

Meets
In West

of Edmonton, prominence to the new drug store in management of... It is interesting that Mr. Holmes is a man who went west in search of better opportunities and will learn that he has recovered his health but has among the prosperous of Edmonton. The son of Mr. and Mrs. 232 Quinpool to his going west, and overseas during a graduate of the University of Dalhousie Uni-

**DECIDE IN
OF LADIES**

**Speaking Club Holds
Decision is
Popular One.**

Ladies are eligible to hold office according to the rules of the judges at a debate under the auspices of the Speaking Club at Fort St. John church hall, last evening. The subject of the debate was: "That women should not hold office." The hall was filled with a particularly large number of ladies being present. As the debate was one close to the hearts of the ladies this is probably the reason for their splendid repre-

sentative of the resolution presented by Arthur W. Zwicker and R. Ennis L. Fraser. A. Hall-Smith upheld the resolution in an amusingly witty manner. The speaker occupied the hour and a half and was selected as judge. The judges were of the negative side and the decision met with the approval of the audience. The trend of the evening was in favor of the judges. Mrs. D. Fraser, secretary of the audience, presented the following resolution:

**CLUB HOLDS 50TH
ANNUAL MEETING**

**Red Cap Snowshoe Club
Members Elect Officer—
Arrange For Celebration.**

MARKED by a large attendance, particularly a good representation of the older members, the fiftieth annual meeting of the Red Cap Snowshoe Club was held in the St. Julien Room of the Halifax Hotel last evening. The meeting, the golden jubilee of the club, was opened at eight o'clock with the retiring captain, J. N. Foster in the chair, and was most enthusiastic. The reports of both the retiring captain and the secretary-treasurer, C. E. Dowden were of a very encouraging nature.

Preparations for the forthcoming golden jubilee celebration, which will include the holding of a dance at the Halifax Hotel on Tuesday night next, were among the most important matters of business discussed at the meeting. It was also decided to have the incoming executive make arrangements for the staging of other special affairs as part of the jubilee celebration. The regular program of races, etc., for the coming season was also taken up for discussion.

The presentation of a lengthy report on the activities of the club during the past year was made by Captain Foster, showing that the various events on the program were carried off in a most satisfactory manner. That of the secretary-treasurer showed that the finances of the club were in good standing. The election of officers resulted as follows:

- Captain—Andrew MacKinlay.
- Vice Captain—S. R. Baice.
- Secretary-Treasurer—C. E. Dowden.
- Executive—N. E. MacKay and A. W. Weston.

The election of Mr. MacKinlay to the captaincy of the club was a popular one. Joining the organization forty-nine years ago he is at the present time one of its oldest members.

Not sick enough to need medicine; not well enough to feel right; that's when a cup of well prepared Rakwana does a world of good.

The Quiet No. 12 Remington costs no more than the ordinary typewriter. Easy payment terms if desired.

