

ACADIAN MUSEUM DRAWS VISITORS

Acadian museum is big attraction

Miscouche's greatest attraction is its historic museum. As a winter works project, it was started and completed in 1964, and was officially opened to the public in August of the same year. The first names were written in the visitors book Aug. 1 and by the first week of October, 3000 people passed through its doors.

Five hundred exhibits, some that are 200 years old are on display and the amazing fact is that none of the items were bought. They were gathered from the entire Prince County area.

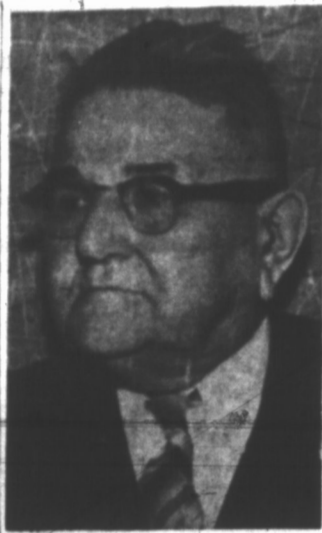
Dr. J. H. Blanchard of Charlottetown had been insisting for years an Acadian Museum in Miscouche, his idea being to perpetuate the memory of the Acadians and to show the method of living in earlier days depicted in the museum.

Dr. Blanchard is now an officer of the Museum Association. Farming, carpentry, fishing and blacksmith shop implements, all dating over 100 years old are on display as well as spinning looms and musical instruments used by early Acadians.

Among antique furniture shown are kitchen and cooking utensils which were used over 100 years ago. From France come both a crystal glass 250 years old and a cradle 50 years younger.

Dating back 80 years are old books, documents and deeds. Copies of the first maps made in P. E. I. and 45 different histories of the province are shown.

One of the more significant facts about the operation of the museum is that historic articles are continually being collected



DR. BLANCHARD

Invited Island government officials, including Premier Walter B. Shaw were present at the Aug. 25 opening. The museum will reopen this year in June. History was made that day as the Miscouche Band and the Evangeline Acadian Choir, aided in the opening ceremonies.

Two people most honoured were Sister Saint Emanuel who pioneered the start of the museum and Dr. J. H. Blanchard. President of the Museum Association is Doctor Dorn, Summer side; Vice-President, Ed. J. Gaudet, Miscouche; Secretary, Sister Saint Emanuel, Miscouche; Treasurer, Ben DesRoches, Miscouche and Director, Alfred Gaudet, Miscouche.

Other officers of the association are: Foreman, Tilman S. DesRoches, Miscouche; Dr.

Henry Blanchard, Charlottetown; Cyrus Gallant, Egmont Bay and Tilman Gallant, Mt. Carmel.

Keith, Pickard of Charlottetown was the architect of the museum and Tilman S. DesRoches of Miscouche the foreman of construction.

Libraries could use computers

VANCOUVER (CP)—You go to the library for a specific book.

In the card index, you look it up—Tree Toads in Modern History by X. X. Angletwhaite—and you go to the shelf and it isn't there.

You ask the librarian to reserve it for you when the borrower brings it in, but the book never shows up.

Neither you nor the librarian may ever know whether it was misplaced on a shelf, borrowed by another library or just kept by the individual who borrowed it.

Traditional methods of keeping track of books have their limitations but there's an expensive answer on the horizon. Basil Stuart-Stubbs, librarian at the University of British Columbia, says the only thing holding libraries back from using computer service is the staggering cost of the equipment.

The computer system could link all the university libraries in the province.

Prohibitive as the cost may be now, Mr. Stuart-Stubbs says within 10 years British Columbia libraries should be able to introduce such equipment.

It will be a necessity, he says, "because of a vast increase in academic collections and the creation of many new libraries."

Geo.'town harbor again rings with hammers of shipbuilders

By J.W. LAVERS

In Georgetown where once the length of the waterfront was lined with shipyards, building wooden ships that plied the seven seas, once again ships are being built but this time they are ships of steel and their construction is by an entirely different method than the wooden ships of by-gone days.

Today the ship building plant of Bathurst Marine Limited is a hive of activity as work proceeds on the building of two new steel druggers, with a third to follow.

Construction of what is in the trade termed as Dragger Hull No. 12 and 14 is now underway and Hull 15 will follow. Whether it is because of the oft time mentioned superstition that is connected with ships and the men that go down to the sea in them or for some other unknown reason, there will never be built a Hull Number 13.

Later the dragger hulls will be given names, as were the ones constructed in the Bathurst Yard in New Brunswick. Old-timers would be amazed to witness the method used in the construction of those ships. There is no formal keel laying, at least in so far as it used to be known.

At the start the ship is actually built upside down, until construction reaches a certain stage and then it is turned over. Patterns from the mould loft of frames are cut out of steel and attached to the keel. Keel bars

are marked out and cut and main frames shaped, marked and cut port and starboard.

On Hull No. 12 the main section has been 50 per cent shaped, marked and cut port and starboard, the center girder, tank top plating and decks partly assembled for unit section No. 3, center girder frame partly marked and cut. Tank margin plates 30 to 39 port and starboard marked and cut and 25 per cent of main deck beam cambered with beam bender.

