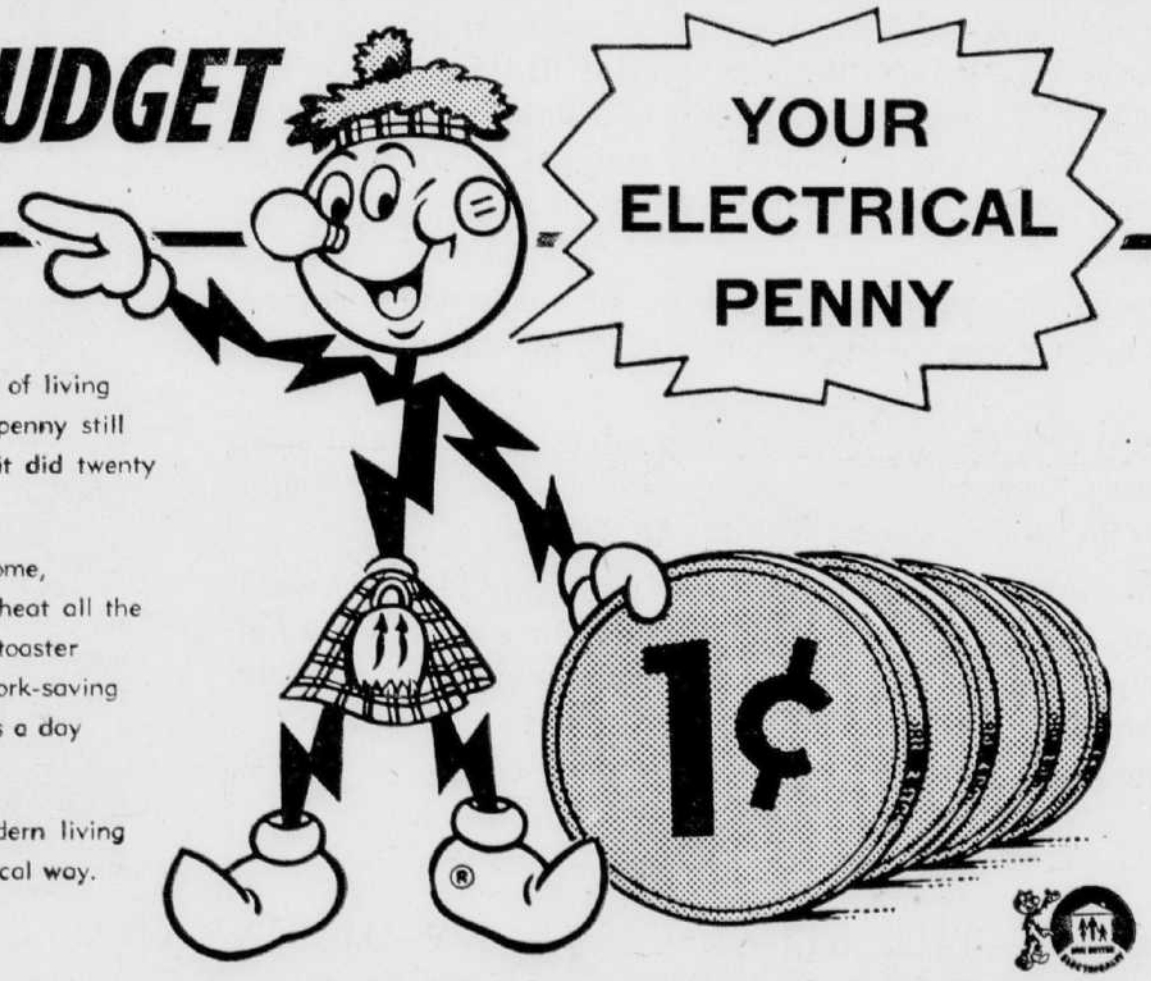
The ending of open hostilities in Cyprus was one of the year's brightest developments for the defence ministry. Itchy spots in the Middle East were also healed over.

More missile bases went into operation in Britain, and the air force's hitting power grew stronger with strike aircraft and faster fighters. The navy continued its policy of acquiring smaller and faster ships while scrapping more left-overs from the Second World War.

With improved service pay and working conditions, recruiting rose sharply, eliminating all doubts about the ending of conscription. The call-up ended last year and the last national serviceman will be discharged in 1962.

GOES FURTHER THAN ANY OTHER PENNY IN YOUR BUDGET

YOUR ELECTRICAL PENNY



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Southern Canada Power

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LENNOXVILLE • ROCK ISLAND • THETFORD MINES

*FIGURES THAT TELL THE STORY OF A TEN-YEAR RECORD OF ACHIEVEMENT

	1949	1959*
Total Assets	$2,334,985,354	$4,129,658,661
Deposits	2,192,140,578	3,777,620,441
Current Loans	568,936,189	1,522,568,647
Capital Funds	83,792,238	256,021,496
Branches — Canada	668	875
Abroad	62	94
Staff	11,000	15,870

* As at Nov. 30

Atomic Power Station Likely In Next Decade

By JOHN E. BIRD
Canadian Press Staff Writer

OTTAWA (CP) — By the time Canada celebrates its centennial in 1967 construction may be well under way on this country's first large-scale atomic power station capable of generating electricity economically.

At the end of the next decade or early in the 1970s similar stations generating up to 200,000 kilowatts of electricity or 268,000 horsepower may be springing up in power - hungry Ontario, Manitoba and the Maritimes.

This forecast of economic atomic power is predicted on the success of the current Canadian program for construction of nuclear power plants.

The Canadian approach involves the use of natural uranium as a fuel and heavy water to control the plant and to transfer heat to raise steam to drive turbines.

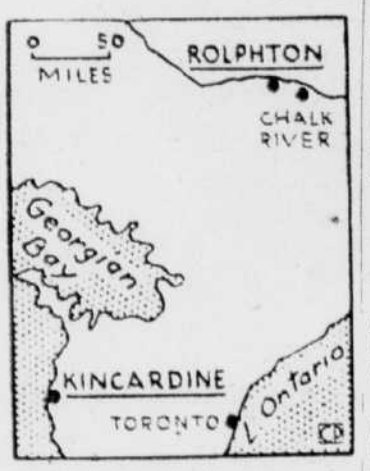
BEST PROSPECTS

Atomic Energy of Canada Limited, crown company in charge of the federal nuclear program, is convinced this approach holds the best promise of producing economic electric power from the atom.

The program has been under sharp criticism from outside experts but federal atomic officials remain unshaken in their faith in the natural uranium-heavy water concept. They are convinced that if the atomic energy program is reviewed by a special committee at the 1960 session of Parliament there will be no change in policy.

Winnett Boyd, a Montreal engineer, says Canada is making a multi-million-dollar error in the design of nuclear power stations. He advocates a design of his own employing the use of helium gas and graphite in place of heavy water and an enriched and expensive uranium fuel.

However, atomic officials say no experts now can forecast which system will turn out to be the best. They believe the Canadian approach has a greater



chance of success than others, especially as it involves big plants producing large blocks of power required in this country.

Much will depend on experience gained in the operation of a demonstration plant now under construction at Rolphton, Ont., 150 miles northwest of Ottawa.

JOINT ENTERPRISE

This $32,000,000 plant is being built jointly by Atomic Energy of Canada Limited, the Ontario Hydro - Electric Power Commission and Canadian General Electric. Construction will be mostly completed next year, allowing a start-up by mid-1961.

Information gained from the operation of the plant will go into the final design of the first full-scale atomic station, to be built near Kincardine on Lake Huron by late 1964 or early 1965.

Some federal atomic experts feel this $60,000,000 plant may produce economic power if development costs of some $20,000,000 are not taken into account. They are convinced that the next plant after this one will produce electricity as economically as thermal stations powered with coal or some other fossil fuel.

This is the plant that likely will be well under construction by 1967.

IMPORTANT TO URANIUM

Advent of economic atomic power in the late 1960s or early 1970s will be of major importance to Canada's uranium industry.

The United States, the industry's main customer, has decided not to buy more Canadian uranium than amounts contained in contracts expiring in 1962 and 1963, but has agreed to a stretch-out to 1966 on deliveries. After 1966 it's hoped that a demand for uranium for power plants will inject new life into the industry.

In an effort to increase Canada's knowledge of peaceful uses of atomic energy, preliminary work will start next year on the design of a new research and development centre in Manitoba. Construction will start in about two years on a site north of Winnipeg, likely on the Winnipeg River.

Other projects planned for next year include further studies on the design of a large - scale reactor using an organic liquid instead of heavy water as a heat transfer agent, and on the design of small atomic power plants suitable for the Canadian Arctic. Further facilities will also be provided at the Chalk River, Ont., atomic project including a small reactor for testing uranium fuels for large power plants.

A few of the highlights of the Royal Canadian Navy's activities in 1959 are pictured here. Top left: Wren Petty Officer Rosalee Auger, of Port Arthur and Winnipeg, walks past a Buckingham Palace sentry to report for Royal Tour duty as secretary to the assistant press secretary to Her Majesty the Queen. Top centre: A CS2F-1 Tracker anti-submarine aircraft is seen warming up prior to taking off from the flight deck of the aircraft carrier, HMCS Bonaventure, during a NATO exercise. Right centre: Her Majesty Queen Elizabeth II entrusts her Colour to the safekeeping of the Royal Canadian Navy, at a ceremony on the Garrison Grounds in Halifax on the last day of the Royal Tour. Bottom centre: Ships of the RCN's Pacific Command are shown during the largest peacetime exercises ever staged by the navy on the west coast. (National Defence Photo)

RCN Seagoing Strength At Peacetime High

The seagoing strength of the Royal Canadian Navy reached a peacetime high in 1959.

As of mid-December, the RCN had 62 warships in commission. These included the aircraft carrier Bonaventure; seven St. Laurent and seven Restigouche class destroyer escorts; 11 older destroyer escorts; 18 frigates, ten minesweepers, two mobile repair sips and six smaller craft.

There were also Royal Navy submarines on loan to the RCN and based at Halifax for anti-submarine training purposes.

Five new anti-submarine destroyer escorts—HMC Ships Gatineau, Kootenay, Terra Nova, Columbia and Chaudiere — joined the fleet during the year.

Returning to service in 1959, but in new roles, were the former maintenance vessels Cape Scott and Cape Breton. Converted into repair ships and stationed on the east and west coasts, respectively, they will give increased mobility to the fleet by providing repair facilites for ships away from home ports.

Also commissioned during the year were three modernized anti-submarine frigrates—the Cap de la Madeleine, Victoriaville and Inch Arran.

In the air, there were no increase in numbers, but conspicuous progress was made in developing the anti-submarine proficiency of both fixed wing and rotary aircraft, and in sharpening the intercept capability of the Navy's guided missile-armed Banshee jet fighters.