A. MIFG FRASER,
157 1/2 Street,
Halifax, Nova Scotia.

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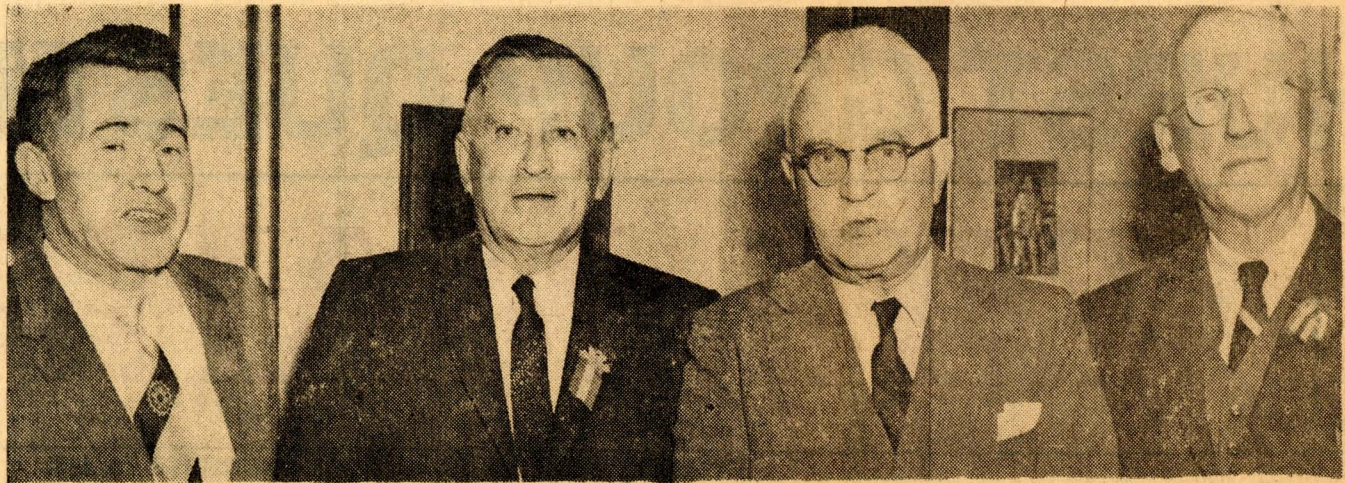
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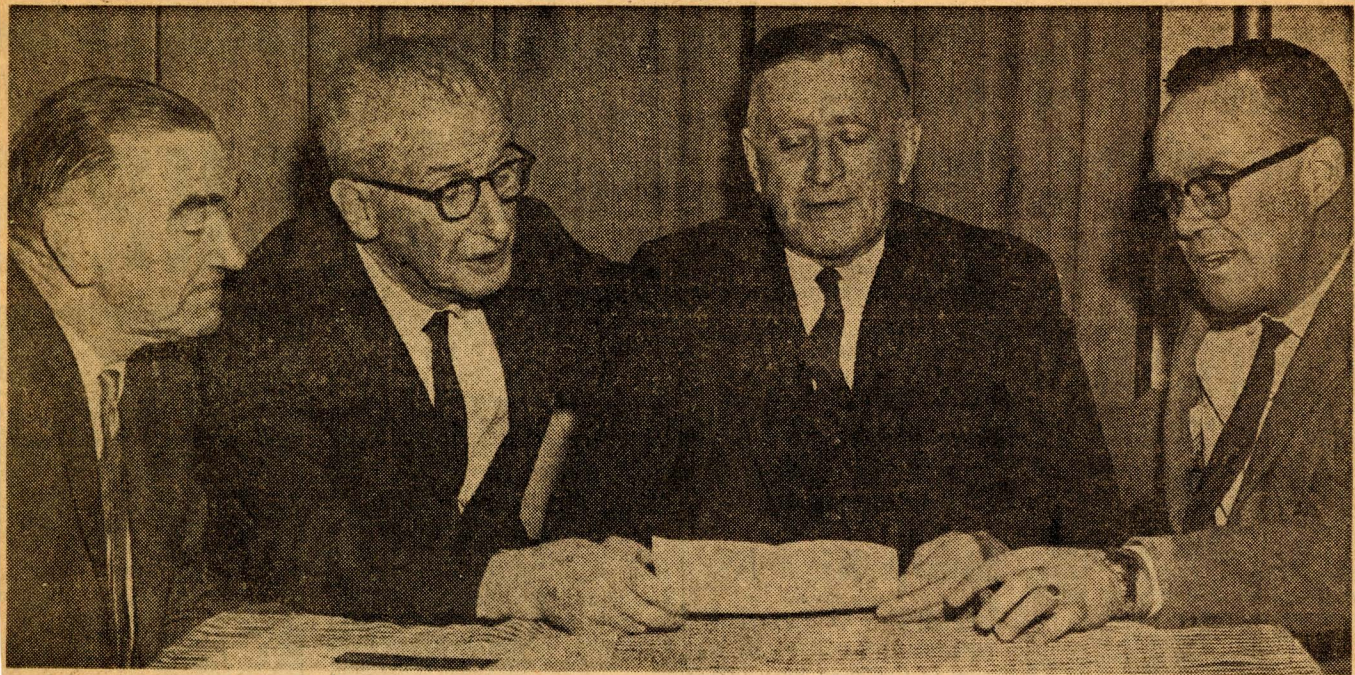
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PRESERVE TRADITIONS — When the Red Cap Snow Shoe Club held its 85th annual meeting last night, they

