

YARMOUTH

*...charting
a course
for tomorrow*

CHARTING A COURSE FOR TOMORROW

A Community Economic Development Plan

for

Yarmouth County, Nova Scotia

**Prepared for:
Canada Employment &
Immigration Commission**

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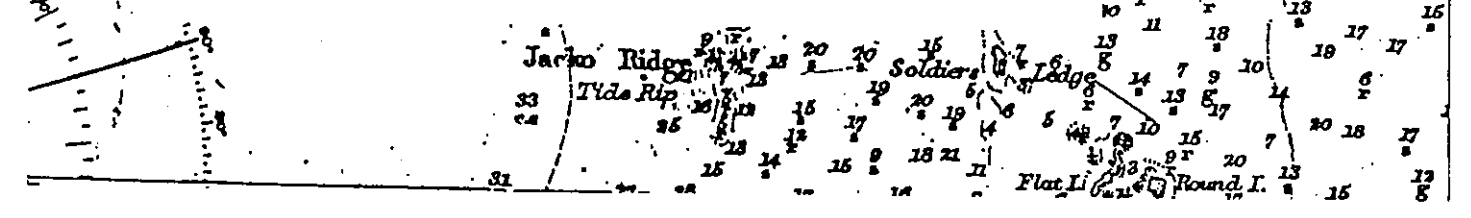
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A STARTING POINT



Charting A Course For Tomorrow is an economic development plan for Yarmouth County. It has been prepared as a base document for the Local Employment Assistance and Development Program of the Canada Employment and Immigration Commission.

This plan sets out to provide a rational approach to the economic development of Yarmouth County. It identifies the strengths the area has to offer to continued economic growth, but also recognized the weaknesses and takes them, as well, into consideration when formulating logical directions for growth.

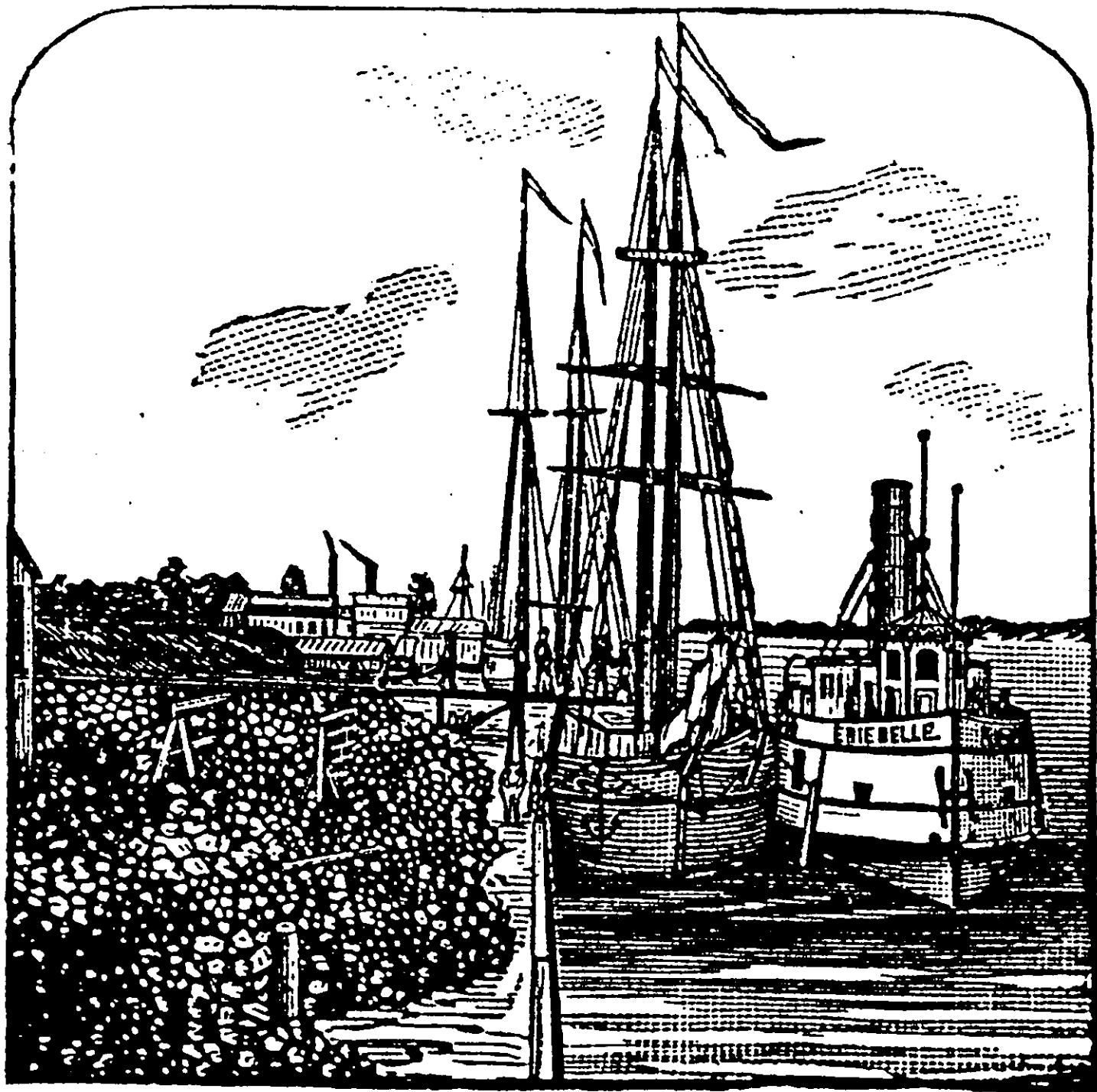
Information for this document was garnered from many sources. The traditional objective sources of data, such as Statistics Canada, were utilized when appropriate, but, in addition, such subjective sources as persons knowledgeable in the various sectors were used to full advantage.

The information for this report was compiled from May to December 1984 and, as such, reflects not only the conditions, but the thinking and data available at that time.

Although every attempt has been made to identify all possible areas for expansion, there is no doubt that some potential projects have, inadvertently, been overlooked and their validity should not be prejudiced by any failure to include them in this report.

The Steering Committee did meet to review the entire list of projects indentified, and found that, because of the diverse nature of the projects, no attempt should be made to prioritize them.

The quality of this report is enhanced by the guidance given in its preparation by representatives of the following groups: Yarmouth Chamber of Commerce, Yarmouth County Tourist Association, Yarmouth County Agricultural Society, Yarmouth Area Industrial Commission, Business and Professional Womens' Association, Yarmouth Development Corporation, Yarmouth Downtown Business Association and the Argyle Industrial Commission.



HOME PORT

YARMOUTH COUNTY

Its History and Cultural Perspectives

By North American standards, Yarmouth's history reaches back into the dim, distant past.

Mic Mac Indians roamed throughout the area long before the arrival of the white man, and there are indications that the Vikings may well have visited here as early as 1000 A.D.

Although who populated the area, and in what numbers, is the subject of some conjecture, there is evidence that when Champlain and DeMonts sailed along the coast of south western Nova Scotia in 1604 they reached a wooded cape which Champlain named Port Fourchu. That rocky prominence later became known as Cape Forchu, and marks the entrance to Yarmouth Harbour.

De la Sussage paid a visit to the Cape on a return visit to France in 1613, but neither he nor Champlain commented on any residents in the area.

The Mic Macs were hunters and established camps at Chegoggin, Chebogue and Kemptville, to name just a few. During the winter they stalked moose and caribou and in the spring they speared fish in the many rivers that flow into the sea. One of the most important Indian settlements was at the head of Yarmouth Harbour. Here they could draw fresh water from the river for drinking and cooking, and feast on clams

and other shellfish gathered around the shores of the inlet.

The first permanent settlement in the county was established by the French in 1651. From their initial land fall at West Pubnico they moved throughout the area. They were fishermen and farmers and, like the Mic Macs, found the rich wide marshlands bordering the rivers at Chebogue and Chegoggin very supportive of their way of life. Traces still remain of the dykes they built of mud sods to protect their land from the ravages of the sea. These reclaimed meadows were fertile enough to enable the settlers to grow wheat, flax and vegetables sufficient to meet their needs.

Control over the area changed hands between the French and the English until, in 1755, the English issued an order to expell the Acadians from the area.

In spite of this order, not all of the French were driven from the area. Many went into hiding - with the aid of the Indians - while others were sent to Louisiana and the Boston area. Over the ensuing years many of those expelled returned to the area while others came out from their hiding places. It is the descendants of these early settlers who form the basis of the present day Acadian population. Since the Expulsion of the Acadians left empty the fertile dykelands and cleared meadows along the coast, attempts were then made to promote settlement by the English. However, it was not until June, 1761, that the first English speaking settlers from New England arrived to accept the government's offer of free land. The area known until this time as

Cape Forchu was given the name "The Township of Yarmouth" and increased in size to one hundred thousand acres.

The first three English speaking families arrived from Sandwich, Massachusetts, on 9 June, 1761 and landed on Crawley's Island at the mouth of the Chebogue River. Throughout that summer they were joined by other families from the New England area. From these hardy pioneers can be traced the beginnings of Yarmouth.

Although this was the first attempt by the New Englanders at settlement in this area, they were certainly familiar with the area they selected for their new home. Fishermen from the Massachusetts Bay area, in particular, had been fishing here each spring for many years, drying and curing their catch in the summer's sun and then loading their vessels and sailing back home in the fall.

From the time of the arrival of the first English settlers until the outbreak of hostilities between the American colonies and Great Britain in 1775, there was a constant flow of trade and people back and forth between the isolated settlements in Yarmouth County and Massachusetts. Communication almost ceased during the war years, but was quickly resumed when the struggle was over.

The conclusion of the Revolutionary War brought another influx of colonists - the United Empire Loyalists. These were people who had remained loyal to the Crown and now looked for new homes under the British flag. The Loyalists were, for the most part, well educated and

had a significant economic and social impact on the communities in which they settled.

People of African descent have had a long association with Nova Scotia, beginning with Matthew Da Costa, a Black registered as living at Port Royal in 1604. Both as slaves and as freemen, Blacks accompanied the earliest settlers to Yarmouth - some arriving with their New England masters after the Expulsion of the Acadians.

During the American Revolution, the British offered freedom to slaves who would flee their masters, cross to the British lines, and fight for the British flag. Many seized the opportunity and made their way, along with other Loyalists, to New York, one of the last British strongholds. When the war was over, Sir Guy Carleton was determined to remove the Blacks, along with other Loyalists under his charge, from New York. Included among the former slaves were the Black Pioneers, an all black regiment, who settled in Birchtown, Shelburne County. Descendants of this group are today living in Yarmouth County.

The fleeing loyalists brought a large number of black slaves with them when they came to settle in Tusket and in Yarmouth, and there are also a number of blacks in the area who trace their descent from West Indians who served in vessels trading with the islands.

The nature and origin of Yarmouth County's "founding fathers" is readily apparent in today's population statistics. The 1981 census gives the ethnic origin of the people of the county as 58% British

and 39% French. This leaves only 3% to other origins. There is a Mic Mac reservation in the area, albeit very small, and many, many places bear Indian names.

From the very beginning the men of Yarmouth turned to the sea for their livelihood. Between 1777 and 1812, sloops and schooners were trading with ports from Quebec to the West Indies. Cargo such as dried cod was sold in Boston, New York and Philadelphia, with general cargo being brought back on the return voyages. From 1815 to 1850, brigs and brigantines carried fish and lumber to the West Indies and brought the produce of those islands back to these northern climes. The cargos that plied back and forth on these vessels ranged from potatoes and apples from the Annapolis Valley to Yarmouth and Halifax, cattle and hay from Yarmouth to Bermuda, mahogany to England and raw hide from Barbados.

With the changing times the cargos changed as well. During the middle and latter part of the nineteenth century ships of Yarmouth registry carried timber and deals from Quebec and New Brunswick to Great Britain; coal, rails, iron or manufacturing goods to the United States; grain and oil from the United States to Europe; oil to the Far East, and coal from Great Britain to ports all over the world.

The most prosperous years for Yarmouth were from 1860 to 1880. The shipping industry peaked in 1878 when the county owned 453 vessels with an aggregate tonnage, or carrying capacity, of 166, 623 tons. From 1874 to 1885, Yarmouth was the second largest port of registry in

Canada in terms of tonnage, second only to Saint John, New Brunswick.

With the development of Yarmouth Harbour as a centre of shipping activity the population grew and the town became the centre of economic and social influence. Banks, insurance companies, retail and manufacturing businesses grew in numbers and prospered.

Changes and "modernization" came rapidly as can be seen from this sampling of events occurring in one thirty-five year period.