On December 1, the personnel strength of the RCN totalled 19,933, consisting of 2,581 officers, 17,187 men and 165 wrens. In addition, there were 413 officer cadets and 252 technical apprentices under training.

Serving at sea were 9,831 officers and men, 49 per cent of the RCN total. This was probably the highest proportion ever to be serving at sea, in war ir peace, and one of the highest sea/shore ratios in any navy.

Backing up the regular force were 3,550 officers, cadets, men and women of the RCN (Reserve), attached to the 21 naval divisions that serve as training establishments for the naval reserve in cities across Canada.

More Canadians saw their Navy in 1959 then ever before, first during the Royal Tour, then when 19 NATO warships — eight of them Canadian — assembled at Toronto for Seaway Year celebrations at the Canadian National Exhibition.

The opening of the seaway permitted major warships of the RCN to enter the Great Lakes for the first time, and wherever they appeared they were objects of intense interest and warm hospitality.

Most of the ships of the fleet had the honour of taking part, one way or another, in the Royal Tour. The first and last duties fell to those that maintained guard along the route of the royal plane's flights across the Atlantic. In between, and over a period of seven weeks, Canadian warships escorted the Royal Yacht Britannia off the east coast, in the St. Lawrence and through the seaway and Great Lakes; took part in an international fleet review in Lake St. Louis; carried and escorted the Royal couple from Vancouver to Nanaimo; provided a brilliant illumination and fireworks display off Victoria, and formed a mile-long avenue of ships past which Her Majesty and His Royal Highness proceeded to their point of departure from Canada —the naval air station, HMCS Shearwater.

Ashore, naval contingents undertook numerous ceremonial duties, including the parading of the Queen's Colour at Victoria and the presentation to the RCN of a new Colour by Her Majesty at Halifax.

The side of the Navy the public did not see in 1959 was the side that received most of the Navy's attention. This was the training of ships, aircraft and personnel, always with the object of improving efficiency and effectiveness.

Continuous training programs were carried out, at sea and ashore, throughout the year, while during the summer months, special training was provided on the Great Lakes for members of the RCN (Reserve).

In the Atlantic, RCN ships and aircraft took part in several exercises with units of other NATO navies, while in the Pacific, Canadian destroyer escorts practised with elements of the United States Pacific Fleet and a frigate squadron visited such places as Hawaii, Fiji and Samoa on training cruises for officer cadets.

Other naval highlights of 1959 included:

The transfer of two Algerine coastal escorts to the Belgian Navy, under the terms of Mutual Aid.

Reduction of the reserve fleet to five small vessels. This was accomplished by the disposal of surplus ships and the commissioning of others and was in line with the policy of having a fleet as close as possible to 100 per cent readiness.

The announcement that a 22,000-ton tanker supply ship would be built for the RCN to serve as a seagoing fuelling station and thereby increase the endurance and mobility of the fleet.

The acquisition of a tactical trainer capable of duplicating almost every situation apt to be encountered by the crew of a Tracker anti-submarine aircraft.

The reduction from five years to three of the initial engagement period for ordinary seamen.

Construction was begun of two of six "Repeat Restigouche" class destroyer escorts on order for the RCN. Work was started on the first of the class in 1958; the other three are scheduled to start in 1960.

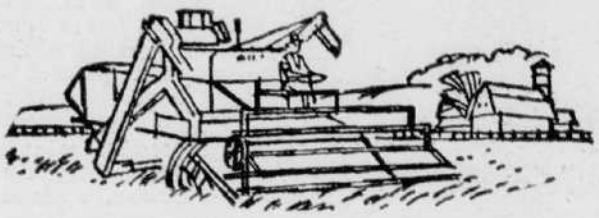
ESKIMO TOTAL

Canadian Eskimos — totalling about 11,000 in the 1956 census—are scattered over an area of about 900,000 square miles.

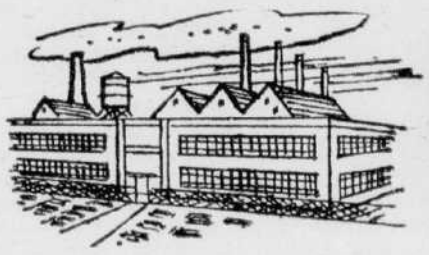
WEST AND EAST

West Germany covers 95,900 square miles, compared to 41,600 square miles for Communist East Germany.

BANKERS



TO A GROWING NATION



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Uppertown Branch, 386-390 King St. W. — J. A. LaRoche, Manager
Wellington St. Branch, 2 Wellington — J. H. Fecteau, Manager
Lennoxville Branch, 93 Queen St. — H. C. Snow, Manager

RCAF IN REVIEW — Anniversaries of past events and decisions destined to have far-reaching effects on the service's future, depicted here, were the headliners for 1959. Among the latter was the decision to re-equip Canada's NATO Air Division in Europe with the CF-104, shown in flight at top left. Below are the Golden Hawks, spectacular aerial performers seen by 2,500,000 spectators as they marked the RCAF's 35th anniversary and the Anniversary of Powered Flight in Canada. The CC-106 transport which is shown next destined to replace the RCAF's North Stars in long-range hauling, flew for the first time late in the year. Meanwhile, at Air Material Command, an "electronic brain" took over stock control of the Air Force's material requirements. A warrant officer is shown at one of the "brain's" control consoles in lower left. During the year, a start was made on two bases for the Bomarc missile which is to be an important part of Canada's air defence. One of these pilotless interceptors points skyward at right. (National Defence)

RCAF LOOKS

Continued From Page 128

ran North Star, the four-engine transport is capable of carrying 65,000 pounds of freight or 135 passengers.

During the year, work also continued on the CC-109 Cosmopolitan. Ten of these aircraft now are on order for the RCAF and delivery of the first is scheduled to be made early in 1960. To familiarize members of the RCAF with the operation of turbo-prop engines, two CL-540 aircraft (similar in design and performance to the CC-109) were loaned to the service by Canadair.

TRAINING COMMAND

During the early part of 1959, the final group of pilots and observers to be trained in Canada under the original NATO aircrew training scheme, were graduated. Under separate arrangements replacing the original plan, training is still being given to a limited number of aircrew from Norway and Denmark. Some German pilots also received training in Canada during the year under a similar agreement.

AIR DEFENCE COMMAND

During the year, elements of Air Defence Command were kept in top operational form as they took part in both large-scale NORAD exercises and local exercises under the control of the Command.

At North Bay, Ont., and the Mount Laurier area of Quebec, work began on Canada's two BOMARC "B" bases. Also during 1959, sitting work was carried out for the 45 gap-filler and the seven heavy radars which will be built to improve the Pinetree Line.

Earlier in the year, RCAF personnel began to man operational positions at the DEW Line stations in Canada which had previously been done by U.S. personnel. Before taking over this task, the RCAF officers were given special training on the equipment in the U.S.A.

MARITIME AIR COMMAND ESTABLISHES NEW RECORDS

Argus aircraft of Maritime Air Command figured prominently in the news during 1959 as they established two new Canadian distance records.

Early in the year, an Argus took off from its base at Greenwood, N.S., and flew 4,210 miles non-stop to Gander, Nfld., by way of Ireland. In October, a sister craft, on its way home from a month-long tour of Australia and New Zealand, bettered the previously-established record by flying the 4,570-mile distance from Hawaii to North Bay without landing or refuelling. On both occasions the aircraft carried no additional fuel tanks and were fitted with standard equipment used on maritime operations.

1959 also saw the last of the veteran Lancasters phased out of the Command. Completion of this phasing out program now leaves the maritime patrol squadrons operationally-equipped with the Argus and Neptune—two of the world's most efficient anti-submarine aircraft.

QUEEN UNVEILS COMMONWEALTH AIR FORCES MEMORIAL

A highlight during the visit to Ottawa of Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip, was the unveiling of the Commonwealth Air Forces Memorial at Green Island. The Memorial was built to commemorate the 798 men and women who died in Canada while serving with the Air Forces of the Commonwealth from 1939 to 1945, and who have no known graves.

Search and Rescue

The RCAF's search and rescue organization was kept busy during 1959 as its aircraft logged approximately 5800 hours. More than 40 searches were conducted by the organization during the year, of which 18 involved the saving of lives.

Mutual Aid

During the year, 75 aircraft were ferried across the north Atlantic to Europe as gifts to France, Turkey, Greece and Portugal under Canada's mutual aid program.

Included in the ferry operations was a mass flight of 25 Expeditor aircraft — 19 for France and six for Portugal — and 50 T-33 jet trainers.

Honours and Awards

Her Majesty the Queen approved George Medals for three members of the RCAF during 1959, and the Queen's Commendations for six others.

Awarded George Medals were: F/L William J. Marsh of Toronto, for his part in rescuing the pilot of an F-86 Sabre jet that crashed and burned at Chatham, N.B.; F/L Robert E. Sabourin of Vancouver, for successfully landing a crippled T-33 jet trainer at Rivers, Man.; and Sgt. Douglas E. Stevenson of Montreal, for bringing a dangerous aviation fuel fire under control at Montmedy, France.

S/L John W. Whiteley of Edmonton was presented the Queen's Commendation for Valuable Service in the Air, while Sgt. Nelson B. Killens of Whitby, Ont.; Cpl. Theodore G. Onarheim of Kenora; LAC John J. Gommer of Springfield, N.S.; LAC Robert W. Henderson of Charlottetown, P.E.I.; and LAC David C. Meier of Edmonton, each received the Queen's Commendation for Brave Conduct.

Prairie Farmers May Still Reap Benefit Of Rainfall

WINNIPEG (CP) — Rain that was the bane of many Prairie farmers in 1959 may prove to be a boon for 1960.

The rain and early snow halted the 1959 harvest in many areas. But it has built up moisture reserves that had been seriously depleted in 1958 and 1959, and therefore should help get the 1960 crop off to a good start.

That was the picture shown by a survey at the end of a season marked by moisture problems.

Spring weather in 1959 was too dry for good growing conditions. Early-sown grain failed to mature, some was blown out and dust clouds—reminiscent of the dirty 30s—darkened the sky in southern Saskatchewan.

FIRST RAIN WELCOME

Rains came just in time. Early in July, a so-called million-dollar rain soaked the parched land and sent the hopes of farmers soaring.

But September rains devilled the harvest in many areas and early in October, up to 20 inches of snow fell over a wide belt of the Prairies to halt the harvest.

The Searle Grain company reported that fall precipitation in Western Canada during August, September and October averaged 148 per cent of normal compared with 70 per cent of normal in 1958.

"Since moisture reserves generally are much more favorable than they have been for several years, crops to be seeded in 1960 on both stubble and summerfallow will have ample moisture with which to commence the growing season," the report said.