showed their spirit to carry-on. The newly-elected officers are seen above, left to right: Denis O'Hagan, S. R. Balcom, A. T. O'Leary and F. R. Hart. (Slaunwhite).

Mail-Star
Dec 14/64
Thursday



NEW OFFICERS — When the historic Red Cap Snow Shoe Club held its 86th annual meeting, a new slate of officers was elected. They are, left to right: Hylton A. Olthouse, secretary-treasurer; Gerald Dwyer, chairman of the managing committee; S. R. Balcom, re-elected captain; and Harry Barnes, second captain. (Slaunwhite photo).

Club Looks Ahead For Century

NY Mail Dec 14 '61

The ancient Red Cap Snow Shoe Club decided to try to carry on for at least 100 years when it held its 86th annual meeting last night.

Modern snow-cleaning equipment, the increased flow of motor traffic and the difference in times have changed the snowshoeing picture, but the Red Caps' loyalty to their time-honored organization never weakens.

Surrounded by silver snowshoeing trophies and treasured pictures of by-gone tramps and sleigh drives, including a cartoon by Bob Chambers of the Red Caps enjoying a winter outing near Martello Tower in Point Pleasant Park, John Shaw was named a committee of one, with authority to add members, to devise a ways and means to revive the colorful activities of the historic club, which has faced obstacles in this fast-moving world during recent winters when the veterans of the old club gathered at the home of their captain, S. R. Balcom, Coburg Apartments last night. Capt. Balcom chaired the meeting, assisted by F. R. Hart, secretary-treasurer.

S. R. Balcom was re-elected captain. The other elected officers include: Harry Barnes, second captain; Hylton L. Olt-house, secretary-treasurer; managing committee: Gerald Dwyer, chairman; Frank Metherall, and John Shaw; auditors A. S. Carten and W. O. Barnstead.

Eric Forbes and A. S. Carten formed the nominating committee.

Two veteran members of the Red Caps' Club were elected honorary members: N. Cyril

Looks Ahead For 100 Years

Continued From Page 3

Mitchell, Halifax, who joined the club in 1900, and Robert Bauld, now residing in Wolfville, who first became a member in 1894.

A minute's silence was observed in respect to the late Capt. Murray Colwell, who had passed away during the past year.

Gordon Watson responded to the toast, "To The Ladies," pointing out in a humorous speech that it was subject he knew little about.

Gerald Dwyer proposed the toast, "The Absent Members," citing the changes in times and picturing the difference in the younger generation's type of enjoyment to that enjoyed by many of those present in by-gone winters.

The meeting was climaxed by the traditional announcement that a sleigh drive would be held on the first Saturday in January — sleighing conditions permitting.

The People Say

Letters to the editor must bear the writer's name, address and telephone number, if possible. If requested, a pen name will be used. The editor reserves the right to edit or condense all letters. Unsigned letters will not be considered for publication.

"Trolley System"

Editor, The Mail-Star:

It seems that the city has been placed in the position where it has the alternative of supporting a faltering transit system in the form of a subsidy or becoming the owner of same.

To subsidize appears to be the less expensive course, at least for the present time. . . . For the Nova Scotia Light and Power Company, it would have the effect of taking it out of the poorhouse as far as the operation of the transit system is concerned.