On Hull No. 14 the keel bar has been marked out and cut, center girder frame 40 to 49 marked and cut, center girder, tank top plating and floors 30 to 39 assembled for unit section No. 1 double bottom. On Hull No. 14 the above work has been passed by the Lloyds Surveyor as equivalent to keel laying, for progress payment.

Tied up at the Railway Wharf in Georgetown are Hull No. 10, named Gulf Gallant and Hull No. 11 named Gulf Guard. Both those ships had the hull construction done in Bathurst, N.B. during the time the company operated there and were towed to Georgetown, where work has and is being carried out on equipping them as completed druggers. Both those druggers are of the 94 foot long class. Hulls No's 12 and 14, now under construction are of the 128 foot long class.

WORK PROGRESSING
To give the public an idea of how work is progressing on

Hull No. 10 (Gulf Gallant) below is a progress report dated Feb. 8 on the work on this dragger:

Wood planking in fishroom sides, 50 per cent fitted. Crew's cabin bunks and lockers commenced fitting. Wheelhouse in forward store. Wheelhouse insulated and plywood sub-floor laid. Ventilators fitted in mate's and captain's cabin. Heating convectors fitted in wheelhouse, captain's cabin, crew's wash place, crew's cabin, lower deck cabin, store room forward. Steering gear piping fitted complete and tested to 300 pounds pressure. Forward and aft fishroom bilge suction piping complete. Main engine driven bilge pump piping to overboard complete. Hydraulic winch piping 3 per cent assembled for welding.

Fish finder and radar display unit fitted in wheelhouse. Radar alternator fitted in deck house. Wheelhouse front paneling fitted. Port side generator electrically wired to switchboard. Hangers and clips fitted to electric cables in engine room and lines to wheelhouse. Fuel tank transfer pump and starter connected to switchboard. Cables fitted for intercom system. Main engine aligned, shims fitted and bolted.

On Hull No. 11 the Gulf Guard has aft panel engine opening main deck fitted and welded in position. Gantry top and mizzen top mast fitted for welding. Lifebuoy stowage bars fitted. The bunks and furniture for the

crew's quarters and the captain's cabin have been made in the plant workshop.

Both the Gulf Gallant and the Gulf Guard are equipped with a Norwegian made 46-horsepower Bergen diesel engine. Each engine weighs 15 tons.

At present the company employs 79 hourly paid employees and a staff of office personnel and foreman numbering 25. It is estimated that as construction advances that from 14 to 15 hourly paid employees will be working at Bathurst Marine Limited.

MODERN OFFICES
At the site where the Bathurst Marine Buildings now stand in the fall of 1963 there was only vacant land. Now there has risen a modern, motel type office building equipped with all the latest in intercommunications systems; and furnished with all necessary office equipment and furnishings.

This building, located on the north side of the site and running east and west with a southern frontage, measures 116 by 34 feet and is of wood frame construction. It has a cement foundation reinforced by three-quarter inch steel rods. The foundation is six feet high and eight inches in thickness and a three foot wide cement footing runs the length of the building from east to west to support the center wall, and two wall footings run north and south across the building. A boiler room measuring 37 ft. by 17 ft. is in the basement.

The building, of wood frame construction and has asphalt shingles on the roof. The exterior is finished in permanent asbestos siding and aluminum vertical trim. The building provides for offices for the president, vice-president, personnel manager, purchasing agent and stenographic and secretarial staff and also contains a draft room. The interior floors are covered with vinyl tile and the lower walls with P.V. wood grained. The upper walls are finished in Donacanna and the ceiling is white acoustic tile. Mahogany trim is used in interior finish and all windows are double glazed. Fluorescent lighting is used and the heating is hot water with convector type radiators.

The largest building on the site, known as the fabrication shop, and in which the druggers are built is of steel frame construction and measures 220 feet by 80 feet and is 40 feet high in the posts. In the construction of this building it was first necessary to drive 126 spruce piles, each 30 feet in length. They were driven in clusters of four, placed 20 feet apart around the perimeter of the building to support the structure.

This building is located on the east side of the site and runs north and south. The reinforced concrete wall is eight inches in thickness and varies in height from six feet to about 12 feet on the south end of the building where the ground slopes away. Above each cluster of piles, concrete pads were built. Each pad is 24 inches square and protrudes inside the wall to form a base for the upright columns of steel. These upright steel columns rise 40 feet into the air and support the steel cross beams and roof frame. Steel workers from Norence Steel Company in Montreal were brought here to erect the steel frame and roof. The roof and walls are closed in with galvanized sheathing, which is insulated on the inside. A concrete floor covers the interior of the building.

This building is large enough to allow the construction of two druggers, side by side and a launchway runs from the large doors at the south end into the harbor.

Another building is the cap-penter shop and mould loft. This is a wood framed building with the carpenter shop on the first floor. It measures 72 feet by 30 feet. It sits on a foundation of cross-tied piles, 25 feet in length, driven around the perimeter, at a distance of four feet apart. The walls and roof are covered with plywood. The roof is covered with asphalt shingles. This building, in the carpenter shop section contains sanders, saws, planers and all necessary equipment and it is here that doors, bunks, ven boards, keel blocks and many other furnishings for the druggers are made.