"This is especially true in Manitoba and Saskatchewan. There are a few areas, however, in both Saskatchewan and Alberta where, because of less - than-normal fall moisture this year, reserves are still only fair, particularly at depth."

UNKNOWN LOSS

A big question facing western farmers in 1960 is how much can they save of the 1959 crops left in the fields through the winter. The Dominion Bureau of Statistics last Nov. 18 estimated Prairie wheat production at 399,000,000 bushels but said more than one quarter of this, or 112,408,000 bushels, still was unharvested.

The situation was so serious that the federal government proposed an emergency aid plan for farmers who left more than 50 per cent of their crop in the fields. Manitoba and Saskatchewan accepted the federal proposal that they pay 50 per cent of the cost of the plan, which provided farmers up to $600. Alberta rejected the federal proposal.

Farm officials said the amount of the crop that will be saved in the spring will depend on spring weather conditions. All the crop left in the fields is expected to suffer a loss in grade and some, battered into the earth, will be a complete loss.

INSURANCE PLAN

A test will be made in 1960 in Manitoba of a crop insurance plan designed to help farmers overcome such setbacks. Under a provincial plan designed to dovetail with a federal crop insurance program, test areas will be established to see how crop insurance will work.

The usual big question mark on the western farm picture is provided by wheat markets.

The board of grain commissioners reported that 288,900,000 bushels of wheat and wheat flour were sold for export in the crop year which ended last July 31. The figure for the preceding crop year was 316,100,000 bushels.

At the year end, elevators were heavily stocked with last year's surplus grain and a new crop but Trade Minister Churchill said the wheat surplus by next July should be reduced to the point where it will equal about a year's supply for domestic and export markets. It was unlikely there would be much undelivered old-stock wheat on farms.

The trade minister also said after a fall visit to Europe that he hopes wheat exports will reach 300,000,000 bushels in the crop year that will end July 31, 1960.

DRYING PROBLEM

A complicating factor in the Canadian wheat board's job of getting grain to market is the drying of damp grain. The government wheat marketing agency, which allows farm grain deliveries on a quota basis because of limited storage facilities, has made special provision to get the damp grain flowing to dryers at terminal elevators.

Dryers at the Lakehead are expected to work on a 24-hour-a-day basis this winter.

Farm deliveries of grain to Dec. 2 from the start of the crop year, Aug. 1, totalled 85,000,000 bushels of wheat compared with 85,600,000 bushels a year ago. Total deliveries of all grains for the period were 136,600,000 bushels compared with 141,900,000 bushels in the corresponding period a year earlier.

The board of grain commissioners reported that the 1959 wheat crop is of high protein content, important in determining baking quality. Average protein content is 14.2 per cent, compared with the ideal level of 13.3.

Most of the 1959 wheat crop was expected to fall in the No. 3 northern grade, with smaller percentages in No. 2 and No. 4 northern grades and a very small amount in No. 1. All these grades however are good for milling.

Japanese Trade At New High

Forecasts of continuing good economic conditions in 1960 throughout Western nations, will mean steady improvement in trade relations between Canada and Japan, according to E. Fujise, Executive Director of the Japan Trade Centre in Toronto.

He said that trade between Canada and Japan in 1959 would reach a post-war record of more than $220 million in the exchange of goods across the Pacific. Japan is now Canada's third largest market abroad.

"Canada's exports to Japan will reach a record of between $130 and $140 million worth in 1959," Mr. Fujise predicted. "Canada will import from Japan close to $100 million."

In 1958 Canada sold $104,891,000 worth of goods to Japan and bought $70,216,000 worth in return.

In reviewing trade during the past year, Mr. Fujise said there were several significant events from Japan's point of view. He listed these as: the suspension of shipments from Japan of synthetic textile products, agreed upon early in the year but not felt until the third and fourth quarter because of shipments in transit; the stringent quota sys-

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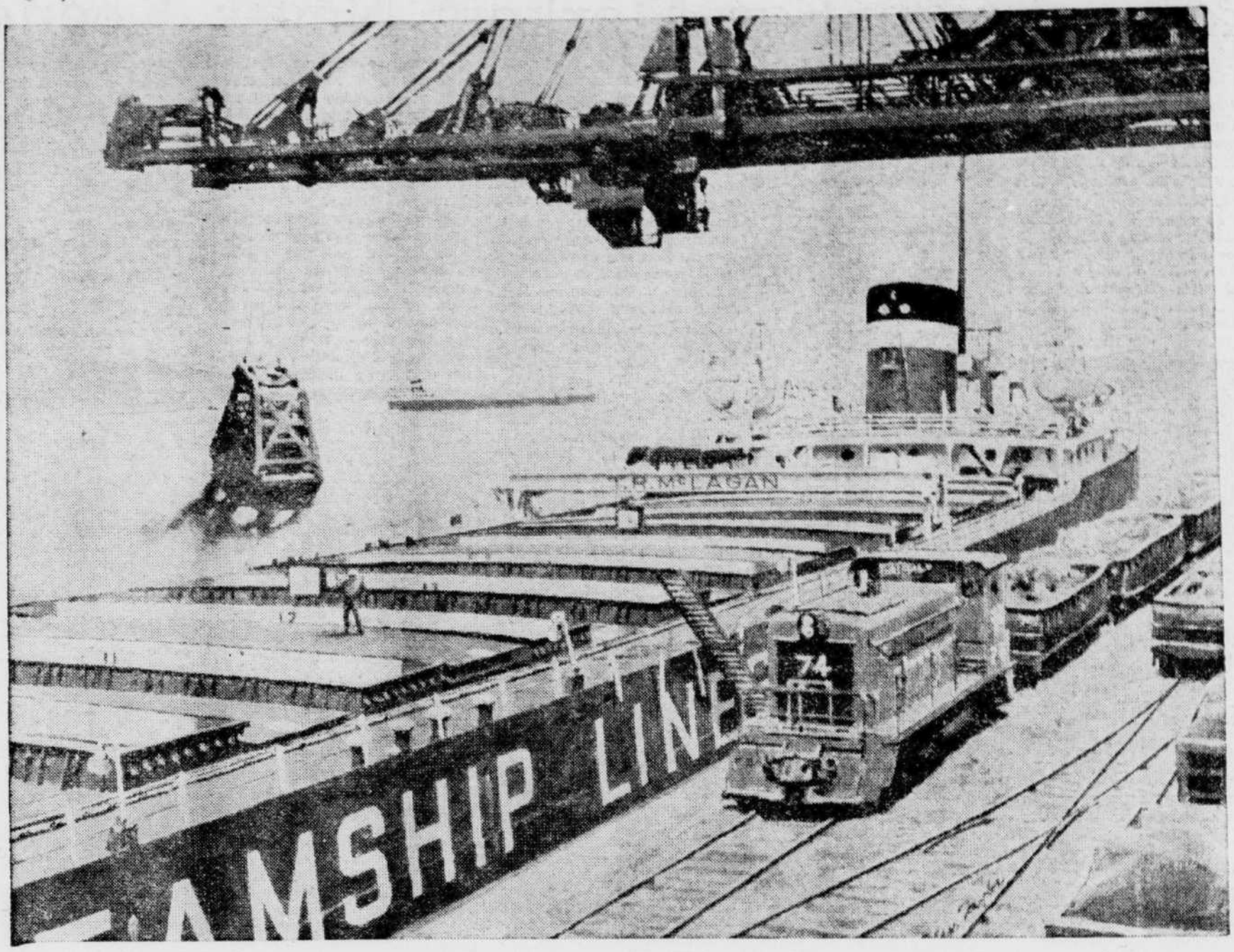

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C.S.L. ships are designed and built by DAVIE SHIPBUILDING LIMITED at Lauzon, Quebec, and CANADIAN SHIPBUILDING AND ENGINEERING LIMITED with headquarters at Collingwood, Ontario, and divisions at Kingston and Port Arthur. These subsidiary shipyards also build many types of ships—lake carriers, tugs, naval vessels, deep sea tankers—for other Canadian and foreign flag carriers. They also provide engineering facilities for the design and fabrication of custom-built industrial structures of virtually any size or shape.

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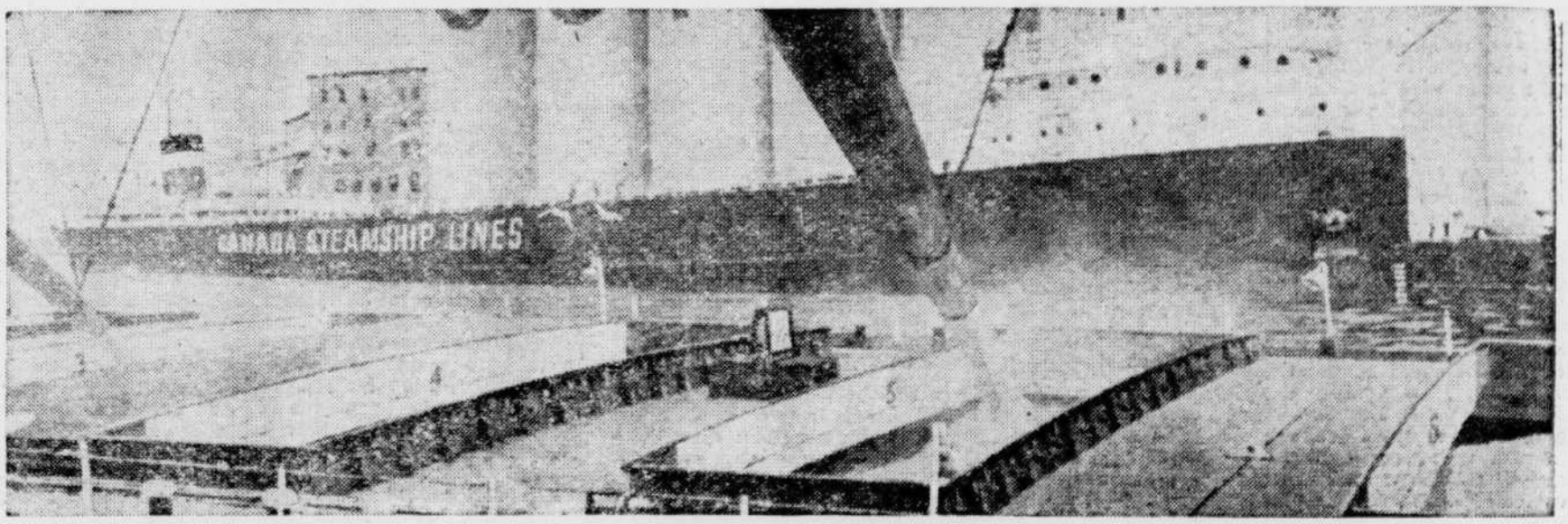
C.S.L.'s network of interlocking services also includes operation of freight terminals, coal docks and grain elevators. And in summer, thousands of tourists enjoy C.S.L. hospitality, on its St. Lawrence-Saguenay River cruise ships and at its world-famous resort hotels at Murray Bay, and Tadoussac, Quebec.