Should the city buy the system which has and still is losing money? The answer, as I see it, is that it would be the better course and least expensive in the long run and, I imagine, less of a headache. This point has its virtues.

Raise the fare? What is the limit going to be? Let us not fall for an illusion. Just what would this accomplish? I believe little would be solved. This is not the answer, for with the raise in fare comes the possibility of gradual reduction in service. Let's at least get our money's worth.

May I suggest a deeper look. The owners of the transit system, I believe, are not interested in operating the system. Their main interest, it seems, is to sell electrical power to the trolley system for its operation. This is where the profit enters the picture, not in the actual operation of the trolleys.

Since the power company is unable to make profit on the system it apparently wants the city to take over the operation, and hence the loss, or do without the service.

Granted none want to operate on the deficit side of the ledger, but does the city have to take the knock? It would seem so.

Some will say that the city is large enough to support a transit system of its own. This is quite possibly so. However, it is unfortunate that a situation of this nature which can and most likely will be to the financial detriment of the city, not to mention the travelling public who rely on the service, is let go.

As for time and money-consuming committees, or, as suggested, a sort of consultant to look into the situation, I think this unnecessary. If such is necessary, the money spent hiring the services of a professional organization whose specific business is of this nature would be beneficial, provided that the situation warrants such a move.

There is a good deal to be said to the credit of the trolleys. I, for one, do not wish to see them removed. There is no doubt that the service will remain, but who is going to be in the driver's seat and who will get the best part of the bargain, if there is one? . . .

To buy seems to me the best solution, as this would give the city ownership of the system and put it in absolute control.

Regarding the suggestion, put forward by the mayor, of abandoning the electric trolleys in favor of diesel buses, I doubt that it would prove to be less expensive.

Then there is the problem of additional traffic noise and diesel fumes which the trolleys get away from. Coupled to this is the job of setting up another system. This doesn't make sense since the transportation facilities already are present. . . .

R. B. WILSON

Dartmouth

Mail-Star 2/2

"Sleigh Drives"

Editor, The Mail-Star:

Let's talk about the Winter. January was a very mild month. We have had more Winter weather since February came in and the end is not yet.

As I remember it, the Winter of 1905 was quite similar to this season. It is always referred to as "the Winter of the deep snow", and it was just that. Everything was tied up, all transportation was at a standstill. The DAR came to our stable asking us to take the mail to Windsor by sleigh. I took a chance and made two trips, but

could not get farther than Mount Uniacke. I got a lumberjack to take it from there to Windsor.

One Winter was so cold that Bedford Basin was frozen. Hardly anyone used the highway. We all drove up and down the Basin all Winter.

Speaking about sleigh drives, the present generation know nothing about this Winter pastime, as it is over 20 years since there have been any.

The first drive of the Winter was held by the Red Cap Snow Shoe Club, mostly to Bedford. It was a rule that if there was enough snow it was held on the first Saturday and it was quite a sight.

It was usually started from the Empire skating rink on Tower Road, now occupied by All Saints Cathedral. With a band, they paraded the town.

In the early days, Halifax was not so big as it is today. The band was to go to the city limit, but when they got to the Common, about where Bill Lynch had his shows, they stopped. They said, "This is the city limit."

After that, the band went to the Cotton factory on Kempt Road, where Piercey's now is located.

The club had two stuffed dummies, dressed in the club costume, which were tossed all over the sleighs. There was also the club canvas blanket in which new members were tossed.

Our stables always looked after their sleigh drives.

The next event was their long race from Dartmouth to Bedford by the short road around Bedford Basin. It was a stiff run, as many of the men who ran can tell you. There are not many of the original members left, but there are a few who will, no doubt, recall the above program.

Speaking about sleigh drives, there were several livery stables which looked after the different organizations which held sleigh drives.

Perhaps the most important was that held by the firemen. Theirs was a volunteer organization, but there was a keen rivalry as to which company would have the best turn out. Each stable looked after a certain company. Ours was No. 2 on Gerrish Street.