- The Bank of Nova Scotia, the first institution of its kind in the county, opened its doors in 1839.
- The first steamer to sail into Yarmouth harbour, the 'Saxe Gotha', made that voyage into history in 1842.
- The telegraph arrived in 1851.
- The town streets were lit by gas lights in 1871.
- In October, 1874, the locomotive 'Pioneer' made its inaugural run from Lovitt's Wharf along the railroad track two miles distant to Milton, scattering horses and cattle in every direction.

By the middle of the 19th century the Yarmouth waterfront was dotted with wharves, warehouses, storage sheds and sail lofts. Ship-owners could commission vessels to be built in any of thirty shipyards along the coast from Shelburne to Annapolis Royal. The busiest yards in the county were located at Tusket, Yarmouth and Port Maitland.

This tremendous shipping activity created a number of jobs. Ship construction alone required specialists in hull construction, mast and spar makers, master carpenters to finish the interior of the cabins and

add the fine detail to the vessels. In addition there were requirements for riggers, sailmakers, block makers for pulleys and pattern makers for the foundries.

The Kinney Haley Woodworking factory made doors, sashes, skylights and interior cabin fittings. George F. Allen's cooperage and box factory made barrels and boxes for the fish trade and buckets, rakes and plows for the farmers. These two factories alone employed more than one hundred men. In addition, there were blacksmith shops, iron foundries, spar yards, a tannery and a grist mill. Other industries that developed in the late 19th and early 20th centuries were: a cotton mill for making sails; shoe factories, and a candy factory. Strawberry and blueberry production reached commercial proportions at that time as well.

Only the textile mill survived into the mid twentieth century. The change from wood-hulled to steel-hulled vessels destroyed most of the local shipbuilding industry. The decline of trade to New England and the Caribbean, along with the imposition of tariff restrictions by the United States, led to the loss of the merchant marine fleet. The local market was too small to support the other industries that had developed and they fell victim to competition from central Canada.

The economic history of Yarmouth well illustrates the energy and resourcefulness of the people. However, the community was innovative not only in the private sector but in the formation of its cultural institutions as well. The Yarmouth Temperance Society - the oldest in Canada, and possibly British North America - was established in 1829.

The Yarmouth Y.M.C.A. was founded in 1858, making it the fifth oldest in North America, much ahead of many larger centres. In addition, there were brass bands, orchestras, choral clubs, drama societies, fraternal organizations and a library - all of which enhanced the quality of life of those who chose to make Yarmouth their home.

The citizens of Yarmouth are fortunate today in having this fine cultural tradition maintained both by organizations and facilities. One such building is the Yarmouth Arts Regional Centre (Th' YARC). Th' YARC is a multi purpose facility housing a 370 seat theatre, an art gallery, etching and craft rooms and an art studio. The centre offers a wide variety of musicals, dramas and concerts, and is affiliated with the Drama Society, Performing Arts Group, Art Society, Yarmouth Craft Guild and the Premier Players.

The Yarmouth Family Y.M.C.A. has recently constructed new facilities that house a gymnasium, racquetball courts, fitness centre, swimming pool and related activity/meeting rooms.

The culture and history of the area is preserved in several fine museums:

- The Yarmouth County Museum, owned and operated by the Yarmouth County Historical Society, is a local history museum with emphasis on Yarmouth's connection with the sea. The Historical Society also maintains an extensive research library and archives which are housed in the museum facilities.
- The Firefighters' Museum of Nova Scotia, the only provincial firefighters' museum in Canada, has on display some thirty major exhibits of pumpers, hose reels and firefighting paraphernalia dating from 1819 to 1935. The museum, a branch of the Nova Scotia Museum, offers a research library and has

1,500 square feet designated as a National Exhibit Centre to house travelling exhibits from all across Canada.

- The Tusket Courthouse and Gaol is the oldest standing Courthouse and Gaol (Jail) in Canada, having housed its first sessions on 29 September, 1805. This building served as the focal point of local government until 1976. The Courthouse has been carefully restored to appear much as it did at the time of its first session, and is open to the public during the summer months.
- Le Musee Acadian, located in West Pubnico and owned and operated by the Acadian Historical Society of Pubnico West, is housed in a dwelling dating back to the 1860's. The Society has restored three rooms, filling them with artifacts reflecting their Acadian heritage.
- The Durkee Memorial Library and Museum in Carleton is housed in a small log structure. The museum is operated by a local Board of Trustees which is charged with the responsibility of caring for the collections of photographs, household items and artifacts from a blacksmith shop, store and clothespin factory which once operated in the village.

Organizationally, in one or more locations within the county it is possible to find active cultural societies and groups such as the Drama Society; Performing Arts; Art Society; Craft Guild; the Western Counties Regional Library; musical interests such as bands, orchestras, choral groups and barbershoppers - both male and female; dance group - square dancing, ballroom and ballet; a multi cultural association, a French Forum and a puppet troupe.

YARMOUTH COUNTY

Its Political Boundaries and Systems

Yarmouth County is a geographic area of approximately two thousand three hundred twenty seven square kilometres (eight hundred ninety five square miles) located on the south western tip of Nova Scotia. The County is bordered on the north by Digby County, and on the east by Shelburne County.

Twenty six thousand two hundred and ninety people reside within these boundaries.

The County is further subdivided into three political units: The District of the Town of Yarmouth, the District of the Municipality of Yarmouth and the District of the Municipality of Argyle. There is also a small Indian Reservation located in the District of the Municipality of Yarmouth. These units will be referred to from this point on as the Town of Yarmouth, the Municipality of Yarmouth and the Municipality of Argyle.

Federally, the County is part of the constituency of South West Nova, which includes not only Yarmouth County but Digby and Annapolis Counties as well.

The County represents two electoral districts provincially - Yarmouth (including both the Town and the Municipality of Yarmouth), and Argyle (covering the Municipality of Argyle).

Each municipal unit has its own government. The Town of Yarmouth is represented by six Councillors and a Mayor. The Town is divided into three wards, each of which elects two councillors. The Mayor is chosen by the electorate as a whole.

The Municipality of Yarmouth is divided into seven electoral districts, each electing one councillor. The Warden, the chief executive officer, is elected by the Council from within its own numbers.

The Municipality of Argyle is divided into eight electoral districts, each of which elects one councillor. The Warden is selected in the same manner as for the Municipality of Yarmouth.

Each of the municipal units conducts much of its business through a system of committees, Boards and Commissions. Some are committees of Council while others have Council representation.

It should be noted that only a limited number of these bodies require that their composition be of councillors only. Many committee positions are filled by qualified members of the electorate.

A complete list of all Committees, Boards and Commissions of each of the Municipal units appears as Appendix A.

YARMOUTH COUNTY

Its People In Profile

Yarmouth County, as with any other area, has a demographic portrait uniquely its own. A close study of this demographic portrait¹ may well identify groups toward whom economic development and its components, such as employment programs, can be targeted.

As noted earlier, Yarmouth County is comprised of three municipal units, the Town of Yarmouth, the Municipality of Yarmouth and the Municipality of Argyle. The population is, for all intents and purposes, equally divided among the three units. Specifically, the population of the Municipality of Yarmouth at 9,842 is somewhat larger than that of the Municipality of Argyle at 8,949 which in turn is larger than that of the Town of Yarmouth at 7,475. Since 1976, a swing of 2.5% of the population has occurred from the Town to the Municipality of Yarmouth. During that same 1976 to 1981 period, the population of the Municipality of Argyle has remained stable relative to that of the total county.

The 1981 census also shows that ethnic origin has changed little from those early settlers of the mid seventeenth and eighteenth centuries. To this day 58% of the population is of British origin and 39% of French origin. Only 3% of the population has other ethnic origins. Language claimed as the mother tongue still reflects much of this ethnic origin. Yarmouth County is predominantly English speaking, but 27% (7,060 people) claim French as their mother tongue. The greatest

¹ Statistics Canada - 1981

majority of this number - 5,240 people - live in the Municipality of Argyle, but 10% of the residents of both the Town of Yarmouth and the Municipality of Yarmouth claim French as their mother tongue.

In the age groups 15 and over there are 565 more females than males in the county. There are more single (never married) men than women, but significantly more widowed and divorced females than males.

Through the years the population of Yarmouth County has remained quite static. Since 1921 the population of the county has increased by only 16.8%, or about 3,800 people. On the other hand, the population of Nova Scotia as a whole has grown by about 1% per year, or about 82% over the same period, while Canada as a nation has experienced growth at about 3% per year, or 589%. To put these percentages into perspective, if Yarmouth County had grown at the average provincial rate, the population of the area would now be 42,130, and if it had grown at the national rate the population would be 144,910. But, in fact, the total population of Yarmouth County is 26,290. This lack of growth has been caused by what has been, at least in the past, a major out-migration to the rest of Canada, plus the fact that few immigrants to Canada have been attracted to the area. This last factor is particularly evident when looking at the ethnic origins of the present population. The pattern of out-migration can be determined by analyzing births, deaths and actual growth. For example, if the birth rate was an average of 20 per 1,000 people over the years, that would be a 2% per year growth. If deaths account for 0.95%, that leaves 1% per year for growth. If

actual growth then only averages 0.26% per year, the difference (0.74% approximately) would be out-migration.

The actual birth rate in 1976 had dropped to 14.0 and in 1981 dropped even further to 13.7. The death rate in 1976 was 9.8, and 9.5 in 1981.

The 1981 census age distribution statistics show that:

- A significantly higher percentage - 3.2% more than the provincial average - of people in Yarmouth County are 65 years of age or over.
- A smaller portion of the population is under 55 years of age - 75.7% versus 80.1% for the province.
- Differences from the provincial age distribution are not great. Any ten year category is within 1.3% of the provincial average, with the exception of the category for 65 years and over.

Statistics Canada profiles the level of education in any area by using the following groupings:

1. Less than Grade 9
2. Grade 9-13 (anywhere within, but not graduating)
3. Grade 9-13 with certificate
4. Trade certificate
5. Some university (without graduating) or post secondary
6. Post secondary with certificate
7. University degree

In Yarmouth County, approximately 30% of the population have less than Grade 9 education; while 32% have attended some of the remainder of high school, but have not graduated. Six per cent have graduated from high school; fourteen per cent have obtained a certificate in one

of the trades; six per cent have obtained a post secondary institute certificate; and four per cent have university degrees. This leaves eight per cent of the population who, therefore, have attended university or post secondary institutes, but have not completed the requirements for a degree or certificate.

To summarize, Yarmouth County's population has remained static since the early part of the century; is composed almost entirely of people of British or French ethnic origin; has a significantly larger proportion of persons 65 years of age and older than the provincial average; and approximately 62% of the population has obtained neither a high school diploma or a trades certificate.

Labour Force

The method Statistics Canada uses to determine the labour force is to go out and ask a sample population if they are working or looking for work. Those who are, make up the labour force. Therefore, the labour force in this area can change quite drastically because of the seasonality of the fishing industry, and the behavior of the fishermen in the off-season.

Technically, the labour force does not include those younger than 15 years, but does include those 65 years of age and older.

In Yarmouth County, the labour force participation rate averages about 54%. This average rate includes a participation rate of 76% for the 25-44 age group. In the 25-44 age group males participate at a 91%

rate while females are at a 59% rate. In the next grouping, the 45 to 54 age group, the male participation rate stays almost the same at 92%, but the participation rate for females drops to 44%.

Participation in the labour force is strongly related to the level of education. Only about 39% of those with less than Grade 9 education participate in the labour force, while almost 84% of those with university degrees do. The only exception to this correlation is those who have a certificate in a trade. Their participation rate is second only to university graduates and, in numbers, there are two and one half times as many.

Unemployment

The unemployment rate is calculated by dividing the number of people looking for work by the total number of people in the work force. In Yarmouth County the rate hovers around 10%, depending on the time of year. Compared with the other counties of Nova Scotia, this is not a particularly high rate of unemployment. Graph 1 compares the unemployment rate, on a monthly basis, with the Nova Scotia average. This graph covers the time period from June, 1982 to June, 1984. However, when the rate of unemployment is combined with the participation rate to show the economic concept of labour produced - employment to the total population over 15, the county falls below the provincial average, and, as can be seen from Graph 2, this rate is significantly below that of the province of Ontario.