Canada Steamship Lines Ltd

759 Victoria Square, Montreal · Offices in principal Canadian cities



Asbestos Shipments Up

Competition For Markets Never Keener

By A. L. PENHALE

President and Managing Director, Asbestos Corp. Ltd.

Compared with 1958, and on the basis of figures available at the time of writing, the volume of asbestos shipments during 1959 is expected to be somewhat higher. In 1958, shipments totalled 925,000 tons valued at over $92 million; comparable figures for 1959 are estimated to be over one million tons at a value of somewhat less than $100 dollars.

This expected improvement amounting to approximately 8 per cent has been achieved at a time when the industry has been faced with difficult marketing conditions brought about in part by increased competition in overseas markets from Russian fibre.

A. L. PENHALE

Concurrently there has also been a condition of over capacity within the Canadian asbestos industry itself, as a result of the first full year's operations of new production facilities, so that competition for existing markets has seldom been keener than in the year just past.

In the face of such a situation almost all producers operated at somewhat less than full capacity during 1959 although at the year's end, the normal heavy demand from overseas customers for winter stockpiling meant most mines were working full time. With the virtual closing of St. Lawrence River ports for four months and the resultant decline in export shipments, it is expected that there will be a further temporary curtailment of production in early 1960. By April, however, it is anticipated that the normal scale of operations will be resumed and in the aggregate 1960 should be a somewhat better year than 1959.

The general improvement in business conditions in North America in the past year was reflected in higher levels of sales to the United States where the greatest volume of Canadian asbestos fibre is consumed. This increase was mainly in the shorter and less valuable fibres and was first felt by the integrated producers who had to replace raw material inventories depleted by the growing demand for finished products required in the construction industry. Provided that there is a steel strike settlement it is anticipated that the U.S. market will continue to improve gradually during 1960.

Overseas markets, widspread as they are, were influenced by a variety of economic and political factors. Notable amongst these was Western Europe which, as has been the case for several years now, was seriously and adversely affected by the supply of Soviet asbestos of comparable quality at prices well under Canadian. This was particularly true in France where shipments of Canadian fibre were at the lowest, and those from Russia at the highest level in the past fifteen years. It is to be hoped that the French authorities will reverse their apparent policy of favouring fibre imports from the U.S.S.R. at the expense of traditional Canadian sources of supply. Similar, though at present not so serious, situations exist in Western Germany and Austria, both signicant customers of Canadian asbestos.

Chronic currency problems prevented any improvement in sales to Latin American countries which remain an important potential market. It is to be hoped that the new proposed Inter-American Development Bank may help to bring about some improvement for us in this area in the near future.

The Japanese asbestos products industry continues to dominate the Far East and appears to be a growing and extremely important market for Canadian fibre. Other developments in this part of the world augur well for the long term sales prospects for asbestos cement materials with which the Canadian asbestos industry is so vitally concerned.

Under pressure of competition, there was some downward adjustment of prices during the year although this was not widespread, but in the face of rising costs and taxes, profit margins in the industry have undoubtedly been reduced. Nor does the immediate future indicate much relief in this particular respect; producers are presently facing intense competitions at home and abroad, not only from foreign producers, but also from competing materials. It is therefore with understandable alarm that they view the current demands from their labour unions for higher wages and other costly benefits at a time when it is imperative to prevent any further cost-price inflation which could only result in further loss of markets.

Although exploration in Canada for new ore bodies continued throughout the year, no discoveries of significance were reported. Development work on the asbestos prospect in the Baie Verte area of Newfoundland was carried on during the year.

Although the Canadian asbestos mining industry will undoubtedly encounter some difficulties in the longer term appear promising and the industry should soon resume the growth pattern established in the post war period.

Canada In Limericks

By FRANK WISE

COWANSVILLE — A limerick should be unmistakably abrupt, and, in its five lines, cover the salient characteristics of its subject.

Lines one, two and five must rhyme, and, if we take Edward Lear as our guide, the last word of line 5 should be the same word as the last word in the first or second line; but that rule is not rigidly adhered to. Lines three and four must end with different words, but rhyming together.

One of the qualities which makes Lear a perennial favorite is that he illustrated his limericks himself, and so depicted the same primitive quality as we find in his verse.

If we analyse Lear's characters, it is interesting to note how the rhyme denotes (to the public) the outstanding characteristic of the person in question. So, to what better purpose could such a huge beard be put than to harbour numerous birds' nests? Had not the neighbors of The Old Man of the Cape always predicted that his huge pet Barbary ape (are there such things?) would someday 'set the house all alight'? And would her friends, knowing her complacency, be surprised to see The Young Lady of Sweden return home in the same train and seat as those in which she that morning, had set forth to Weedon? There seems to be no incongruity in his tales, especially when we see them depicted.

Thus, in no unkindly spirit, I have tried to express one outstanding feature in each of Canada's provinces. Everybody knows about Indians and totem-poles in B. C., and if you asked a friend what about Prince Edward Island, if a female, she would say — "Well, I remember reading "Anne of Green Gables"; or a man would say - "Don't those jolly old oysters come from down there?" And who being in Ontario on a public holiday has not been buried in bunting? Who too, crossing the prairies on a trans-Canada express, remains impervious to goldeye fish for breakfast?

So, it will be seen that these Canadian rhymes have been written in a not unkindly spirit, and I hope may be so adjudged.

FRANK WISE

BONNE ENTENTE

"A Mari Usque Ad Mare"
On our armorial bearings we see;
From an English - tongued wench
To her who is French-
From Mary across to Marie.

NEWFOUNDLAND

Newfoundland's surrounded by sea;
So you see we see much of the sea.
We see lots of the sea,
The sea sees lots of we.
Yes, Newfoundland sees much of the sea.

LABRADOR
(to Newfoundland)

Labrador covers many a mile
From Quebec to Straits of Belle Isle.
Good Old Labrador,
Her oodles of ore
Will keep our mills going awhile.

NOVA SCOTIA

Nova Scotia is favored of God;
She has iron, coal, apples and cod.
Cod in the seas,
Apples on trees,
Coal and iron under the sod.

NEW BRUNSWICK

To live in New Brunswick's a treat;
Just think of the tourists we meet!
From Shediac Bay
Smells of seaweed and hay
Just carries me offen my feet!

PRINCE EDWARD ISLAND

P. E. I., the mother of Feds,
Is too happy to interest Reds;
With cattle in stables,
And Anne-of-Green-Gables,
And oysters asleep in their beds.

QUEBEC

In winter you'll find in Quebec,
You can sleigh in snow to your neck.
But summer is brimming
With sailing and swimming,
And fishing the lakes in Quebec.

ONTARIO

Empire Loyalists, sweating with toil,
Planted well in Ontario's soil;
So I'm sure that with me
You'll fully agree
That Ontario can't help being loyal.

MANITOBA

An the 13th day of October
I was trav'ling across Manitoba;
Golden trees, golden grain,
Goldeye fish on the train
That rolled me across Manitoba.

SASKATCHEWAN

Saskatchewan's denuded of trees;
So any incontinent breeze
Can make farmers go bust,
When their farms, turned to dust,
Blow away on each turbulent breeze.

ALBERTA

Oil derricks cover Alberta
I hope Standard Oil Co. won't hurt her
Will Rodeo still chase,
And chuck-wagons race
If all oil is pumped out of Alberta?

BRITISH COLUMBIA

A Siwash, who held the degree
Of Doctor of Laws (U. B. C.)
Cried "Da mihi potum,
We'll drink to my totem."
A religious rite in B. C.

Thetford Doctors Serve Community Almost 60 Yrs.

By DOROTHY DAIGNEAU
(Record Correspondent)

THETFORD MINES — Dr. Joseph Eugene Lacerte and Dr. Joseph Eugene Beaudet have many things in common besides their name. They were among the first doctors to come to Thetford (1901), they are the same age, 84, they were both married twice and are both held in high esteem by the people of Thetford. The following are biographical sketches of these two prominent citizens.

DR. JOSEPH EUGENE LACERTE

Dr. Joseph Eugene Lacerte may well be considered one of Thetford's early settlers for he came here in 1901. Following his graduation from Laval University in 1899 he spent two years in Paris taking a post-graduate course, after which he returned to Quebec and then came to Thetford Mines, which means that he has been practising medicine for 60 years, 58 of which have been spent here.

In 1900 the doctor married the former Marie Louise Roy, of St. Jean Port Joli. Six children were born of this marriage: Aline (Mrs. Ernest Denault, St. Jean d'Iberville); Cecile (Mrs. Jean Lebrun, GrandMere, Que.); Louise, (Mrs. Onil Carreau, Portneuf); Jeanne (Mrs. Sylvio Leblond, Chicoutimi); Jean, a doctor, professor at Laval University, and Louis, an Army Major, in charge of Queen Mary Veteran Hospital, Montreal. The first Mrs. Lacerte died on August 17, 1917.

In 1924 he married the former Flore Trudeau, of St. Jean d'Iberville. From this marriage there were three children: Therese, a social service worker in Montreal, Suzanne (Mrs. Jacques Landry, Laval des Rapides, Montreal), and Marcel, a doctor at the Lahaie Clinic in Boston.

When asked why he had chosen a medical career Dr. Lacerte said that it seemed only natural for doctors ran in the family. His late father was a doctor, practised medicine for 65 years in Levis, where he died at the age of 93. His late father-in-law was also a doctor as are two of his sons. Thus the tradition is being carried on in the Lacerte family.

The doctor has always been located where he now is on Notre Dame St. except that the present building was constructed in 1935 on the same location.

In addition to his medical practice, Dr. Lacerte has been coroner for the past 15 years. Immediately upon being advised of a fatal accident, he chooses five men to serve on the jury. They meet mostly at the funeral parlours, there being no court house in which to convene, to decide on the cause of death.

DR. J. E. LACERTE

"They are mostly car accidents in recent years", said the doctor, "averaging about 15 to 20 a year." He attributes the cause of accidents today to speed. "From 1903 to 1920", he continued, "there were more mine accidents but in recent years these have been greatly reduced." When asked if there had been any murders while he was coroner, he said that, fortunately, nothing of this nature had occurred.

The doctor mentioned having met the Hon. and Mrs. John Diefenbaker when here last year, recalling that he had known Sir John A. Macdonald, who had spent his summers at Notre Dame Du Portage, where the Lacertes also had a summer home. Nearby former Prime Minister Louis St. Laurent also has a summer home.