This particular drive was an extra special one. There were over 80 horses. The drive was to Bedford. Shortly before this drive there was a circus (Cameron's) which failed and was taken over by the sheriff. P. T. Barnum came here from New York and took all the tents and circus fixtures. The balance was sent to our stable to be held for the auction sale 30 days later.

There was not much demand for circus stuff and we had to take quite a few horses and some equipment to pay for our expenses. Amongst the equipment was a band chariot.

No. 2 company firemen said they wanted the chariot with 10 horses for this drive. Father said, "I never drove 10 horses." "Well, that is what we want", they said.

Father bought about six horses that had been used for parades, put them on the lead and made the trip around town and on to Bedford.

They came home early and had a torchlight procession around town about 10 p.m. There were so many horses in the drive that they had all the sheds from Morris Mills to Sackville to hold them.

There were also drives at night. Large truck sleighs would put on four horses and take parties about town and through the suburbs. They would wind up somewhere and have a bean supper.

This is all past history, but many of the older citizens can well remember the fun they got out of this now ancient pastime.

Another feature was skating on the Basin, North West Arm, Dartmouth lakes and the many ponds that were available at that time. The egg pond and big pond in the

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regard to Goa as an invasion; and when Menon said he did not, the newspaperman naturally enquired what he did call it.

Menon turned angrily on the Public Gardens are about the only ones left.

So when we think about the changes that are taking place now, I think they had more fun and enjoyment at less than half the cost. It's well to look back sometimes at the features of yesteryear.

G. M. ROBINSON

Fairview

Red Caps Look Back on Days When Snow Provided Big Thrills

The Red Cap Snow Shoe club held its 84th annual meeting last night — a mild night, far removed from a snow shoeing night.

Veteran and newer members of the historic time-honored organization gathered at the home of S. R. Balcom, Coburg Apartments, the captain of the club and a former race winner over the snow trails and discussed ways and means to preserve the club's treasured records and trophies, many of them dating back to the 1870's.

S. R. Balcom was re-elected captain, Frank Metherall was elected second captain; F. R.

Hart, secretary-treasurer, and also an executive committee comprising Harry Barnes, W. O. Barnstead and Eric Forbes.

Down through the years the Red Caps have preserved their aged records, medals and cups. The days when they staged sleigh drives, accompanied by brass bands, before the invasion of heavy motor traffic, and held tramps in the moonlight and cross-country tramps when winters were winters and the Red Cap snowshoers raced in heavy snow and faced cold winds have changed, but, true to tradition, the club desires to have its treasures

placed in either the Archives or Museum for posterity.

Capt. Balcom, second-captain Metherall and secretary-treasurer Hart were named as a committee to handle the disposal of the medals, cups and records.

The idea of preserving the ancient club itself by fostering more activities was also discussed, and, on a motion of W. E. Farrell and A. T. O'Leary, the following committee was named: Harry Barnes, Vern Toole, Frank Metherall, W. E. Farrell, Eric Forbes and Paul DeWolf.

The gathering of the Red Caps also included such well-

known members as Cyril Gorham, Fred Tregunno and H. L. Olthouse.

Surrounded by old trophies and aged pictures of Red Caps' outings in the past, the members did a lot of reminiscing, and letters from Cyril Mitchell, Halifax, and Frank Grierson, Ottawa — two Red Caps veterans — recalled many colorful days of the old club.

A moment of silence was observed during the meeting in respect to departed members during the past year — A. I. Saunders, Ralph Saunders and Claude Colwell.



RED CAPS GATHER — While the city basked in mild atmosphere last night, the historic Red Cap Snow Shoe Club held its 84th annual meeting. Officers are shown here. They include, left to right: Harry Barnes, committee chairman; S. R. Balcom, captain; Frank Metherall, second captain, and F. R. Hart, secretary-treasurer. (Wamboldt).