In the large building where the druggers are constructed is located two 10 cranes which run overhead on tracks. Here is located a large press, plate bending rolls, guillotine shears, double ended pinching shear and various types of portable machinery.

A fourth building, the machine shop is connected to the large fabrication shop. This building is of steel frame construction and is 80 feet by 61 feet and one storey high. The building contains two lathes, two drills, two grinding machines, a shaper and has a three-ton overhead crane.

Major renovations given legion home

Georgetown Branch No. 16 of the Royal Canadian Legion carried out extensive improvements during 1964, to its home on Glenelg Street. The exterior was painted but it was the interior that received the most extensive renovations and improvements.

A new automatic oil furnace was installed with ducts distributing the heat to both the first and second floors. Sewage facilities were installed and improvements made to the bar facilities, with the installation of new aluminum sinks and hot and cold running water. The water is heated by a new, modern electric heater.

Following the moving of the home from its former location on Richmond Street, it became apparent that many major improvements were immediately necessary.

During the year the branch played host to several Legion zone rallies and the members of the Branch's Ladies also hosted other Auxiliaries at a zone rally. The branch presented new Red Ensigns to the school and the court house for flying during Centennial Year.

At a ceremony held in April they honored the Legion's Unity Service Office, Comrade D.F. Campbell.

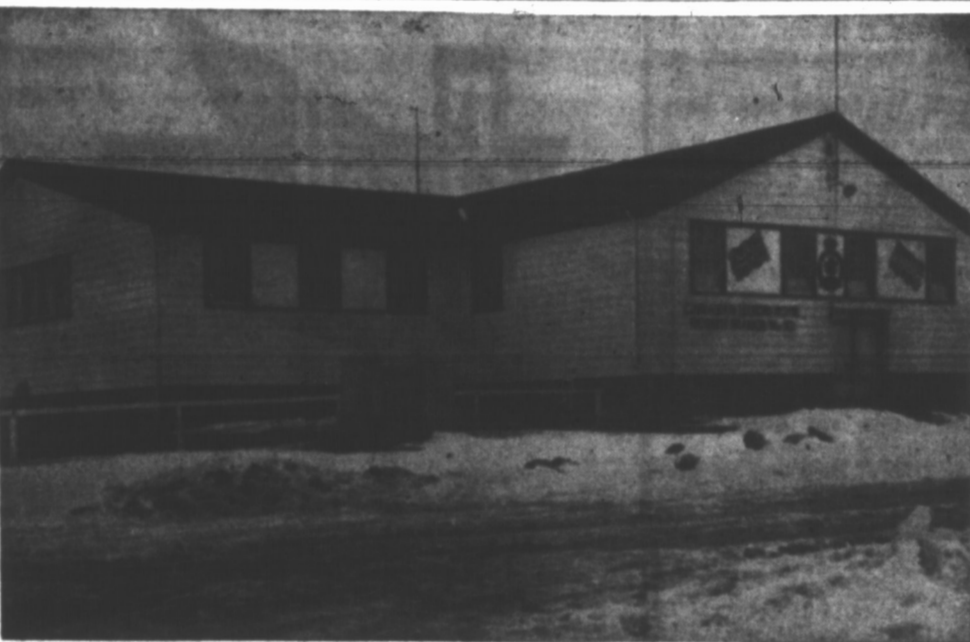
Card parties are held weekly and each year during the fall and winter months successful cribbage tournaments are held.

At the annual meeting conducted Alex Arsenault was re-elected as president for his third term. Other successful functions participated in by the local branch during the past year was the party they played in the mammoth picnic held on the former Stafford Gordon Farm in Brudenell in honor of First World War veterans; their successful Remembrance Day activities and wreath and poppy sales and their participation in Georgetown's Centennial Day celebration.

A re-organization and rejuvenation of the Ladies Auxiliary recently took place and already plans are in the process of being carried out whereby the auxiliary will assist in more legion activities and functions.

SNOW FALL
Snow crystals fall individually when the temperature is far below freezing, and only collide to form large flakes when warmer air is met.

PRINCE'S TITLE
The Black Prince, popular title conferred upon the eldest son of King Edward III of England, was the first duke created, in 1337.



BORDEN LEGION HOME ACTIVE CENTRE

A New Transportation Link Between Prince Edward Island and Nova Scotia

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Northumberland Ferries Limited reported a record breaking year in 1964. All types of traffic showed increases and in the month of August almost as much traffic was carried as during the whole of the 1957 season. Over 900 vehicles were carried on several days during the season and on July 26 a new high of 947 vehicles was established.

The new ferry M.V. Prince Nova entered service on May 23rd and proved popular with the public.

Figures for the 1964 traffic between Wood Islands and Caribou with those for 1963 in brackets are as follows:

Passengers 223,348 (179,216)
Automobiles 70,565 (55,970)
Trucks . . . 11,918 (10,446)

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