In reminiscing on the early days of his practice here, he recalled a smallpox epidemic in 1912. A few deaths resulted from this and a temporary hospital was installed on Bennett Street to handle the cases. Much more serious had been the flu' epidemic of 1918. An emergency hospital was installed at the LaSalle College and local women volunteered to care for the sick. It was the worst epidemic of its kind ever to come to this country. Epidemics of contagious diseases, such as, scarlet fever, diphtheria, typhoid fever, etc. were then quite common.

In speaking of hobbies, the doctor said that he was neither

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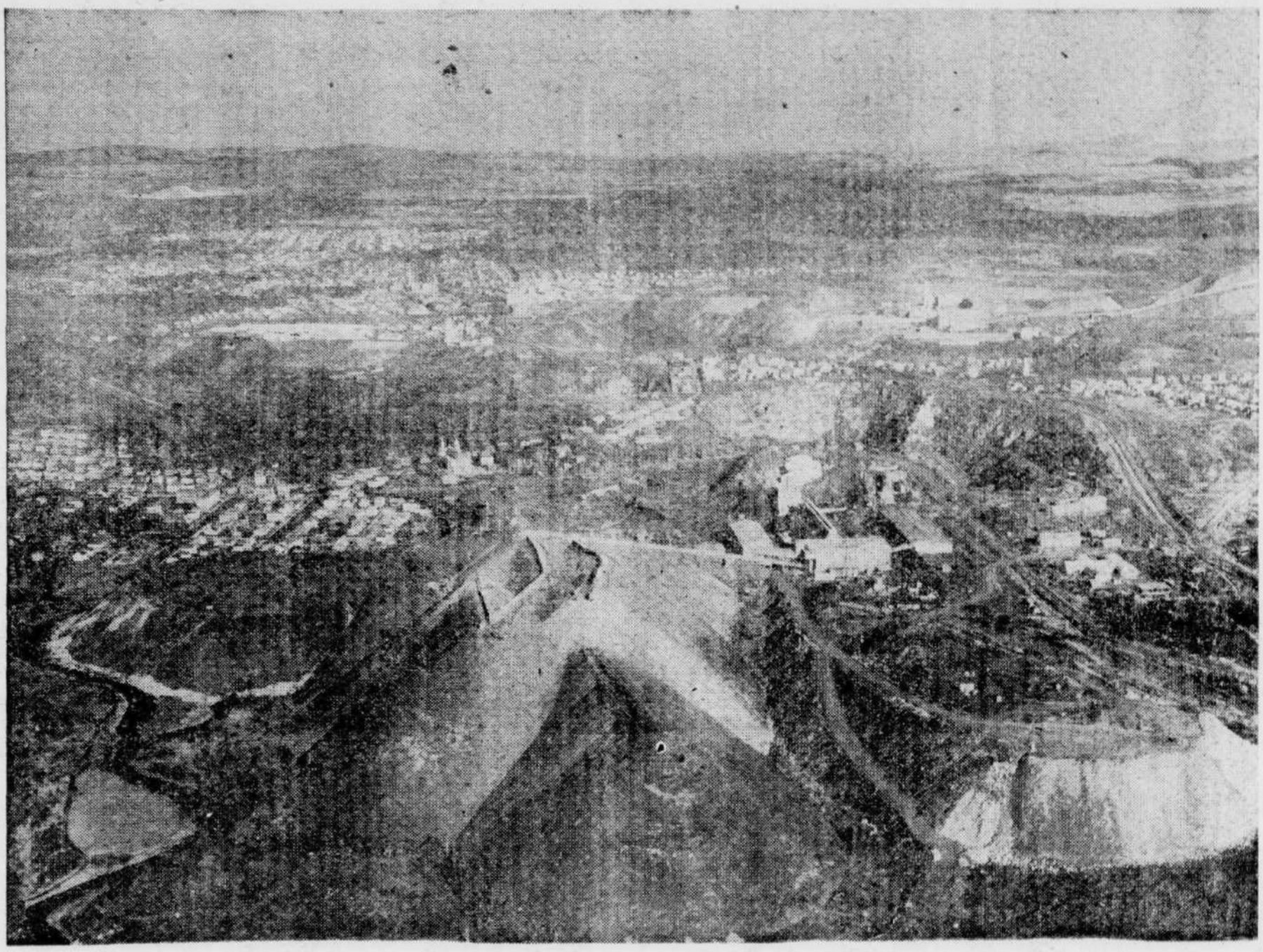
ASBESTOS CORPORATION LIMITED

ONE OF THE MAJOR INDUSTRIES OF THE EASTERN TOWNSHIPS

THETFORD MINES, QUE.

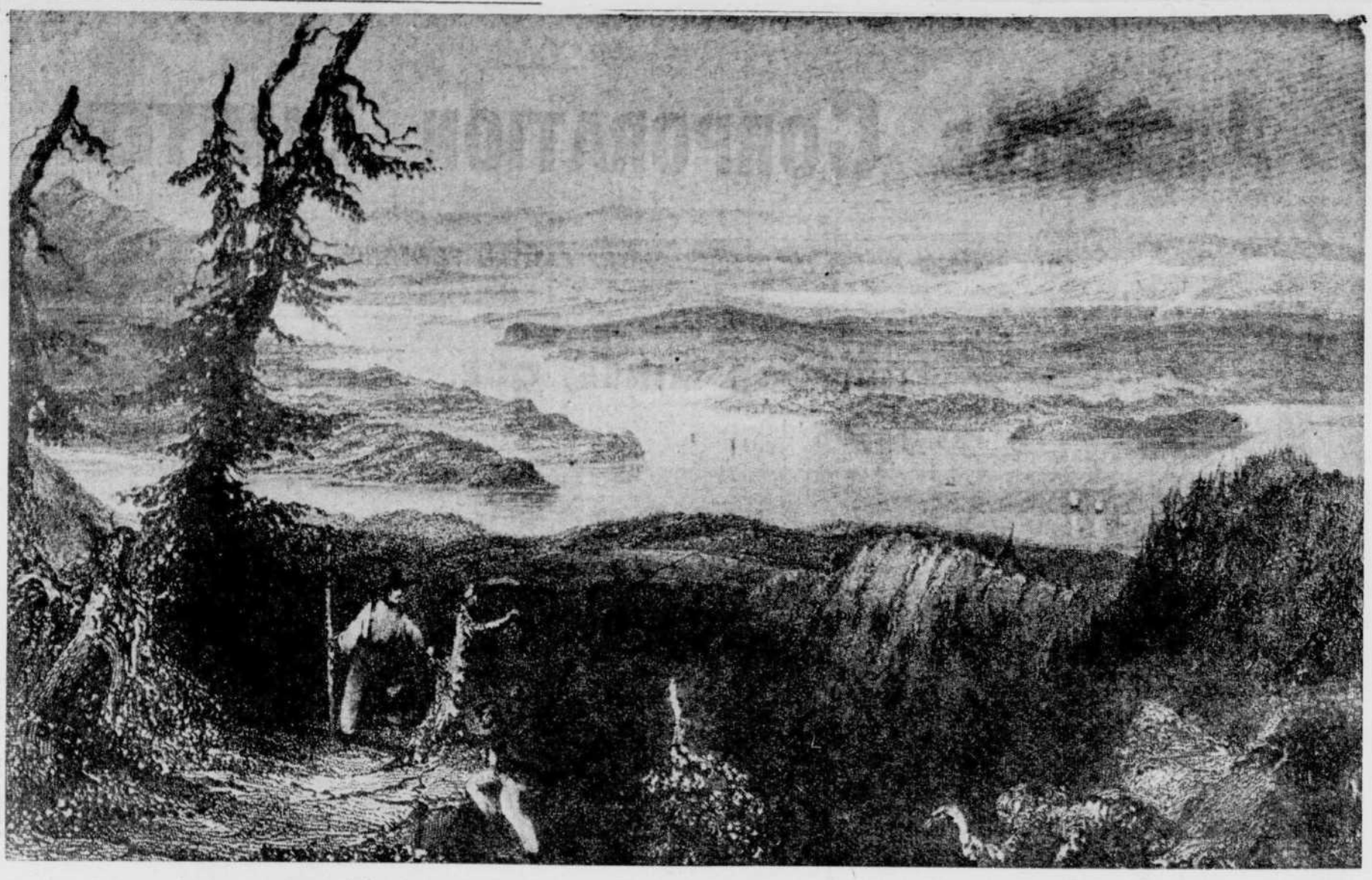


Aerial View of Thetford Mines, Quebec. Photographic Surveys (Quebec Limited)

The largest independent producers of Asbestos Fibre in the world.

Asbestos mining has been one of the most important activities in the Eastern Townships for more than eighty years, and we are proud to be part of this industry which contributes so much to the prosperity of this region.

HEAD OFFICE: 522 Canada Cement Building, Montreal, Que.



A VIEW OVER LAKE MEMPHREMAGOG IS DEPICTED IN THIS EARLY PRINT

North Like Giant Jigsaw

Search On For Oil, Base Metals

EDMONTON (CP)—The search for oil and base metals is spurring development of Northern Canada.

Already a shadowy network of roads is being laid, breaking the Yukon and the Northwest Territories into great jigsaw pieces—a puzzle beginning to take shape.

A thousand rivers and creeks, a dozen mountain ranges, great forests and vast stretches of muskeg fight each step.

The Yukon's first oil well gushed this year at remote Eagle Plains. Oil companies are drilling or exploring more than 93,000,000 acres in the Plains and Peel Plateau districts, and 95,000,000 acres in the Arctic islands.

ARCTIC ROAD

The Eagle gusher blew in August as a 450-mile road was being slashed from Dawson City, Y.T., to Tuktoyatuk, N.W.T., an Arctic port. The Plains field is about 150 miles northeast of Dawson City.

Another route to the Arctic is being shaped from Yellowknife to Coppermine, N.W.T. Though truckers hope to reach the port on Coronation Gulf this winter, the route is still more of a hope than a reality. It consists mainly of a winter truck trail winding on ice from lake to lake.

Its future lies in a nickel strike made north of Great Bear Lake and compared by mining men with strikes in Northern Ontario and Northern Manitoba.

Southeast of Great Bear Lake, a base metals find made in 1959 has drawn 2,000 claims in the Wop May Lake area, a jeep's bounce from the route to Coppermine.

Yellowknife now is reached by a nearly-complete 276-mile highway circling the west end of Great Slave Lake and linked with the Mackenzie Highway, which is being widened and improved.