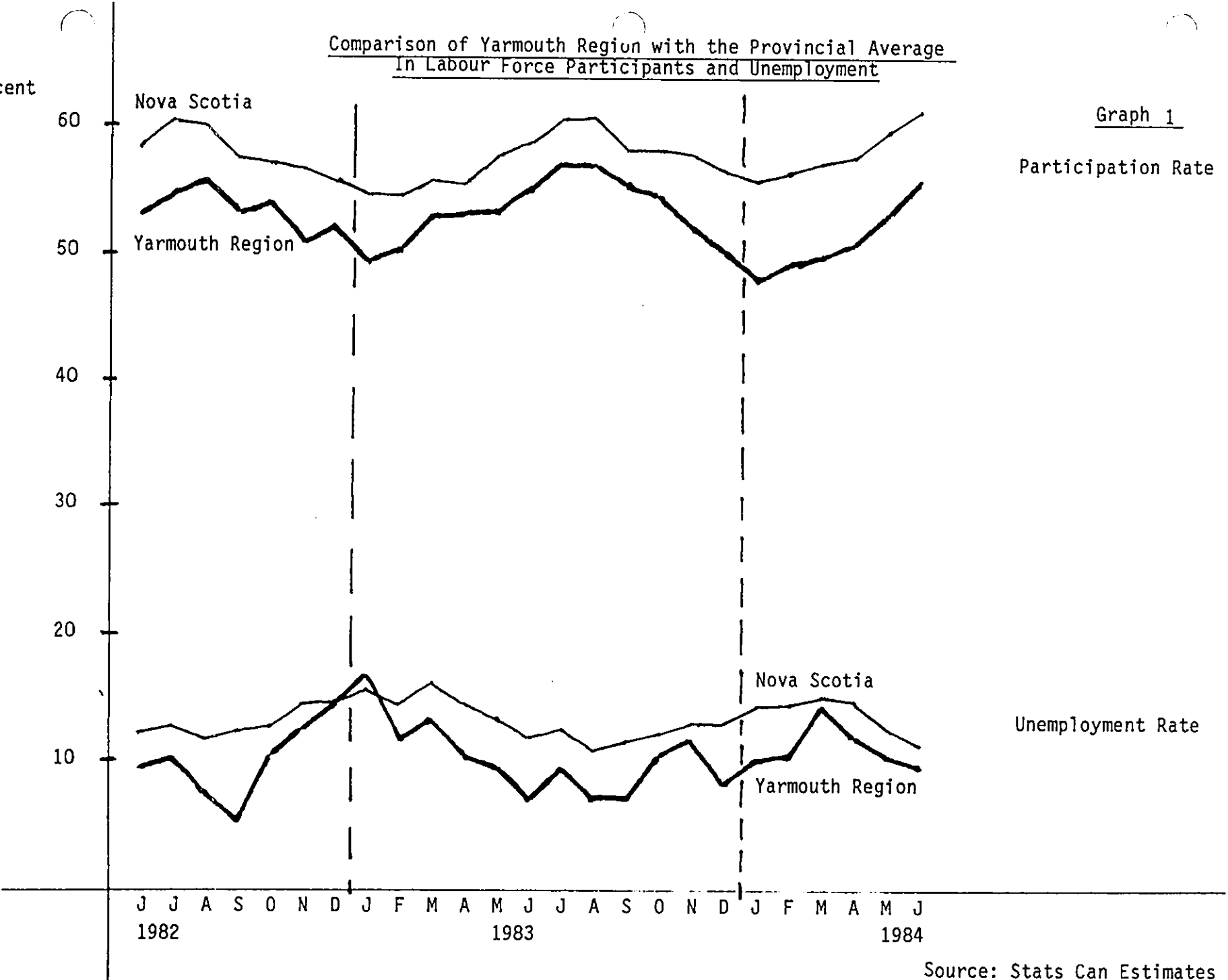
Comparison of Yarmouth Region with the Provincial Average
In Labour Force Participants and Unemployment

Graph 1

Percent

Participation Rate

Unemployment Rate



Source: Stats Can Estimates

EMPLOYMENT / POPULATION RATIO

Graph 2

Percent

60

50

40

Ontario

Nova Scotia

Yarmouth Region

I J A S O N D J F M A M J J A S O N D J F M A M J

1982

1983

1984

Source: Stats Can Estimates

To translate the percentages to real numbers, there are 26,290 people in Yarmouth County, of whom 6,010 are under the age of 15 and, therefore, not considered as part of the labour force. The labour force - those working or looking for work - is 54% of the population over the age of 15 years, or about 10,950 people. The unemployment rate is about 10%, or about 1,100 people, on average, through the year.

The unemployment rate is highest in the 15 to 24 year age group - 15.5% overall, 18.1% for women and 13.6% for men. The 15 to 24 age group represents 18.4% of the county's total population and 24.3% of the potential labour force (those over 15 years of age). Considering this, this particular age group merits serious consideration in any job creation programs. It is worthy of note that people aged 65 and over are not contributors to unemployment statistics for those who are interested in working, for the most part, have or find jobs.

The Municipality of Yarmouth has a significantly lower unemployment rate than either the Town of Yarmouth or the Municipality of Argyle. This is true for both males and females.

Table 1 compares the Town of Yarmouth, the Municipality of Yarmouth and the Municipality of Argyle for population, work force, numbers employed and numbers unemployed.

Looking again at education groupings, those with less than Grade 9 education have a relatively high unemployment rate even though only 39% of this group participate in the labour force. Those earning a trades

Comparison of Yarmouth County
Municipalities

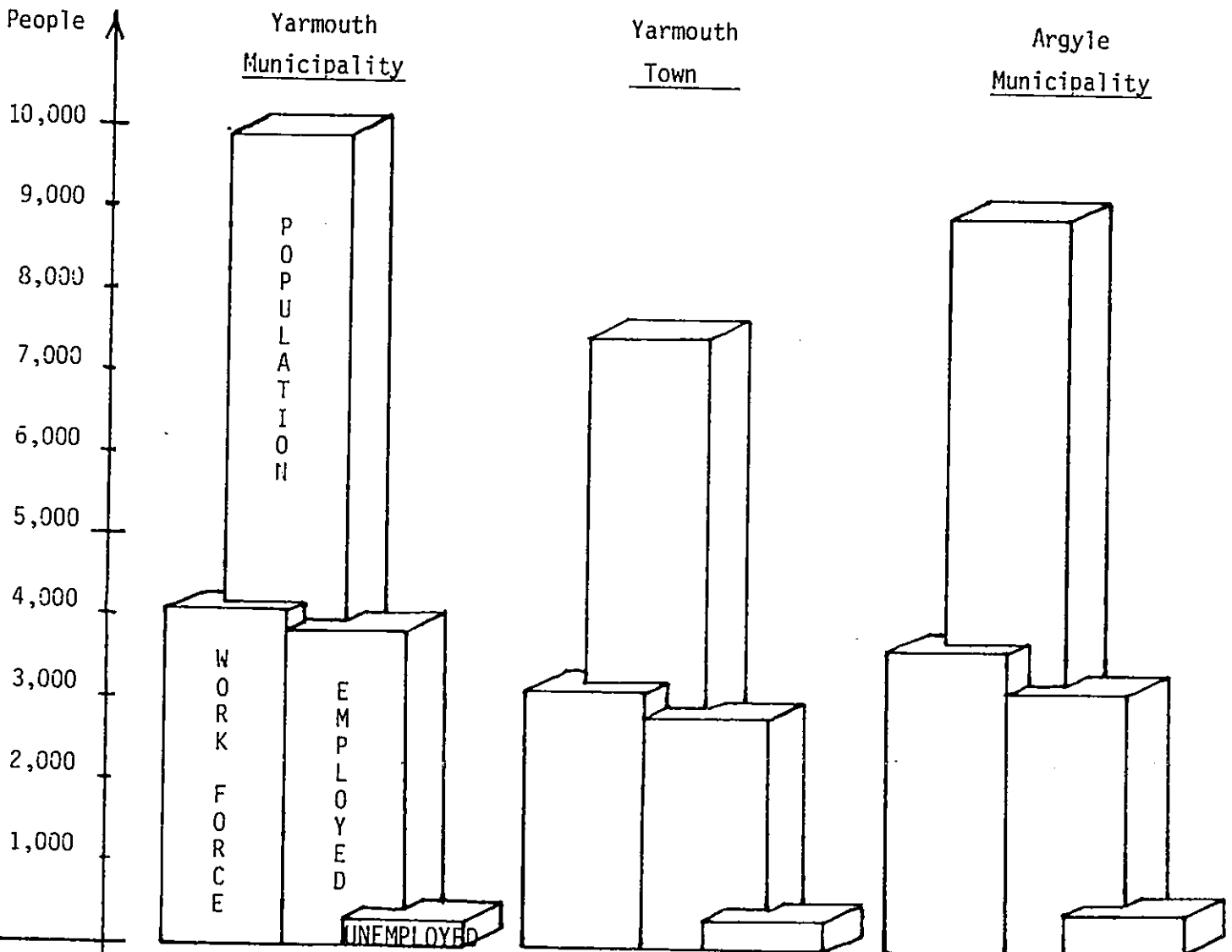


Table 1

certificate participate more strongly - 78% - and enjoy less unemployment - 5.7% - than any other education group with the exception of those earning a university degree who participate at a rate of 84% and have an unemployment rate of 5.3%.

After considering all the data available, those persons most in need of assistance in obtaining employment are females between the age of 15 and 24, with less than Grade 9 education, who reside in the Town of Yarmouth or the Municipality of Argyle.

Income

Although there are various claims that much of the real income in Yarmouth County is hidden in the 'underground economy' or barter system, any comparison of statistics on income must ignore this. There are however, indications that the barter system does exist throughout the province, and that it is particularly strong in the rural areas.

After due consideration of the data available from Statistics Canada on income, it was decided that the most representative number for a proper comparison would be 'average family income.' In comparing the average family income of Yarmouth County with the provincial average and that of Halifax County, the following picture emerges:

- 61.5% of all families in Yarmouth County earn less than \$20,000., versus 51.5% for all of Nova Scotia, and only 39.4% for Halifax County.
- The average family income for Yarmouth County is only 90.3% of the average income for a Nova Scotia family. The Halifax County average family income is 111.1% of the average income for a Nova Scotia family.

- 8.9% of families in Nova Scotia earn \$40,000 or more, versus only 6.7% in Yarmouth County. The comparable percentage in Halifax County is 14.0%.
- Looking solely at Yarmouth County, almost 50% of the families in the Town of Yarmouth earn less than \$15,000., compared with 39% for the Municipality of Argyle and 43% for the Municipality of Yarmouth.

As pointed out earlier, the reason for Yarmouth County's relatively poor showing in income has to do with the proportion of the population that does not participate in the labour force.

In reviewing the demographics for the population of Yarmouth County, the significant proportion of the people with limited education who do not participate in the labour force - or are highly unemployed when they do participate - cannot be ignored. In contrast, those persons who have obtained trades certificates are actively involved in the labour force and have relatively low levels of unemployment. It would seem, therefore, that the level of education is the key to increasing employment.

Nova Scotia NewStart was set up in Yarmouth from 1968 to 1972 for the purpose of developing experimental programs for unemployed and under-employed adults. Faced with information little different from that reviewed, educational upgrading was an important element of many of these programs. Various educational methods were tried with the intent of improving the lives of those who seemed economically disadvantaged, but in the end the conclusion was that a long slow process of gradual improvement would be the only way out of this cycle of disadvantage. The problem was that a poor, disadvantaged environment taught habits

and emotions that were hard to change with just an externally injected education. A long-term comprehensive program, including economic and cultural adjustments, was needed.

Statistically, the potential for employment, using current numbers for the county, could be approached as follows:

- Ideally, the participation rate would be in the 60-65% range while maintaining a 5% unemployment rate -

Population over 15 Years of age		20,280
Labour force 60% - 65%	12,168	13,182
Unemployment Rate 5%	608	659
Current unemployment	1,095	1,095
Decrease in unemployment	487	436
Jobs under ideal conditions (95% of Labour Force)	11,560	12,523
Current Jobs (90% of current Labour Force)	9,856	9,856
<u>New Jobs</u> (would include those not now looking for jobs)	1,704	2,667

Realistically, this can only be achieved over a long period of time during which there would be a broad program of participation in education as well as alternative jobs created. The number of potential jobs that can result from any job creation program is only limited by the effort and funds available.

Considering the capabilities and the general level of education of the unemployed, it is not reasonable to expect to start up high technology

businesses with the intent of employing local people. Real employment opportunities must come from the development of businesses that are offshoots of what is presently in place.

The realistic potential for new jobs is not limited by the number of employees available, but rather by the number of well planned, well executed, new business concepts that can be developed.

EDUCATION

Public School

The system of public school education in Yarmouth County is governed by two school boards - the Yarmouth District School Board and the Clare-Argyle District School Board. Some of the members of these Boards are elected while others are appointed to represent a municipal unit or the province.