MAY GET RAILWAY

Pine Point, site of promising lead, zinc and copper deposits on Great Slave Lake may get its railway after a dispute over the location of the Northern Alberta Railway terminus is settled. A royal commission was established in 1959 to weigh the merits of eastern and western Alberta railheads at Waterways and Grimshaw.

In Saskatchewan, a 500 - mile road from La Ronge to Uranium City was started in 1959. Uranium's immediate future is shaky since a federal government announcement that contracts with the United Kingdom and United States that expire in 1963 won't be renewed.

Manitoba is opening its north with a $15,000,000 program which will result in 675 miles of roads. The biggest mining project in the province is the International Nickel Company's development at Thompson, expected to reach the extraction stage in 1960.

The old Canol road from Whitehorse, Y.T., to Norman Wells, N.W.T., may be reopened. A molybdenum mine began production in the southern Yukon in 1959 and high-grade tungsten deposits were discovered.

Another route northerners hope to see would stretch from Pine Point east across the Territories to Eskimo Point on Hudson Bay, sparking exploration of the barren lands lying north of it.

THE NEW NORTH

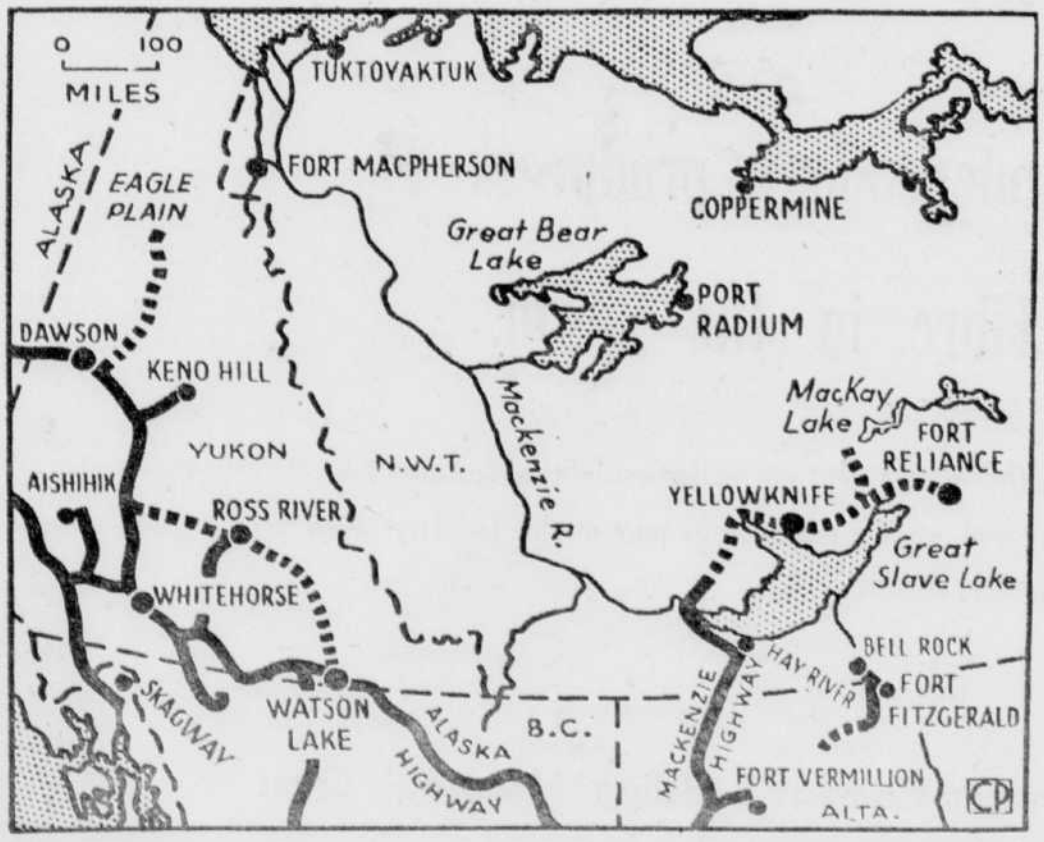
Miners, technicians, geologists, teachers, nurses and government clerks are pouring into the north and a new type of Canadian—the northerner—is emerging.

The result is a stable population which can support and develop a diversified economy and demand more comforts. Several northern communities have telephone services, sewer and water systems, and small radio stations.

Eskimos are working in the Rankin Inlet mines on Hudson Bay and in other places. Indians are taking a variety of year-round and seasonal jobs ranging from fishing to surveying.

But many remain at the mercy of the northern elements. Malnutrition, even starvation, strikes some native communities when caribou take the wrong turn, or the seal fails to appear.

Even for the white man, the long winter is a trial. Yellow fires flash along the Mackenzie and Alaska Highways in subzero January weather as truckers thaw frozen gas lines. In the short summer, clouds of mosquitoes plague the outdoor worker, the muskeg catches his machine in a quicksand grip.



THETFORD DOCTORS

Continued From page 140

a fisherman nor a hunter nor was he much of an athlete. He had enjoyed his summer home at Notre Dame Du Portage as well as a home on Roberge Street, in Thetford. His favorite pastimes now are reading and watching television.

Dr. Lacerte is very proud of his children and grandchildren. He spoke especially of his youngest son, Marcel the doctor at the Lahaie Clinic in Boston and a grandson, his daughter Aline's son, who is Immigration Officer at Hong Kong. In all, the Lacertes have 15 grandchildren.

In recalling earlier days, the doctor mentioned having been mayor of Thetford Mines from 1911 to 1913. More recently he served some 10 years on the Board of School Commissioners while for eight years he was Governor of the Medical College of Quebec.

Dr. Lacerte has been a familiar, well-loved figure here in Thetford for the 58 years he has served his patients, French and English, with such a pleasant manner added to his medical skill. He greets his English patients with a bow, a big smile and a "howjado" as only the doctor can say it.

It is good to have men such as Dr. Lacerte ranking among the early settlers reminiscing of the earlier days, but yet finding the present day a good one in which to live. In the doctor's own words: "I am happy in Thetford Mines. It is a good place to live." And we, in turn, are mighty happy he chose to live here.

* * *

DR. JOSEPH EUGENE BEAUDET

It is said that the role of the family doctor is fast fading from the scene. But here in Thetford Mines Dr. Beaudet still carries the tradition of a dearly-loved family physician.

It was in 1901 that Dr. Beaudet, a graduate from Laval University, came to Thetford Mines to set up his practice, little dreaming then that he would remain for a lifetime. During this time he has always been located where he now has his office, on Notre Dame Street. The present building was constructed in 1911

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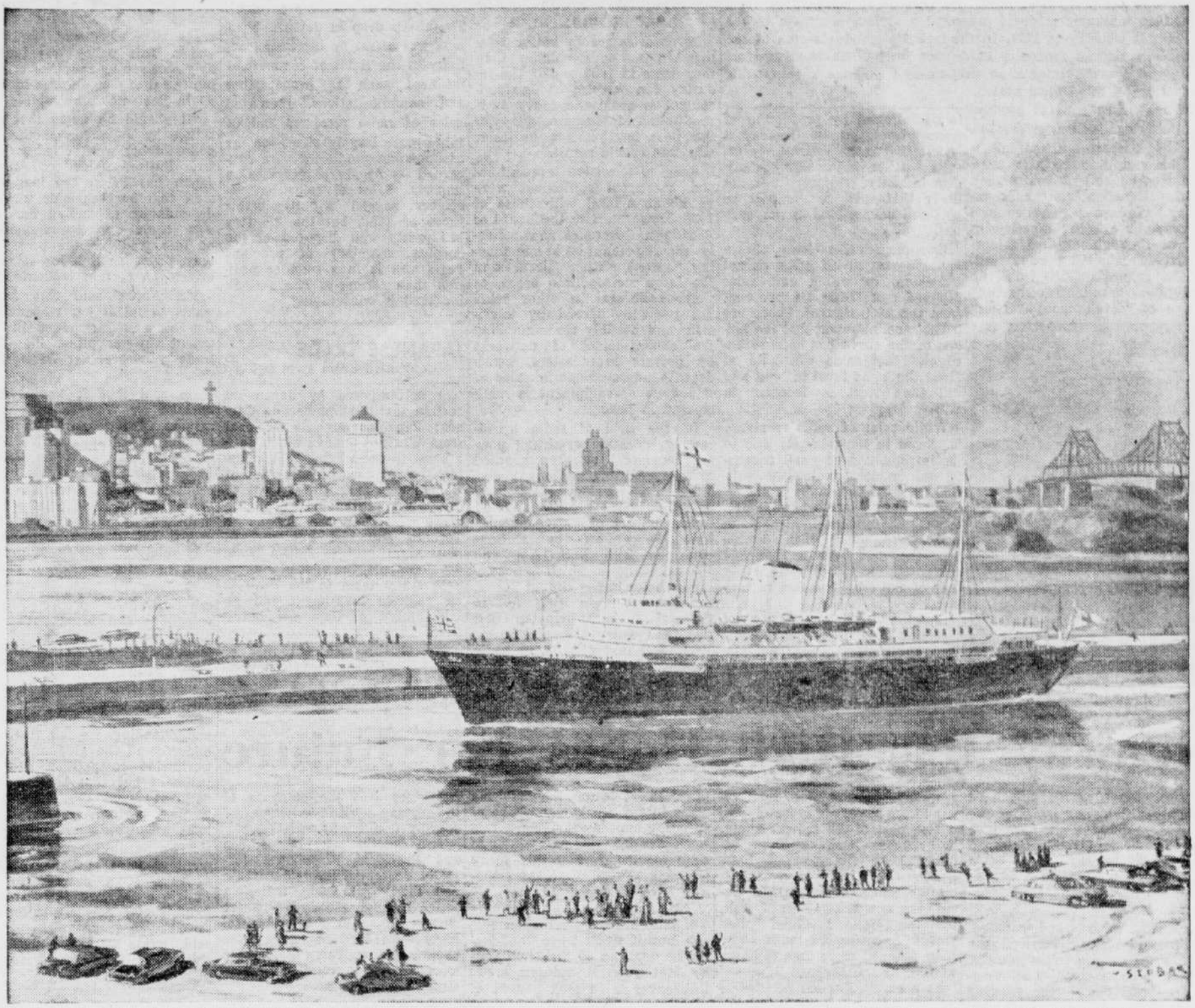
Canada is Famous for its Inland Waterways

This advertisement is one of a series published in full colour by The House of Seagram in magazines circulating throughout the world, telling the people of many lands about things Canadian.