Yarmouth District School Board

Schooling in the Town of Yarmouth and the Municipality of Yarmouth is administered by the Yarmouth District School Board. The Board supervises ten schools in the area - seven elementary, two junior highs and one high school. Three of the elementary schools are located in the Town - South Centennial, Central and Milton - and four are in the Municipality - Port Maitland, Hebron, Arcadia and Carleton. Students in grades seven, eight and nine receive instruction at the Yarmouth Junior High School and the Maple Grove Educational Centre in Hebron. Yarmouth Consolidated Memorial High School provides instruction for grades ten through twelve for the entire district covered by the Board.

As with most areas of the country, the student population has declined in recent years. The following figures represent a decline of approximately 12% over a seven year period:

Student Population
Yarmouth District School Board

September 30, 1984	--	3,411
September 30, 1983	--	3,435
September 30, 1982	--	3,494
September 30, 1978	--	3,862

In September 1983 and 1984 there were approximately two hundred teachers in the system, giving a ratio of twenty-five students to one teacher.

Clare-Argyle School Board

The Clare-Argyle School Board administers thirteen schools of which six are in the Municipality of Argyle. All of these schools offer a combination of elementary and junior high and one serves as the high school for the municipality. The location of the schools and grades taught are as follows: Argyle - Primary to Grade 9; West Pubnico - Primary to Grade 8; Wedgeport - Primary to Grade 9; and Plymouth - Primary to Grade 9; Amirault's Hill - Primary to Grade 8; and Ste. Anne du Ruisseau - Primary to Grade 12.

Enrollment figures are available for 1983 and 1984 only, and show a leveling off of any declines that may have taken place earlier.

Student Population
Clare-Argyle District School Board

September 30, 1984	--	1,744
September 30, 1983	--	1,747

'Municipality of Argyle only.

The Clare-Argyle School Board is bilingual and the Department of Education has designated all but two of the schools in the Municipality of Argyle as Acadian schools. The implication of this is that French is the language of instruction from primary to Grade 6, with increasing amounts of English through the junior high and high school grades. The schools in Argyle and Plymouth are not designated as Acadian schools, so English is the primary language of instruction.

It is unfortunate that statistics are not available to indicate the direction students take on graduation from high school. As a result, the percentages who choose to go on to university, technical/vocational schools or directly into the work force are not known.

Vocational School

The Burrige Regional Vocational School is located in the Town of Yarmouth and serves students of the three municipal units in the county, plus students from the Municipality of the District of Clare, in neighbouring Digby County.

The eighteen categories of courses offered are occupational in nature, and are designed to develop skills in such trade groups as business education, nursing assistant, secretarial, mechanical and electrical. Business computer programming has been added to the curriculum, and word processing and some computerized accounting have been added to the appropriate trade groups.

Although the entrance requirements vary, no program has an

entrance requirement below Grade 10. Most courses require two years of study.

In 1984, the school graduated one hundred seventy-four students. The fact that the student enrollment does not reflect the slight decline evident at the public school level, can be seen from the following:

Student Enrollment Burridge Regional Vocational School		
September 1984	--	375
September 1980	--	350

This school is operated directly by the Department of Education, with an Advisory Board of citizens from Yarmouth County and the District of Clare.

As a result of external examinations written by students in designated trades under the Department of Labour's Apprenticeship Program, this school is ranked first or second of the fourteen regional vocational schools in the province.

Apprentices in designated trades such as carpentry, mechanical, and electrical, participate in block sharing at the Nova Scotia Institute of Technology, in Halifax. Block sharing requires that students, after being inducted as apprentices in the trades, must take two months of study in each year of a three year period at the Institute. Indications are that block sharing in carpentry will soon be offered in Yarmouth.

The school has a professional staff of thirty-two: twenty-nine teachers and three administrators (principal, vice-principal and guidance counselor). This results in a student teacher ratio of ten to one.

Local employers contact the school each year looking for graduates in the trades, particularly in business education, carpentry, electrical, body shop repair and mechanical. The majority of the graduates in business education and carpentry find employment very soon after graduation.

The following table illustrates the percentages of students who had employment at time of graduation.

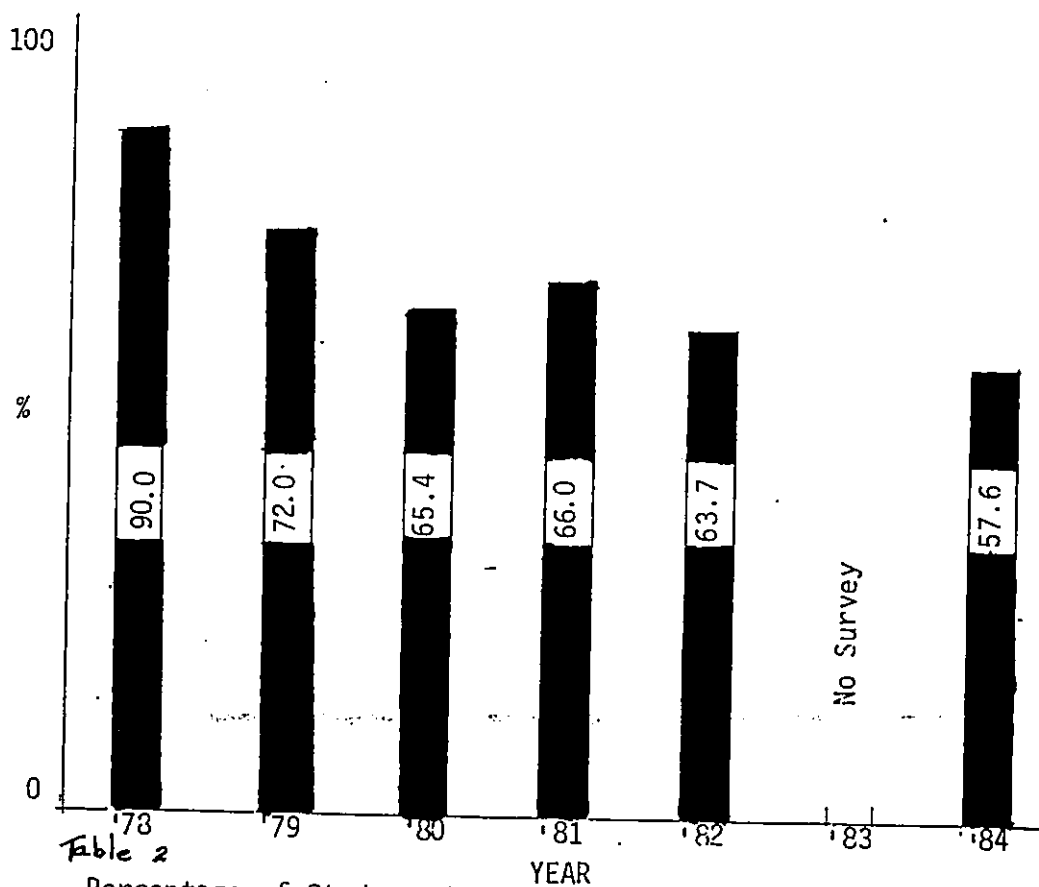


Table 2

Percentage of Students With Employment at Time of Graduation
Burrige Regional Vocational School

These figures may illustrate a number of things - the general impact of the recession with fewer new positions being created; more students returning to school to study the trades because of high unemployment; and/or stability of the work force with very little turnover. The occupational base in Yarmouth County is such as to restrict the number of employment situations for those with higher educational levels from either staying in the area or returning to the area.

An advisory board comprised of representatives of local industries could be effective in assisting the vocational school in identifying curriculum needs and changes in course content that would enable graduates to be ideally suited for employment opportunities that may exist.

School of Nursing

The Yarmouth Hospital School of Nursing was established in 1913 and has been graduating registered nurses ever since. Until 1971 the training period for registered nurses was three years in length. In 1971 the program was shortened to two years. The school accepts approximately fifty students each year and, like the vocational school, it has a student-teacher ratio of ten to one.

Universities

~~There are no universities located within the geographic boundaries~~ of Yarmouth County, but there are long-standing ties with two universities in particular -- Université Ste. Anne and Acadia University.

Université Ste. Anne, the province's only French language university, is situated in Church Point, Digby County, just 56 km. from Yarmouth. This institution offers Bachelor of Arts, Bachelor of Education and Bachelor of Business Administration degrees. It also offers a two year diploma course in Business Administration and Secretarial Science and the first two years toward a Bachelor of Science degree. Graduates are expected to be bilingual. In addition, Université Ste. Anne provides a Continuing Education service that offers credit courses, in Yarmouth, for English speaking students.

Under the auspices of its Continuing Education Department, Acadia University, Wolfville, Kings County, presents credit courses through a teleconferencing network that links students in Yarmouth (and other towns) with an on-campus instructor.

Adult Education

Both the Yarmouth District School Board and the Clare-Argyle District School Board offer a broad range of courses under the direction of an adult education co-ordinator. There are two types of programs: Continuing Education (academic, vocational, business) and Community Schools (recreational, cultural, hobbies, special interest). Academic upgrading allows adults to complete their high school education.

Public Libraries

The Isaac Walton Killam Memorial Library serves as headquarters for the Western Counties Regional Library service. In addition to

lending books directly from the Library, there is a service by which rural borrowers may receive books through a direct mail service.

HOUSING

Housing in Yarmouth County is characterized by the single unit family dwelling rather than by condominiums or large apartment complexes.

The 1981 census shows that, in the preceding ten years, 2,190 private dwellings were constructed in Yarmouth County, and that these dwellings had an average value of \$36,461. Where these houses were built reflects the shift of the population, in that same time period, from the town to the two rural municipal units within the county. Only 390 units were constructed in the Town of Yarmouth, as compared with 1,045 in the Municipality of Yarmouth and 750 in the Municipality of Argyle. The fact that Yarmouth County has a wealth of older homes can be seen by the fact that slightly more than half of the dwellings were built prior to 1946.

The value of homes in this area seems to be considerably less than for the province or for the country as a whole. For example, a house selling in this area in 1984 for \$40,000. would sell for a minimum of \$81,000. in the City of Dartmouth.

The proportion of owner-occupied residences is high, certainly when compared with the province and with the nation. A study conducted by Nova Scotia NewStart in 1969 revealed that a remarkable 76 percent of all homes were free of mortgages. The same study showed that the number of persons per room was lower in this region than elsewhere in the province or the country and that a very large proportion of the

homes have private water supplies and sewage disposal systems.

As intimated earlier, the county has a smaller proportion of apartments and mobile homes, and a much higher proportion of single family dwellings, than the provincial average. Of the total number of housing units in south-western Nova Scotia, only some 20 percent are rented. Of this number, over half are within the town of Yarmouth. The average rent paid within the county is \$300., and as the vacancy rate is very low there is an obvious need for the construction of new rental units.

Several studies have been undertaken in recent years, with the objective of making recommendations for improving housing conditions within the Town of Yarmouth. It would appear that Yarmouth, having been a significant urban centre for a relatively long period of time, had begun to suffer from urban blight. Nova Scotia NewStart, a federal crown corporation established in the town from 1968 to 1972, addressed itself to a wide range of problems associated with urban poverty.

Since 1966, the Yarmouth Housing Authority has administered, within the town, the federal and provincial governments' subsidized housing program. It manages 110 units for low-income families, and 136 senior citizen units. Tenants pay twenty-five percent of their income in rent.

Yarmouth County has a rich cultural heritage, reflected not only in its people and their institutions, but in its built environment as well. There are still some fine heritage buildings remaining in this

area, and their architecture is unique to the province. Studies have shown that it is far less costly to recycle these buildings than to erect anew.

Although much of the area's older built environment is gradually being eroded, many of the remaining structures tell their own story - a story of an association with the sea going back to the days of sail when Yarmouth was known worldwide as the port of 'wooden ships and iron men.'

GOVERNMENT SERVICES

Both the federal and provincial governments provide a full range of services to the people of Yarmouth Town and County. Some of these services play a major role in the daily life of the community, while others are provided on a limited-time basis.

Although the primary purpose of these departments is to provide service, it must be recognized that both the federal and provincial governments are major employers and the presence of these departments in an area adds significantly to the economic base.

The following is not intended to be a comprehensive list of all government services, but rather a directory of those that do have a profile in the area.

Government of Canada:

Canadian Government Office of Tourism

This office is responsible for the distribution of tourism information and material supplied by the provinces, and territories, travel agents, hotels/motels, parks and recreational areas. It promotes tourism from thirty-three offices in Canada, the U.S.A. and overseas, and it assists tourist operators by supplying promotional materials on Canada.

Customs

Customs is responsible for assessing and collecting duties and

taxes on goods, as well as on the transportation of persons by air. It controls the movement of persons and goods, and provides industry with the protection to which it is entitled under the customs laws.

Employment and Immigration Canada

This department is responsible for the development and utilization of human resources. Its jurisdiction also includes the provision of employment and immigration services and the administration of income maintenance benefits.

Fisheries and Oceans

The Scotia-Fundy Region includes the fish resources of the waters of the Bay of Fundy and the Scotian shelf inside the 200-mile fishing zone. In addition, it includes the inland fish resources of the New Brunswick and Nova Scotia watersheds of the Bay of Fundy and Atlantic Ocean.

The Scotia-Fundy Region is organized into seven major branches: Economics, Fisheries Research, Fisheries Development, Management Services, Personnel, Fisheries Operations and Small Craft Harbours. All branches report to the Director-General whose office is located at the Halifax regional headquarters.

The Scotia-Fundy Region has three offices located in Yarmouth, Sydney and St. Andrews, N. B.

Health and Welfare

This department is responsible for matters relating to the promotion and preservation of health, social security, and social welfare. Its activities include: investigation and research into public health and welfare; medical assessment and care of immigrants and seamen; supervision of the public health facilities of rail, water, and other types of transportation; and supervision of such income programs as the Canada Pension Plan, Family Allowances, and Old Age Security. This department has a representative in Yarmouth once weekly.

Post Office-Canada Post

Canada Post is responsible for all matters relating to the delivery of mail to and from places in Canada and international addresses.

Public Works

This department is responsible for the management and direction of Public Works and is responsible for the management of all buildings owned by the federal government.

Transport Canada

The jurisdiction of this department covers all government railways, as well as the Air, Marine and Surface Transportation administration.

Province of Nova Scotia

Agriculture and Marketing

In Yarmouth County the Department of Agriculture and Marketing does not concern itself solely with professional farmers. Anyone with a garden plot can take his/her concerns on soil analysis, weed control, lawn care, etc. to the local representative and receive guidance.

The department actively supports Women's Institutes, trains young people through 4-H programs, and provides soil surveys, participates in land-use planning; supplies expertise in weed control, and for any resident, provides chemical laboratory service on soil and water analysis. It is actively engaged in marketing, including product promotion, market information, and marketing boards.

Attorney General

The various divisions of this department supervise the administration of justice in Yarmouth County, with services offered in four areas: legal services; correctional services; courts and registries; and finances and administration.

Consumer Affairs

This is a public service department of government, serving both individuals and businesses. There are two divisions of the department in this area: consumer services and residential tenancies.

Development

This office is staffed by a District Manager (responsible for Yarmouth and west Shelburne Counties) whose mandate is to stimulate economic growth and development and to provide a direct link between the business community and the government.

Education

The Department of Education provides public education programs through general supervision, and assistance, for programs operated by public school board and other educational organizations, such as the vocational school.

Fisheries

The local fisheries representative is engaged in almost every aspect of the fishing industry. The provincial Department of Fisheries has input into some of the policies and programs legislated and administered by the federal government which, in fact, has jurisdiction over much of the fishery. The primary thrusts of the department are in the areas of industrial development, estuarine and inland fisheries, marketing and training.

Government Services

In Yarmouth this information service is presently being offered through the Cabinet Office that has been established in the Provincial Building.

Health (Community Health Services)

This division of the department places its emphasis on prevention and education. The staff includes inspectors who are responsible for maintaining the standards of facilities in which food products are handled, processed or manufactured and for site inspection of proposed building sites; nutritionists who oversee the nutritional basis for food service provided in schools, homes for special care and also provide community education programs; dental hygienists who conduct dental inspection programs in the schools; and a nursing division whose responsibilities range from prenatal and immunization clinics to home care in areas not served by other agencies.

Lands and Forests

The regional office located in Yarmouth is charged with administering the Lands and Forests Act as well as various other statutes including the Beaches Preservation and Protection Act, the Land Title Clarification Act, and the Provincial Parks Act. From these acts it derives authority to manage crown land; to provide a system of parks; and to protect the forests, wildlife, and beaches.

Municipal Affairs

On 1 January, 1976, the province assumed complete responsibility for real property assessment in Nova Scotia. This function is administered by a local assessment office which is responsible for the Yarmouth-Clare region.

Social Services

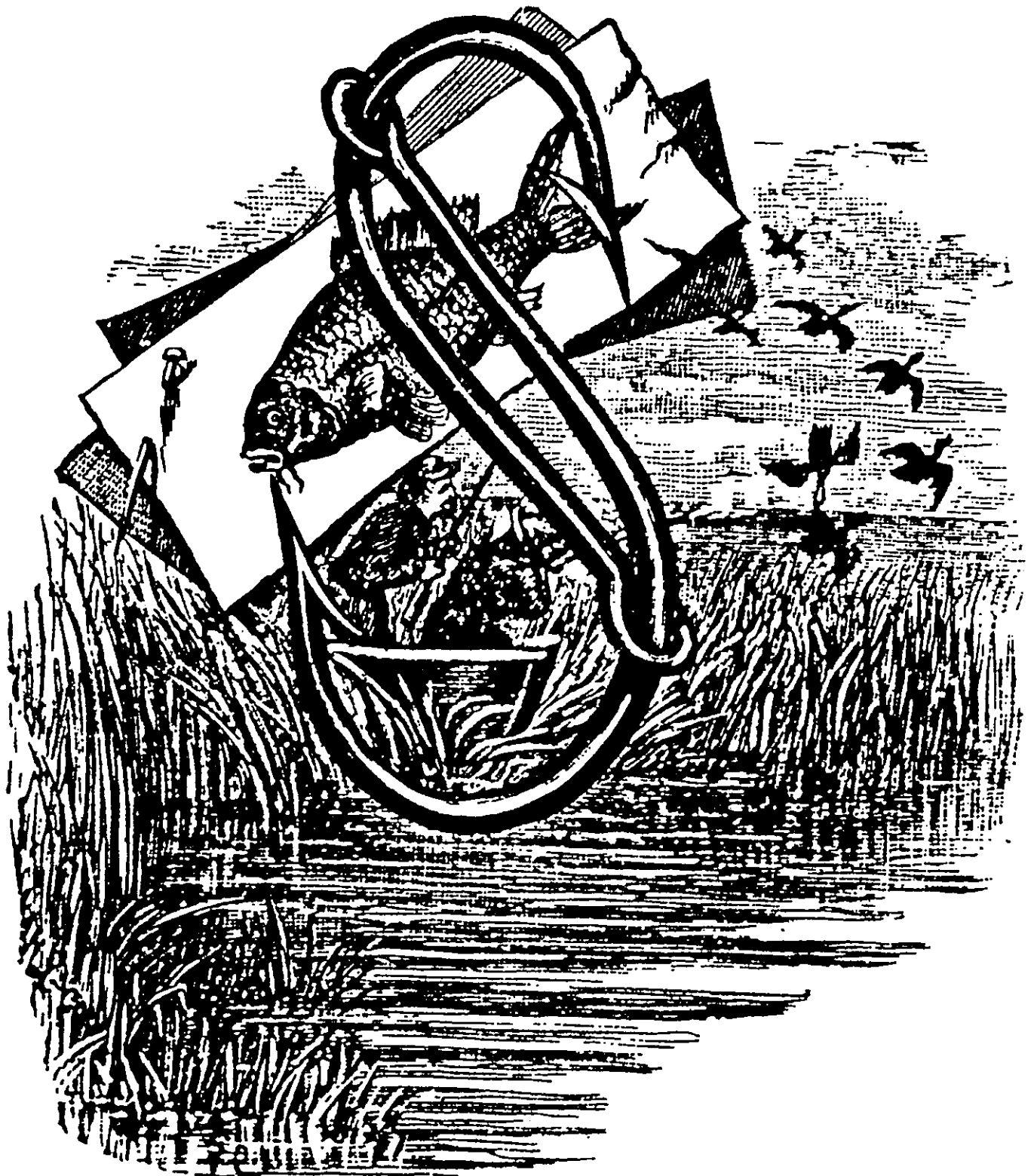
The regional office of this department serves Yarmouth, Digby and Shelburne Counties and provides financial assistance to individuals and families whose income is insufficient to meet basic needs. It also offers services to individuals and families who, because of personal or family problems, are unable to cope on their own. It provides care and protection to society's most vulnerable citizens - children, the disabled and handicapped, the elderly, and those with insufficient incomes to meet their daily living needs.

Tourism

This seasonal office is responsible for providing the tourist with information about the entire province, not just the area in which it is located.

Transportation

The Department of Transportation is responsible for the maintenance and construction of highways in Yarmouth County, as well as the administration and regulation of the provisions of the Motor Vehicles Act.



TALKING
STOCK

AGRICULTURE

Agriculture has never been a major industry in Yarmouth County. Since the days of the earliest settlers, vegetable, fruit and livestock production have been directed towards local consumption, especially since many of the inhabitants had small working farms.

Improvement in transportation gradually eliminated the advantages of local production (with the exception of dairying), and local farmers were unable to compete with higher volume production from the Annapolis Valley. Changes in ferry services and small scale production weakened, then destroyed, the once flourishing small fruit and vegetable export market to the Boston area.

The general trend through the years away from the family farm, and lack of opportunities for development, have led to a market decline. Agricultural and pasture land once cleared by ox and chain are now overgrown with alders or have reverted to woodland.

Climate and Soils

Although Yarmouth County may have one of the longest frostfree growing seasons in the province, it experiences very cool temperatures during this period. The mean annual temperature is 7°C (44°F), and the average temperature for June, July and August is 15°C (59°F). Damp and dull foggy weather is common in coastal areas during the summer. Precipitation is distributed quite uniformly through the growing period and averages almost 117 cm (46 inches) per year. This

is adequate for many crops, but, of course, the amount of rainfall does vary annually. Yarmouth County stretches across 232,000.0 hectares (573,000.0 acres). None of this is Class 2 soil, 18.37% is Class 3, and 10.51% is Class 4. A major limitation with Class 3 and 4 is the high proportion of stoniness.

Farms

Census records reveal the decline in the number of working farms in the county:

Year	No. of Farms
1961	312
1971	144
1981	143

Table 3

Classification of Farms by Value of
Agricultural Products Sold
Yarmouth County'

Sales	No. of Farms
Under \$2,500.	73
2,500. - 5,000.	17
5,000. - 10,000.	18
10,000. - 25,000.	8
25,000. - 50,000.	12
50,000. - 100,000.	8
100,000. - 250,000.	5
250,000. +	2

'Statistics Canada 1981

Table 4

It should be noted, however, that, although Statistics Canada designates one hundred forty-three farms in the county, only thirty of these would be considered as full-time commercial farms.

Milk Producers

The dairy industry is the largest component of Nova Scotia agriculture. In 1982, farm receipts from the sale of dairy production totalled \$50 million. The province has 555 fluid milk shippers.

The 1981 census shows Yarmouth County with 881 dairy cows. In 1983, there were 19 milk producers, with four having herds of 61 cows or more, two with 41 to 60 cows, eleven with 20 to 40 cows, and two farms with less than 20 cows.

Most of the milk production is confined to an area within a ten-mile radius of Yarmouth Town. The trend for many years has been towards fewer and larger units. With this decrease in numbers, the milk producer has grown in size and efficiency. The largest herd numbers about 240 animals, and in 1983 one area producer led the province in the amount of milk produced per cow. Many of the dairy-men are working second generation farms.

Presently 86.2% of the milk marketed locally goes into fluid milk, with the remaining 13.8% shipped to the cheese factory in Truro. 4,398,448 litres of milk are produced annually in Yarmouth County. The fluid market for farmers is higher than for other areas, in comparison to what other areas could produce.

Since there are no dairy farmers in Digby or Shelburne Counties, south western Nova Scotia provides a ready but rather isolated market. Production, processing and distribution are pretty well confined to

this area. Becoming part of a provincial milk pool could limit production.

All Yarmouth County dairy farmers market their product through a local dairy, Cook's Dairy Limited, in Chebogue, which processes 80% of the milk consumed. Twin Cities Dairy ships in the remaining 20% from other parts of the province. Both provide a bulk milk trucking service for their producers and home delivery for their customers.

The tendency of the dairy cow to produce more milk on the lush grass of spring, as well as early in her lactation period, has made it difficult to produce an even supply. The supply of milk in Canada became so uneven that great quantities of milk powder and butter had to be stored. As a result, a federally imposed quota system dictates how much milk each province can produce. The province, in turn, distributes this quota among its producers. The farmer can produce only what his dairy can sell, and within his set quota. If milk production falls, the farmer can lose his quota; or if he produces too much, he must pay a penalty. However, if milk sales increase overall, the quotas can be increased. The quota system is restrictive and requires that every investment be considered carefully.