Royal Yacht Entering St. Lawrence Seaway at Montreal

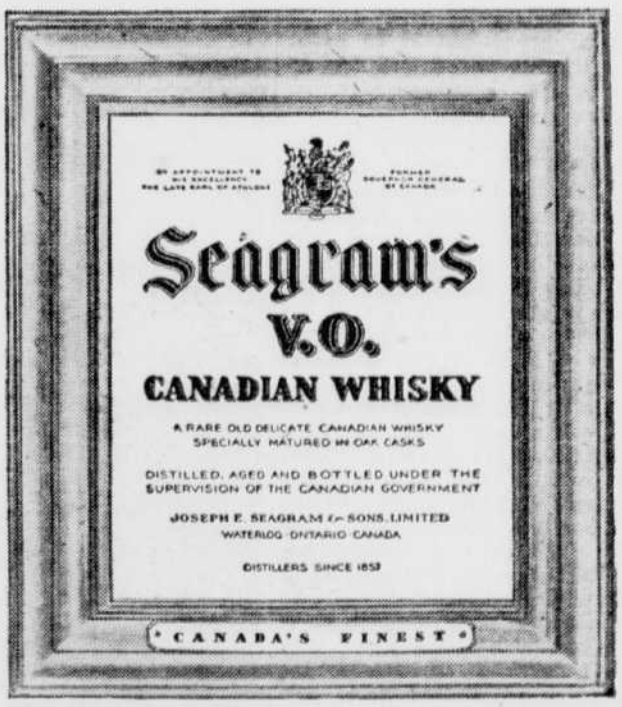
Painted for The Seagram Collection by John Siobart, S.M.A.

Canada is Famous for Seagram's V.O.

Honoured the world over for its smoothness,
light-body and delicate bouquet, Seagram's V.O.
is the lightest, cleanest-tasting whisky you ever enjoyed.
That's why: *More people throughout the world buy Seagram's V.O.*
than any other whisky exported from any country.

Say Seagram's *and be* Sure

MORE THAN 100 YEARS OF KNOWING HOW



For full-colour reprints of this painting, suitable for framing, write: The House of Seagram, 1430 Peel Street, Montreal, Quebec.

Year Of Shifting Patterns

Stiff Competition For Electronics Industry

By J. D. HOULDING
Vice-President and General Manager RCA Victor Co. Ltd.

Stiffer competition at home and increasing competition from abroad in consumer products presented a serious challenge to the electronics industry in 1959. In the technical products area of the industry a marked reduction in defence orders has resulted from the trend towards integration of Canadian defence requirements with those of the United States.

While the concept of production sharing is being pressed both by Government and industry, the results so far have been discouraging and orders placed on the Canadian electronics industry have been far from enough to keep its existing capacity in use, or its engineers and scientists from migrating southward. As the emphasis shifts from the concept of "production sharing" to one of "development sharing" to be followed by production of items developed in Canada, it is felt that more satisfactory results will be obtained by Canadian industry. However, it is not likely that such results will be obtained before 1961 at the earliest.

J. D. HOULDING

Consumer sales have shown improvement in all areas except television, in which unit sales dropped more than 4½ per cent from the 1958 figures. There are indications, however, that the bottom of the curve has been reached and that sales will hold at about the same level in 1960 and will then start to increase in 1961.

While sales of radio receivers improved in 1959, largely due to the introduction of small transistorized models eminently suitable as gifts, the major share of the increase went to foreign producers whose sales in Canada in 1959 were more than double what they had been in 1958 and accounted for more than 70 per cent of the total increase in unit sales.

Similarly, the importation of receiving type tubes, particularly for replacement sales, has increased at such a sharp rate that, if continued for another two or three years, it will seriously threaten Canadian production of such tubes.

INVENTORY SITUATION IS MUCH HEALTHIER

Inventories are in better relationship to sales volume than they were in 1959 and if the industry can exercise enough seifcontrol to avoid the heavy overproduction of consumer goods of the past few years a healthier situation should result.

Sales of television transmitters and associated equipment were on about a level with those of 1958. However, with the Board of Broadcast Governors now actively moving towards recommending "second station" licences in the large metropolitan areas, as well as licences in other areas not presently served by television, and possibly recommending the establishment of networks by private broadcasters, considerable improvement in sales of this type of equipment is anticipated in 1960.

In the field of radio broadcasting, licences permitting power increases have been granted to many existing stations, generating a satisfactory sales level in 1959.

The impact of "stereophonic" broadcasting by stations equipped with both AM and FM transmitters, which is becoming a factor in the United States, has not yet made itself felt in Canada. It is anticipated that this will enter the picture in 1960, and that activity in radio broadcasting will continue at a high level into that year.

In general, it may be stated that some progress has been made by the electronics industry in a year of shifting patterns. The sharp drop in defence business was offset by increasing activity in the fields of commercial business such as broadcasting and communications. Increased sales of radio receivers and of tubes were largely offset—so far as Canadian producers were concerned — by sharp increases in imports. Sales of television receivers sagged slightly below those of 1958, but the industry has pretty well disposed of the surplus inventory of previous years and is in a sounder position than formerly. The outlook for 1960 is encouraging.

JAPANESE TRADE

Continued From Page 138

tem self-imposed by Japan on certain textile shipments to Canada; Japan's purchase of coal from Western Canada which gave a boost to the lagging coal industry; the increase in purchases of Canadian wheat; the arrival of the first scheduled Japanese cargo vessel up the Seaway to Toronto and last but perhaps most significant to future trade developments, the visit of a Japanese study team to the Prairies on possible investment and establishment of Japanese industries.

Mr. Fujise also felt that of equal significance was the decision of the Japanese Government at mid-summer to liberalize its foreign exchange policy thus encouraging increased purchases by Japan from dollar areas such as Canada and the U.S.A. This policy was favourably received by countries attending the GATT conference in Tokyo in September, he said.

"It should be noted that this action by Japan is at the expense of her weaker industries," Mr. Fujise added. "However, Japan has taken the long-term view that her economic survival depends on expanding her foreign trade and encouragement of free trade is the price she must pay even if it has some ill effects on certain industries."

Mr. Fujise said that Japan wants to fulfill her responsibilities as a major power in the Orient by adopting the free trade policies of her Western allies.

He said that it would be a mistake for Western nations to assume that Japan has no trouble in holding her traditional trade position in the Orient. Progress in technology in major countries since the war has been so drastic and swift, that old established industries may face catastrophe if they continue to rely solely on goverment protection, he said.

"Communist business methods can disregard proper pricing principles and bring about the disruption of industries of the free world," Mr. Fujise warned.

Mr. Fujise felt that developments in trade relations between Japan and Canada in 1959 indicated closer economic ties and understanding. He felt that they underscored the give-and-take of worldwide competition and adjustment but that because both nations valued the other as a trading partner, present problems would be solved.

"The possibilities of establishment of joint business ventures such as seem possible in the Prairie could well mean the beginning of a new era in Japanese-Canadian trade relations," he said. "This could be the most significant development in the next decade."

Seaway Has High Hopes For Future

MONTREAL (CP) — That sprawling, brawling infant of the marine world—the St. Lawrence Seaway — goes into its second year with healthy hopes of a fast, full flow of cargoes to and from North America's great landlocked lakes.

Nursed, cursed and coddled, the young seaway survived the trying tests of its infant months. It had a tricky birth—a bit overdue — and there were growing pains that worried Canada and the United States, parents of the $475,000,000 baby.

Yet the seaway grew—not as fast as hoped—but at an eager rate that promised well for future years.

SHORT OF TARGET

Total traffic fell short of the 25,000,000 tons forecast by seaway officials for the initial year.

This made some observers question the reality of the 1960 estimate of 29,000,000 tons.

Seaway officials, however, have taken a much longer view of the traffic potential. They've got 50 years — right to 2008 — to get enough cargo through the water escalator linking the Great Lakes with the Atlantic Ocean to earn $1,253,800,000 to cover operation and maintenance costs and pay off their debt and interest in the half-century span.

By 1963, seaway economists will have a good idea of the impact of the toll structure and how it matches their estimates. If they are wide of the mark, they can recommend changes to the Canadian and United States governments.

The seaway starts in Montreal. Seven mammoth locks, two of them in United States waters, lift and lower ships past a series of rapids in the St. Lawrence River between Montreal and Lake Ontario. This 185-mile section was built in five years, along with a $600,000,000 power development near Cornwall, Ont.

30-YEAR-OLD CANAL

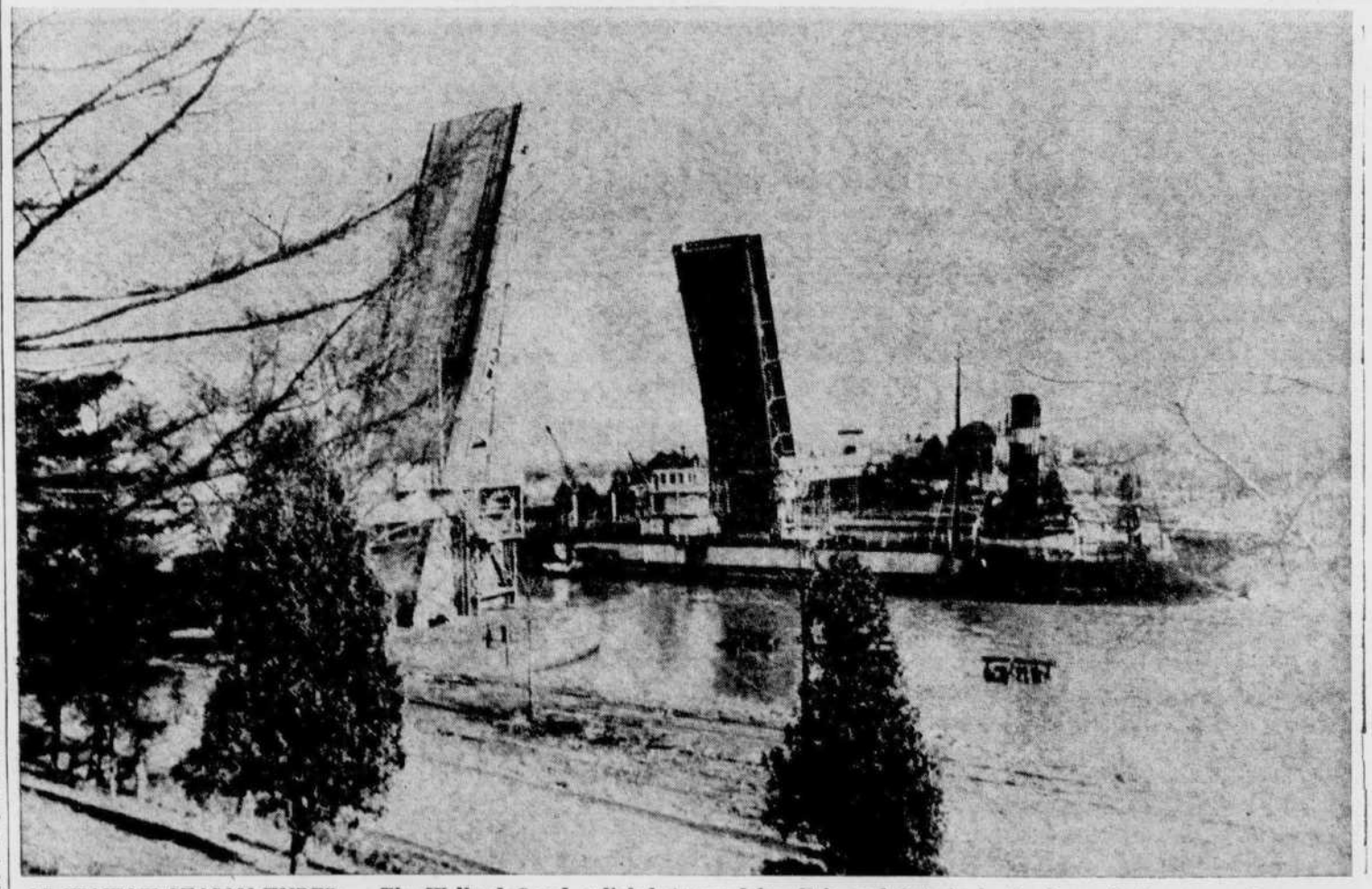
The Welland Canal, finished 30 years ago but deepened by Canada to the seaway's 27-foot-depth, is also part of the seaway route. It bypasses Niagara Falls between Lake Ontario and Lake Erie.