The dairy enterprise, either milking cows or the raising of replacement heifers, does not lend itself to a part-time farming operation. The high cost of purchasing a small, viable unit is prohibitive. Dairy cows require intensive management, have an inflexible daily labour schedule and a high capital investment per animal. Added to

this, is the fact that quotas to ship fluid milk or cream are not available for new entrants in the industry. To secure cows and a quota, an existing unit must be purchased. With increases in quotas for milk production nearly at a standstill, expanding this sector seems possible only at the expense of someone else.

Milk returns to the producers are in the vicinity of one and a half million dollars. The dairy farmer has a great economic impact on this community and the spin-off is considerable. Milk producers use a great deal of expensive equipment; they require land, buildings, seed, limestone and fertilizer. They must fence their land, purchase quantities of grain and minerals; they require health care products for their animals and use unlimited amounts of hardware, fuel and electricity.

The dairy farmer must market his product. The commodity he produces forms the basis of the milk processing industry and, as well, has a marked effect on the transportation industry. Dairy farming may be small in relation to other areas of the province, but its contribution is significant.

Beef Producers

There are over 800 beef producers in the province, although for only a few is it a full-time occupation. Most beef is raised by part-time farmers and/or as a sideline to other agricultural enterprises. There are over 140,000 cattle in the province, of which 36,000 are milk cows. The number of cattle has increased steadily over the years.

In 1983, Yarmouth County had approximately 2,500 head of cattle, including yearlings and steers, with 200 farmers raising an average of about ten head.

The cow-calf operation is basic to beef production. Its saleable product is a weaned beef calf, seven to nine months of age and weighing 180 - 270 kg. This calf can then be sold as a feeder calf to someone else for finishing, or can be kept through the first winter for future finishing by the owner. Finished steers are fed to a weight of 450 - 550 kg. Cattle purchased in the spring can be finished on grass with or without supplemental feeding.

Beef enterprises have relatively low labour requirements and can make use of family labour. Capital investment must be kept as low as possible, and the use of good home-grown forage is essential to reduce costs. Beef enterprises usually have a low return per unit and the cost of production is high. They require fairly large acreages of land to be feasible, unless they are combined with other farm enterprises.

Most beef produced here is marketed within the county. There appears to be room for expanding beef sales locally if there was a central clearing house to look after the buying and selling of these commodities.

Sheep Producers

The 1981 census shows 400 sheep producers in the province, with 43,000 sheep. There has been a good interest in sheep production in the past few years, resulting in a stable flock in the province. Re-

cently a renewed interest in effective marketing techniques has resulted in some very positive benefits for the industry.

Yarmouth County presently has 18 - 20 producers with 2,000 ewes. The great majority of sheep in this region are the 'island sheep', so named because they are raised on the islands between Yarmouth and Pubnico. These animals subsist on a mixture of natural grasses and seaweed. There is little supplementary feeding.

There is a local market, especially among Acadians, for custom slaughtered animals. A few lambs are marketed in local stores while others are sold directly to the consumer. Lambs which are sent out of the area go directly to Upper-Canadian feedlots or to the Truro Auction.

Arranging sales at peak time, providing information on breeding stock, slaughter stock and wool, would improve the economic potential of this product, as would the formation of a producers' organization and a central facility for selling wool.

Fur Enterprises

Mink

In Nova Scotia there are presently 177 licensed ranchers keeping 66,000 breeder females; 64 percent of this total are located in Digby County. Approximately 220,000 pelts were shipped in 1981, grossing in excess of 8 million dollars. This accounts for 18 percent of the entire Canadian production.

Ranchers in Nova Scotia have done extensive grading and are now

producing some of the finest mink in the world. Yarmouth County has 9 mink ranches, the largest having nearly 12,000 animals.

Mink prices were low in 1983. New producers and those who were heavily financed had a difficult time. As the year ended, some improvement was evident and producers appeared to be more optimistic about expanding. The scarcity of fish offal used in feeding these animals has also been a problem with regard to expanding this industry. Mink are fed a ground mixture of fish offal (50%), chicken offal, liver and eggs.

Mink is labour intensive. Ten to twelve thousand mink would require six full-time employees and four part-time, with the number of workers rising to twenty during pelting time.

Fox

Fox ranching has greatly increased in Nova Scotia in the past year (1983). There are 123 licensed ranchers with a total of 1,662 breeders. The average number of females per ranch is 14, with the largest having in excess of 200 females. In 1981, Yarmouth County had the largest number of foxes, accounting for 23 percent (22) of the ranches. The number of producers in 1983 rose to 25.

Even with a lessening in price, fox production has grown steadily. At year's end (1983), prices strengthened and ranchers received a reasonable return. At this time, fox production could be more easily expanded than mink because commercial feed is readily available.

If the annual crop of fox and mink went to market, the return to the producer would be about one-half million dollars for fox and one million for mink. Ranchers market their pelts through Hudson's Bay Company in Toronto or in the United States.

Berry Crops

Blueberries

The exporting of blueberries has become the fastest growing part of our provincial agricultural economy. At present, blueberries are the largest dollar volume of exports in agriculture, contributing over six million dollars to the province's much needed balance of trade agreements. 1982's yield of over fourteen million pounds, and a volume of over seven million dollars, has made it the largest single crop product.

Blueberries were shipped to the U.S. from Yarmouth County as early as the latter part of the 1800's. For a time after World War II, production rose to nearly three million pounds, most of which were transported to Boston by boat. However, this high yield ended very quickly because of an infestation of blueberry maggots.

In recent years there has been an increased interest in blueberry production. Even though units are small, Yarmouth County can compete on a per-acre yield with other areas because of the amount of moisture, organic soil and long growing season. One unit in Kemptville (1982) yielded 9,072 kg (20,000 lbs) from 2.02 hectares (5 acres).

If lowbush blueberries are already growing naturally on a farm, it is probable they can be developed, over a period of time, into a profitable cash crop. Development may involve such things as bush and weed control on old fields or pasture, or the clearing of trees, stumps and brush from wooded areas with blueberry undergrowth. After initial development, management involves pruning; fertilizing; disease, insect and weed control; providing bees for pollination; and, of course, harvesting the crop.

Lowbush blueberries are a long-term crop and, in order to determine the economic feasibility of the venture, the estimated yields and returns over a ten-year period must be weighed against development and operational costs during this period.

Presently, there are thirty-nine growers with one hectare or more, most of whom are involved with lowbush berries. A few are experimenting with the highbush type with production aimed at the local market.

The Blueberry Producers' Co-operative currently has twenty-eight members. These members produce nearly fifty thousand kg per year from about 65 hectares of land. If all the suitable land was cleared for blueberry production, the potential for expansion could rise to a yield of about 250,000 kg a year.

Many new hectares were in production in 1984. Prices in 1983 dropped from the previous year, but still were reasonable, especially in light of higher yields. There is concern for the future of marketing as production has doubled in about two years, and continues to grow.

Most of the blueberries grown in Yarmouth County are sold to Cobi Foods in King's County. Cobi is interested in increased production to lower transportation costs. However, the price for processing berries has been under pressure for some time and returns are not expected to be really attractive until the market settles. Producers could diversify their marketing options by encouraging local sales and by selling their crop through a central clearing facility, where the fruit could be cleaned, washed and placed in a cooler for shipment to outside marketing sources.

Strawberries

There are about fifteen hectares of strawberries under cultivation in six commercial operations (1 hectare or more). Three of these are U-pick operations with the remainder selling their produce at roadside stands or to stores.

During 1983, most growers had problems with disease and insects. Some fields were average in yield while some had to be ploughed under. Strawberries are very labour intensive and, for this reason, acreages are not large. A 1.21 hectare (3 acre) lot would be considered quite large. Three thousand five hundred to four thousand litres per 0.4 hectares (acre) would be considered an average yield.

In 1984 strawberries from Annapolis Valley glutted the market. Their surplus was shipped to Yarmouth County resulting in prices asked by local growers being undercut. Yarmouth is an area of heavy strawberry consumption, but with competition from the valley, expansion

could be difficult. Better penetration of the local market with, perhaps, some development of external markets would be helpful to growers.

Vegetable Producers

Although there are 3,240 hectares of commercial vegetable production in Nova Scotia, the production area in this county is a very small portion of the total.

There are only five major producers growing a mixed vegetable crop, with one of the largest raising cabbage, cauliflower, and lettuce. A substantial number of part-time farmers are growing varying amounts of vegetables and small fruits for their own use, for neighbors, or for occasional sale to stores, wholesalers or at roadside stands. Each farmer has found his own source for marketing his crop.

One local group has formed a co-op that grows and markets tomatoes. These tomatoes are grown hydroponically in greenhouses. In assessing the long term future for greenhouse grown produce, fuel and structure costs must be weighed against estimated yields and returns.

There are substantial opportunities for growth in the local market, particularly through a wholesale producers' market in a high traffic area, using a marketing agent. Present production provides only a small portion of consumer needs during the summer, and during the winter virtually all vegetables are brought in from other areas.

Christmas Trees

About 95% of Nova Scotia's Christmas trees come from cultured, natural stands of Balsam fir. The remaining 5%, mostly Scotch pine and

Balsam fir, are grown in plantations. There are advantages and disadvantages to both natural stands and plantations.

The advantage of a natural stand is that most woodlot owners have some land capable of supporting Christmas trees. Once the initial clearing takes place, a return on investment will begin within two or three years. The biggest disadvantage is that not all natural stands are well stocked, in which case additional planting is necessary.

The advantage of a plantation is that it is extremely easy to manage once it is established. The disadvantage is the requirement for a continual investment of time and money until the trees are harvested.

There are presently nine Christmas tree producers in Yarmouth County with annual sales of two hundred trees or more, and perhaps a dozen more with close to that potential. This industry is expanding rapidly. Yarmouth and Shelburne Counties were expected to produce between 11,000 and 15,000 trees in 1984.

There is no organized marketing system or local yard. Most of the Christmas trees grown in this area are produced in natural stands. These trees have been thinned, cultivated and sheared, then sold locally or to the nearest yard in Hasset, Digby County. At least two growers have plantations that have not yet begun production.

The local market is being adequately serviced, but the creation of a central yard for sales to external markets could lead to increased volume and more favourable prices.

As was mentioned at the beginning of the segment, agriculture is not now, nor has it ever been, a major industry in Yarmouth County. However, each commodity group, with the exception of the milk producers, could have the economic potential of their product increased with the addition of a central storage/information/marketing facility.

FISHERIES

Fishing, and those activities related to it, is the backbone of the economy of Yarmouth County. The 1981 census figures indicate that approximately ten percent of the labour force of the entire county - eleven hundred individuals - are directly involved in fishing. Additionally, another eleven percent - twelve hundred individuals - are employed in fish processing.

To properly assess the economic input of the fishing industry, those employed in boat building and repair, many of those employed in the small sawmills that supply wood for boats and lobster traps, and those who supply fishing gear and boat equipment must be added. The fishing industry is a major consumer of petroleum products and provisioning the fishing fleet accounts for a substantial amount of the wholesale grocers' business.

In 1982, Yarmouth fishermen landed 69,741 tonnes of fish, with a value to the fishermen of \$34,490,000.00.

Since 1970 landings by weight have increased by 28.3%, but the dollar value of those landings has increased by a phenomenal 363%. This reflects, among other things, the intensity of the regulation in this industry.

Responsibility for regulation lies principally with the federal government's Department of Fisheries and Oceans (DFO). To ensure that the fishing stock maintains a size sufficient to yield the maximum

catch each year - and continues that into the future - Department of Fisheries and Oceans personnel study the size, migratory patterns and breeding abilities of the stock. Quotas are determined for many species and DFO personnel are charged with the responsibility of policing these limits. Other types of restrictions are used as well, including: meat count per kilogram for scallops; opening sizes in nets and lobster traps; and the length of the season for harvesting any species.

Fish, unlike cattle, chicken or pigs, are there for the harvesting and do not need to be developed or fed. It is this common property element of fishing that is at the root of many of the problems in the industry. Without regulation anyone with a minimum of equipment, and commitment, could enter the industry and jeopardize the operations of those who have worked long and hard to develop a commercial enterprise.

This common property element appears to influence other government policies as well. In addition to imposing regulations associated with the protection of the species, the federal government attempts to regulate income distribution so that more fishermen can make an acceptable living from the industry. Undeniably, some waters are more abundant than others, and some areas are home to lucrative species than others. In fact, Yarmouth County is centrally located for the most lucrative fishing waters in the four Atlantic Provinces - primarily for the Georges Bank scallops - and this is coupled with a very long season for the inshore lobster fishery. Government also tends to organize industry hierarchy and subsidization with a view to income distribution

and, as a result, comes under fire from all angles.

The waters off Yarmouth County extend to the shores of the United States and, in so doing, pass over the rich fishing grounds, and possibly future oil and gas producing grounds, of the Georges Bank. In a recent World Court decision Georges Bank was split between Canada and the United States. As a result of this split Canada received an area representing about one-sixth of the total Bank but, fortunately, this sector is a prime location for scallops and may well prove to be an important source of ground fish. Although Canada did not receive all that it asked for, there is no reason to believe that harvests cannot continue to improve.

Fish Landed in Yarmouth County ¹				
Species Group	Landed Weight (Tonnes)		Landed Value (\$000.'s)	
	1981	1982	1981	1982
Groundfish	10,242	11,956	4,605	6,070
Pelagic	41,216	50,215	6,470	11,103
Shellfish	6,418	4,651	17,934	16,906
Others	3,802	2,919	583	411
	<u>61,678</u>	<u>69,741</u>	<u>29,592</u>	<u>34,490</u>

¹Nova Scotia Department of Fisheries Annual Report

Table 5

The importance of the scallop and lobster fisheries to this county is abundantly clear from the above figures. Pelagic, particularly herring, also showed strength in 1982, whereas the groundfish component is less important to this county than to most others in the Atlantic

provinces.

Growth in the harvesting sector of this industry will be mostly limited to the quotas issued by the Department of Fisheries and Oceans. Although in its infant stages, new species and aquaculture development offer an opportunity for growth. The climate of the area provides for a longer growing season than is possible in other Canadian waters, and there are still many areas of unpolluted water.

Groundfish or herring, once caught, are sold either over-the-side to the Soviets or to local processors who may employ one of many methods of preparing the fish for market. These fish can be split and salted, dried, filleted, frozen in blocks or sold round or, in some cases, smoked. Fish can be shipped frozen or fresh, and the quality of the product can vary with the market. The development of a high quality product begins with the work of the fishermen at sea. Once the fish leaves the water the spoiling process begins. To obtain the desired product the fishermen must couple his cutting skills with the liberal use of ice.

Although Canada is the world's leader in exporting seafood, much of it is in an unprocessed state. Better co-ordination of plant resources, plus a better understanding of the potential markets, would make it possible to do more processing in Canada and result in an increase in the value added to the exported product.

Two situations have resulted in a squeeze on the profits of the

Local processors. Present government policy allows the Soviets to buy the catch of local fishermen. Local processors find themselves unable to compete with the prices being paid by the Soviets, and the capacity of the foreign ships is such that the quantity of fish available for local processing is restricted. The small processor has been further handicapped by the great sums of money that the federal government has invested in some of the large processors enabling them, too, to pay prices with which the small processor cannot compete.

Until a very few years ago Canadian fish exports were not considered, on the international market, to be of high quality. This reputation restricted the markets and limited the amount of processing that could take place in Canadian plants. Recently, however, the quality of Canadian fish has been compared favourably with that of Iceland and Norway, and Europeans now consider the quality of Canada's fish to be very competitive.

Harbours

The many inlets along Yarmouth County's extensive coastline form a series of natural harbours. The communities that have grown up on these harbours serve as home base for the county's fishing industry. Most of these communities have a public wharf at which the fishing vessels tie up and a small processing plant to handle the catch of the 'home fleet.'

Yarmouth is the only concentrated port in the county and it is badly in need of improved facilities to service the fishermen who use

it as home base. At the present time the public wharves are congested and there are no direct facilities to land fish for transport to nearby processors. There is also no facility where the fishermen can meet to discuss their problems or simply to clean up after their sojourn at sea. The Transport Canada Port Plan proposes to provide these facilities by expanding both the Lobster Rock Public Wharf and the Old Public Wharf. The Port Plan recommends the separation of the general cargo activity and centering it at the Lobster Rock Public Wharf. The expanded Old Public Wharf would then be the centre of the fishing activity. Both the Ell and the Marginal Wharf would be expanded to the north, almost doubling the present capacity.

The smaller harbours along the coast also have room for improvement. Many wharves that have one side exposed to the weather could be more fully utilized with the installation of properly designed breakwaters. Plate freezing facilities located near either the wharf or the processing plant could be used to freeze lobster bait. Lobster bait is a by-product of the fish plant processing operation, but it is now sometimes necessary to purchase it overseas. Lobster fishermen could streamline procedures with buying platforms. These buying platforms are composed of lobster 'cars' joined by a platform - the whole process floating so that boats can tie up to weigh and sort their catch.

Ice making facilities near the wharves would also be a boon to the fishing industry. Abundant ice, readily available, is essential to improving the quality of fish. The fishermen must have more than an

adequate supply to prevent the fish from spoiling while it is being transported.

Fish meal plants are a directly related industry. Unfortunately, the unpleasant smell associated with these plants often make their location and operation a political issue. Doubtless the technology exists to virtually eliminate the offensive odour. Yarmouth County could use additional fish meal plants, for at the present time herring offal is being hauled to plants a considerable distance outside the county, or to rural dump sites.

As stated in the beginning fishing was, and continues to be, the backbone of the economy of Yarmouth County. Traditional methods have yielded a good living for many fishermen and those in related businesses. However, new processes and new ideas are changing the industry at a rate far greater than anything in the past. A new era of managed seas has dawned, and the resources offshore should provide ample opportunity to enhance the county's economy.

FORESTRY

Although Yarmouth County is not a leader among the counties of Nova Scotia in the production of forest products, it does have the potential to build a much stronger industry.

Presently, pulpwood harvested from county lands is sold to Bowater-Mersey in Liverpool for their newsprint mill. There is only one good sized sawmill in the county and it is located at Gardners Mills. Several of the smaller sawmills exist to service the fishing industry. They produce laths for lobster pots and lumber for small boat building and repairs. Most of the hardwood harvested in the county is used for firewood and, as the cost of heating fuels continue to escalate, the demand for firewood increases each year.

Although the provincial government and Bowater-Mersey are large landowners in the county, most of the land is divided among small woodlot owners. These woodlot owners are involved in forest management as a secondary source of income. Of the total 232,020 hectares (573,000 acres) in the county, 64.5%, or 149,702 hectares (370,000 acres) are forested. In 1982, the total forest production, at the roundwood level, was 23,254 cubic metres. This placed Yarmouth last among the eighteen counties in Nova Scotia, with only 0.85% of the province's production. In 1983 the forest production declined by 27% from the previous year to 16,983 cubic metres.

In 1984 an event of unusual significance took place in the forest

industry in Yarmouth County. Rio Algom began site preparation for its tin mine and required the clearing of approximately 700 acres in the north-east section of the county. Most of the pulpwood from this clearing has been sold to Bowater-Mersey and firewood is locally available on a continuing basis from one of the subcontractors. The pulpwood market is currently severely depressed because of the excess amount of wood available from the tin mine, and because of the budworm situation in Cape Breton. The spruce budworm has laid waste large areas of the forest in Cape Breton. These areas are being reforested and, in the process, the wood remaining after the budworm attack is being sold to the three pulp mills in the province.

Insect attacks can be devastating to the forest industry, and in many cases there is nothing that can be done to stop them. Locally the gypsy moth, introduced from Europe, has only caused isolated damage to this point. The experience in the northeastern United States indicates that it takes four or five years for the gypsy moth to gather its forces, at which time it can become quite devastating. Hopefully, its natural predators can be isolated in Europe and introduced here without any harmful side effects to our North American forests.

Forest Management

Some time ago, the provincial government determined that the forests were in poor shape, and, if left alone, would not provide a continuing, reliable, source of wood supply to which the province's economy has become accustomed. Through a federally funded program, the Nova

Scotia Department of Lands and Forests has brought forest management concepts to the small woodlot owner. The program offers forest management advice to the woodlot owner and will pay the cost of implementing that advice. The aim of the program is to employ silviculture techniques to enhance the growth of marketable wood throughout the province.

Under a lesser known section of the same program, the Forchu Forest Management Company Limited has been incorporated and has signed a formal agreement with the provincial government. This facet of the program provides operating funds enabling such a company, owned by the woodlot owners, to hire professional forest management people and operate a long term professional forest management program for all those who wish to become shareholders. The cost of acquiring shares is relatively modest, and presents an excellent opportunity for woodlot owners to make the most of their land. Participation in the company should be encouraged.

Silviculture, or forest management, is serious business and requires a high degree of training. Professional foresters spend five years, usually at U.N.B., in Fredericton, to obtain their degree in forestry. Foresters must know the species of trees native to an area, and the soil and rock conditions that contribute to the type and health of these trees. When forests have been destroyed by fire, or have been clear-cut, their development can be speeded up by the wise selection of the species of trees that will grow best in the various soil conditions of the fire-swept, or clear-cut, area. A new era in the control of pests is dawning, created, in large measure, by public opposition to the spraying of

forests with strong chemicals. Research in the development of natural predators is receiving more government funding than in the past, and hopes for reconciling what appear to be economic and environmental differences rest with just such research as this.

Interest in forestry has seen the government being more visionary than the private sector. Public interest in the economic role of forestry is just beginning to grow. There is money to be made from the proper management of forest resources, but it has been the government programs that have been leading the way in promoting proper management techniques.

As indicated earlier, forest industry production in Yarmouth County is very low. If additional markets were found, the county's capacity for production could be much more fully utilized. The government is an active supporter of the industry and is most interested in seeing this industry become more fully developed. The devastating effect of the spruce budworm on the forests of the highlands of Cape Breton will cause the provincial spotlight to focus on other areas of the province in the very near future. Yarmouth County could well be one spot where this spotlight could rest. With the government's help there is no reason why Yarmouth County cannot be competitive in any of the forest products markets worldwide. The Nova Scotia Forest Products Association is calling for the development of a wood fuel industry, and with the uncertain availability, with resultant increasing prices, of fossil fuels such a suggestion is worthy of very serious consideration. For

the past four years the federal government has been encouraging homeowners to reduce their dependence on oil. Purchase of wood burning stoves and furnaces have been aided by a grant program that will pay one half of the cost of the appliance up to a maximum of eight hundred dollars. A similar program has also been in place for commercial use buildings with, of course, a higher maximum.

Conversion of large institutions such as hospitals, government buildings, etc. to wood heat poses some interesting areas for study in terms of impact on the forest industry in particular, and the provincial economy in general.

Without a doubt, entrepreneurs with vision, organizational ability and knowledge of forest management have an opportunity to develop what is now only a fledgeling industry.

INDUSTRY

Although the industrial sector of an economy would normally encompass all those economic entities not found under the commercial tag, for the purposes of this report industry will include all those economic entities not already included in the following sectors: fishing, forestry, transportation, mining, agriculture, government services, recreation, retail, service and tourism. This narrows the industry sector definition to the manufacturing of products not already highlighted in other sectors.

The Directory of Manufacturers, published by the Nova Scotia Department of Development, contains the following information:

- the manufacturers located in the county
- the number of their manufacturing plants
- their employees.

After eliminating those plants involved in fish processing, plus boat building and repair operations,¹ the Directory indicates that in 1983 there were 960 employees engaged in manufacturing activities in Yarmouth County.

The largest of these manufacturing plants, with the number of persons employed were:

1. These were discussed in the Fishing sector

Manufacturer	No. of Employees
Dominion Textiles	400
Alwood Products	123
Fundy Group Publications	90
Bonda Inc.	60
Tri Star Industries	30
Cook's Dairy	25
Yarmouth Concrete & Gravel	24
Austin Hurlburt & Son	18
d'Eon Bakery	14

'Nova Scotia Department of Development

Table 6

Using the Standard Industrial Classifications, the 960 persons employed in manufacturing are distributed as follows:

Textile Industry	402
Sash Door and other Millwork Plants	143
Publishing and Printing	106
Knitting Mills	60
Truck Body	35
Ready Mix Concrete Manufacturers	29
Machine Shops	27
Sawmills and Planing Mills	26
Dairy Products	25
Bakeries	22
Commercial Printing	14
Concrete Products Manufacturers	13
Other miscellaneous industries	58
	<u>960</u>

Market pressures keep these figures in a constant state of flux. For example, Dominion Textiles currently has 440 employees while Alwood Products has decreased their work force to 70 employees.

Dominion Textiles indicates that their total work force has remained stable over the last eight to ten years. Although the market

for their products is very competitive, they expect employment at the plant to continue unchanged.