After some initial traffic tie-ups, the new seaway fared well, but the Welland Canal often proved a bottleneck, with some ships delayed more than 72 hours waiting to sail through it.

As a result, Canada decided to lengthen some of the mooring walls in the canal in the hope of speeding up movements. This work was done this past winter in time for the start of this year's shipping season, expected somewhere around April 1.

This year's seaway opening will launch a full navigation season but it won't have the dramatic qualities of the start earby last year. A veteran arctic icebreaker led a long parade of freighters into the entrance of the seaway April 25 to launch the seaway unofficially.

Two months later, the Queen and President Eisenhower formally dedicated the water route and the royal yacht Britannia sailed through the deep - water system for a tour of inland ports. More than 5,000 ships used the same route to carry everything from anchors to zinc into the new Great Lakes ports.



AS SEAWAY SEASON ENDED — The Welland Canal, a link between lakes Erie and Ontario in the huge St. Lawrence Seaway system, passes one of the last tankers before winter closed the 1959 shipping season on the Great Lakes. The canal, frequent bottleneck during 1959, was improved this winter. Here, the Bay Transport, an old canal-type vessel, steams north under the raised sections of the Homer Bridge towards a winter berth. (CP Photo)

MASSEY-FERGUSON

largest manufacturer of tractors and combines in the world

Massey-Ferguson has reached a new horizon in achievement. Long known as one of the leading farm machinery firms on this continent, Massey-Ferguson has now become the largest manufacturer of tractors and combines in the world.

In Europe, Massey-Ferguson has greatly enlarged its activities by acquiring Perkins, the well-known diesel engine manufacturers, and Standard tractor manufacturing facilities in Coventry, England. Altogether it now has eight plants to meet the demands of the important markets of Europe.

Selling in 142 countries, Massey-Ferguson, by promoting farm mechanization, not only benefits the farmers but helps to raise the living standards of the peoples in the underdeveloped countries. The world-wide record of service of this great Company is one of which Canadians may well be proud.

Massey-Ferguson Limited

TORONTO CANADA

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but previous to that he had his office on the same location but in a different building.

His private life has been somewhat of a lonely one. He married in 1903 and his first wife died in 1925. In 1927 he remarried and his second wife died in 1928. Of the first marriage there were 16 children, 11 of whom are living.

DR. J. E. BEAUDET

They are: Yvette (Mrs. J. P. Roberge) and Maurice, Optometrist, of Thetford Mines; Paul Emile, a dentist in Cartierville; Jean Marie, a famous musician, in Toronto; Fernard, agronome, in Three Rivers; Guy Harbourmaster at the port of Montreal; Suzanne, (Mrs. Bernard Letremble) of Montreal; Marc, with Radio Canada, Montreal; Lucie (Mrs. Andre Langevin), of St. Hilaire; Jacques, with the Shawinigan Water & Power Co., and Pierre, musician, with Radio Canada, Montreal. In all he has 20 grandchildren.

The doctor is a man of very few hobbies. He did have a farm located in this region until some 15 years ago when he sold it.

In speaking of hospitals, the doctor stated that the first one in Thetford Mines was the St. Maurice Hospital located on Johnson St. Until 1910 the buildings had been used as a hotel. In 1930 when the St. Joseph's Hospital was built, the old one was turned into a home for the aged, and served as such until recently when it was torn down in conjunction with the Relocations Mining Plan.

In recalling incidents of earlier days, Dr. Beaudet said that actually he had started his practice on a bicycle, graduating to a horse and buggy with a sleigh for the wintertime with, of course, the automobile in recent years.

The first New Year's spent in Thetford, reminisced the doctor, he delivered a baby at St. Adrien d'Irlande with the father very much inebriated and on to Kinnear's Mills that same day for another delivery. It was after this bitter, cold drive that he invested in his first fur cap!

One trip he recalled making in a blinding snowstorm and when it was time to return home there was no longer a road to follow. Still another incident, he recalled, took place in a lumber camp where he amputated a man's leg and, he added, the man lived to a normal old age.

To have 58 years to one's credit as a doctor has its rewards. In 1951 Dr. Beaudet celebrated his 50th anniversary both as a doctor and being in Thetford that length of time.

On April 28, 1954, he was awarded a Diploma of Honour by the College of Doctors and Surgeons of the Province of Quebec, and on June 15, 1954, he was granted a Senior Membership certificate by the Canadian Medical Association. Most recently he was awarded a very special honour, the Silver Medal of merit, by the Archbishop for devotion and unselfish work among the poor families in this district, all of which are well deserved.

At the age of 84, the doctor continues actively to serve the English as well as the French people of Thetford Mines. He is a dearly loved doctor, noted for his sympathetic, kindly manner, as well as for his medical skill, and his unselfish devotion to his calling.

If the role of the family doctor is fading from the scene, it will be the passing of an unforgettable era of which Dr. Beaudet has played an important part.

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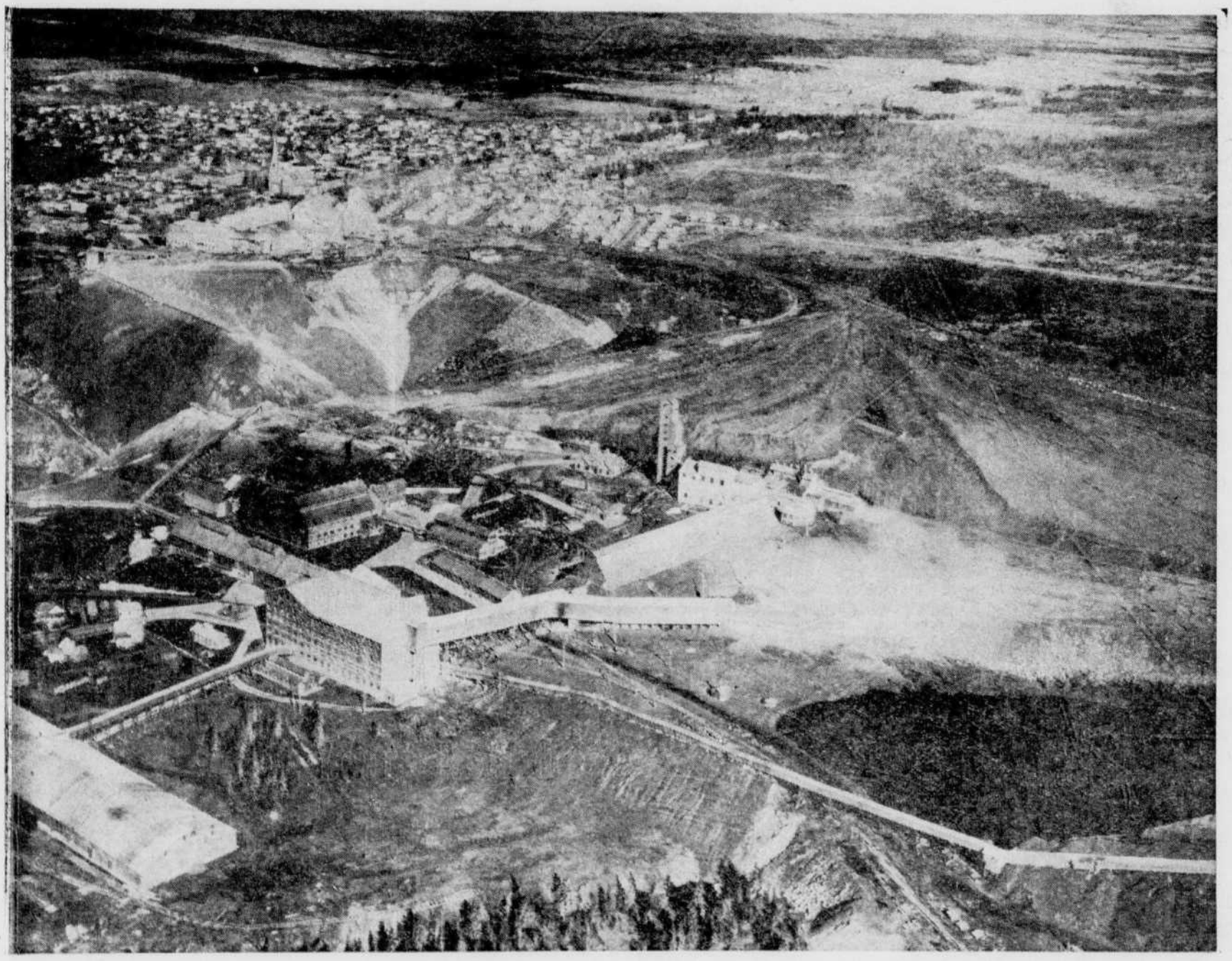

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In 1875, the first asbestos mine was opened by Johnson's Company, pioneering an industry that would contribute immensely to the economy of the Eastern Townships, Quebec Province and Canada. This year Johnson's Company celebrates its 85th anniversary, and in remembering the important role taken in introducing asbestos, the firm salutes another Eastern Townships pioneer, The Sherbrooke Daily Record Company Limited, now in its 64th year.

Since their establishment, both institutions have worked for the extension of the economic life in this district, and the prosperity of the region's people. The courage and initiative displayed by the founders of both organizations is synonymous of regional progress. The future of industry in the Eastern Townships will be guided by the foresight of these firms.

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