Alwood Products makes all types of wooden mouldings for use in residential construction throughout eastern Canada. Although almost all of their wood supply comes from South America they have, on occasion, used clear pine and spruce from Nova Scotia's forests. Alwood Products has experienced the problem of having to eliminate a product line, after incurring all of the start-up costs, because the source of clear pine had dried up. When the data was being collected for the Directory of Manufacturers, Alwood Products was running a double shift. Largely due to a decline in new housing starts, the plant is currently operating one shift only. If there was an increase in the number of housing starts Alwood could easily reintroduce the second shift, but the economic forecast does not offer much hope for this. Alwood is looking for new lines to broaden their product base, but none are presently on the horizon.

The observation has been made that there is an unusually high level of expertise among typesetters, designers and printers for a community of this size. An expansion of the book publishing industry would be one method of taking advantage of this concentration of talent. Although many of the government's annual reports are now produced in this area, additional marketing experience and the development of local artists and relationships with national publishers would be needed to make such expansion a reality. However, there is every good reason to

believe that employment in this industry will gradually increase.

Industrial Commissions

Yarmouth County has two industrial commissions -- the Yarmouth Area Industrial Commission and the Argyle Industrial Commission.

The Yarmouth Area Industrial Commission is finalizing plans for its second industrial park, to be located on the northeast corner of the Haley Road-Forest Street intersection. The Commission is also working on an incubator mall to be located within the industrial park boundaries. Incubator malls allow new businesses to get established without being faced with the full rental costs for the space required. However, the amount of rent increases with the length of stay. This forces successful businesses to relocate and unsuccessful ones to seek help or close out.

The Argyle Industrial Commission is also in the process of developing an industrial park. Their park is located near the Tusket interchange of Highway 103. This is an excellent location and would have been particularly well suited if the province had decided to upgrade the roads through to Kemptville for the truck transport of the ore from the tin mine. Even so, the direct access to Kemptville makes this site an ideal location for suppliers to the tin mine.

The tin mine will have a considerable influence on the industrial activity of the county. The potential exists for the development of several support facilities. The first step would be to study the

services and supplies needed by the mine and then to take advantage of the transportation costs by manufacturing from raw materials already supplied to, or found in, this area. Machine and repair shops should have a substantial increase in business and, since it is an open pit mine, there will be a requirement for blasting and excavating skills and supplies and heavy industrial equipment and related services.

Hopefully the industries supplying the mine will act as catalysts for the expansion or development of other businesses. Now that Canada's portion of Georges Bank has been determined, it may be that some branch operations of businesses supplying the off-shore oil and gas exploration projects would consider it feasible to locate in Yarmouth County.

The geographic location of Yarmouth County creates additional transportation costs when importing raw materials and exporting finished products to market. This is a disadvantage to industrial development. However, abundant natural resources such as fish, forests, hydrocarbons and metals are definite advantages that the area has to offer. As the population increases other industries will develop. It seems reasonable to project an increase in population for this area as overcrowding of areas such as the eastern seaboard of the United States causes people to look elsewhere for places in which to live and work.

MINING

Commercial mining ventures are not new to Yarmouth County. Both gold and garnets were mined here long before the turn of the century, but there has never been activity on the scale of that being created with the development of a tin mine in East Kemptville.

The rock formations that are so characteristic of the landscape of the county are the keys to this significant development.

Geologically, the southern tip of Nova Scotia was formed from the volcanic action of molton rock flowing up from the depths of the earth in a huge caldron-like formation. The molton rock cooled at, or near, the surface level upon contact with the older rock formation and formed a cupola, or dome, in which the metals were bubbled to the surface of the molton rock. This was the case with the tin mine find and, although the cupola formation is relatively rare, it may have occured in other Yarmouth County locations along the contact line between the molton rock and the earlier, already cooled, rock.

In the more recent ice ages, glaciers have scraped off the roof of the cupola and exposed the mineral to the surface. It was this action that made the tin discovery easier than it otherwise would have been and indicates that other metal concentrations could possibly be discovered less than one hundred feet below the surface.

Tin, zinc, copper, tungsten and uranium are the most prevalent of the minerals found in the county. Traces of these, and of gold, were

spread around the county by the glacier's snowplow action.

During the last ten years the southern tip of the province has been the site of a resurgence of activity devoted to mineral exploration. The most recent of the explorers have been Kid Creek Mines and Esso Minerals Canada. Each of the companies may well spend \$100,000. for a season's exploration. Uranium has only been found in very scattered traces. Not only are these traces not commercially viable but the provincial government has imposed a moratorium, at the citizens' request, on uranium exploration while a study of its effects are being studied.

The Tin Mine

By late 1981 Shell Canada's mining division had discovered, in East Kemptville, Yarmouth County, a major, low grade, cassiterite (tin) deposit 1700 metres long, 500 metres wide and approximately 130 metres deep. This success came four years after prospector Milton Stewart found mineralized boulders in a highway project and brought it to the attention of the exploration companies.

In October, 1982, Rio Algom purchased the findings from Shell Canada when the latter decided to disband its mineral division. Detailed plans for the mine were underway in 1983; construction commenced in 1984 and plans are for the mine to be operating by August, 1985.

Rio Algom estimates 56 million tonnes of reserves, with a recovery rate of 0.165% for the initial nine years of operation. An average of 4400 tonnes of tin concentrate will be produced annually in the same

period. In addition, it is expected that the annual by-product output would include 1500 tonnes of copper concentrate and 2400 tonnes of zinc concentrate.

The concentrate will be trucked, via an upgraded road through northern Yarmouth and Shelburne Counties and Highway 103, to Halifax. From Halifax, the concentrate will be shipped to parent Rio Tinto zinc's smelter in England. Rio has agreed to keep the option open of locating a smelter in Nova Scotia.

The job requirements for the tin mine are approximately as follows:

Category	No. of Positions
Mill operators	71
Pit Equipment & Vehicle Operators	25
Trades People	44
Apprentices & Helpers	49
Clerical, Engineering & Technical	18
Management & Supervisory	33
	<u>240</u>

Table 7

The annual payroll, including benefits, will be about \$8.5 million and, according to Rio Algom sources, supplies and services from local sources should total \$10 million annually.

The major components of the grinding and concentrating operations will be: rod mills, ball mills, vibrating screens, cyclones, clones, spiral circuits and tables. The tailings disposal area will include

four dams, each of which will be 9 metres high and an average of 1900 metres long at the north end and 120 metres long at the south end.

Rio Algom is continuing its prospecting with a view to extending the life of the mine, which is currently estimated at 17 years. Rio Algom has a reputation among industry observers as being a better mine developer than a discoverer. This speaks well for the prospects for continuing employment.

Potential Mines

As indicated in the introduction to this sector, the potential does exist for other major mineral deposit finds in the county at a depth that would allow commercial exploration. No other mines are known to be in the planning stages at the moment.

RECREATION

The era of the thirty-five to forty hour work week has created a new, rapidly growing segment of the economy - recreation. Recreation related consumer expenditures stimulate local business and provide employment opportunities primarily because of the additional demands for the provision of goods and services.

Personal expenditures for sports, recreation and entertainment have increased through the years, and will continue to increase as the level of disposable income increases. Good recreational opportunities and facilities are a drawing card when new industries and businesses are selecting a location.

The significance of the economic impact of recreational activities are generally not recognized by the public, and, if recognized, is seriously underrated. A study recently completed by the Kentville Recreation Department sheds some light on just how large an economic sector recreation can be. This study showed that seven softball tournaments, with 268 teams and 4,020 participants, generated \$834,351. for the local economy, and this amount was exclusive of any gasoline or retail purchases.

The Recreation Director for the Town of Yarmouth has estimated that, during one weekend softball tournament in 1984, sixteen teams generated \$13,440. Analyzing this total further and assuming that the twelve players on each team spent an average of \$70 per person, then

each team spent a total of \$840.

During 1984 the Men's Recreational Softball League hosted three local tournaments: the one just described, plus two others - each of twelve teams. Using the \$840 figure as the expenditure per team, these three tournaments contributed to the local economy as follows:

(1)	12 team tournament x \$840.	=	\$10,080.
(2)	12 team tournament x \$840.	=	10,080.
(3)	16 team tournament x \$840.	=	<u>13,440.</u>
	Total		33,600.

In addition, two local retailers who were contacted by the Recreation Director reported increases in sales of up to 25% for each day of the tournaments.

With the Men's Recreational Softball League playing one hundred and forty games in, or near, town, it is reasonable to assume that this league alone would generate approximately forty thousand dollars yearly.

However, the forty thousand dollar figure is merely the tip of the iceberg. In softball alone, in addition to the Men's Recreational League, there is a six-team Senior Ladies' League, a six-team Senior Men's League, a four-team Dominion Textiles League, and a church league of eight teams. Considering these numbers the final amount of money distributed during a softball season would reach at least \$45,000. Furthermore, it is estimated that the Yarmouth Gateway Baseball Club, which plays sixteen home games with teams from Halifax, Dartmouth, and Liverpool, generates another \$3,000. locally.

Softball is a 'fun competition' often sponsored by other than the formal softball leagues. In 1984, the local firefighters hosted a twenty-two team softball tournament. Teams came from throughout the Annapolis Valley and South Shore and most remained in Yarmouth for two nights.

Softball tournaments are just one of the many recreational events that have been held in the Yarmouth area during the past year. Some other events were: Lions Club Fishing Derby; South Shore Track and Field Meet; high school basketball tournament; a major curling bonspiel, two major bowling tournaments; festival week-ends; a major air show; bicycle races; collegiate volleyball challenge; agricultural exhibition; and a Town Crier's competition.

There are real financial advantages to having a wide variety of recreational facilities in an area. Recreation has both an important economic and social impact. In Yarmouth the economic potential of recreation is only beginning to be tapped. Nonetheless, it, even now, probably generates as much as \$600,000.

The forests and waterways of Yarmouth County are a major tourist/recreation resource which remain largely undeveloped. The Tusket, Carleton and Annis River systems are especially well suited for canoe routes and hiking trails, and offer a chance to view the forest with all its diverse flora and fauna, as well as to catch a glimpse of wildlife in its natural habitat. Traditionally the forests and lakes have provided an opportunity for hunting and fishing.

Yarmouth's lakes could be more fully developed for boating, water-skiing and swimming areas, and it may prove feasible to screen and mark at least one as a landing site for sea planes.

Lake Ellenwood has been developed as the site for a provincial park for swimming, boating and camping. Since this is some distance from Yarmouth, the Milo Boat Club, on Lake Milo, could again become a major recreational centre. In years past, the club provided a mooring and docking facility for a flotilla of sailboats and small craft, and a few hours relaxation for anyone who wanted to rent one of a dozen large, sturdy rowboats.

If the raw sewage, that has flowed into the lake for generations, was diverted, and the lake drained and cleaned, it could again offer clean water for bathing and support for a variety of fish species and plant life.

Over 2,200 acres of salt marsh are found along the mouth of the Chebogue River and west of Little River Harbour. This area offers a rich habitat for waterfowl and provides good sport fishing and boating opportunities. Upgrading the mooring and docking facilities of the Chebogue River Aquatic Club would provide a safe anchorage for boating enthusiasts sailing from other maritime ports to the Yarmouth area.

Cape Forchu is a good example of the spectacular seascapes typical of the coastline. It offers a very pleasing view of Yarmouth's deeply indented coastline and drumlins. It would seem only natural that it be

developed as a hiking area, with the beaches at John's Cove and False Harbour serving as picnic sites.

In spite of Yarmouth's proximity to the salt water, few recreational opportunities are linked to the sea. Its image as a coastal community could be enhanced by a Fisheries Museum, Aquarium, or a traditional working fishing village. A system of clean, well-maintained beaches could be developed along the coast, as well as sports fishing, harbour and shore cruises, boating, and a marina in Yarmouth Harbour. Pockets of recreational facilities could be created throughout the County.

The Municipal Council for the District of Yarmouth has expressed interest in, and is willing to sponsor, the creation of a traditional working fishing village and fisheries museum within its boundaries. It would be important for the sponsoring body to determine in what community this project could be developed, and also to establish what that community wants before deciding whether the project should be managed as a museum, recreational facility or as a "Disneyland" type of operation.

If what the community wants and needs lends itself to a museum setting, then the question must be answered, "What is a museum?" To determine this, other museums that offer alternative ideas should be visited, such as, the Fishermen's Life Museum and Sherbrooke Village in Nova Scotia, King's Landing in New Brunswick, and the Marine Museum in Bath, Maine.

There are two riding clubs in the area with more than two hundred members: the Bits and Boots Saddle Club (western and english) and the Pony Club (english only) for those twenty-one years of age and under. An enclosed equestrian course of about one hundred by thirty meters, with a minimum of eight jumps, would increase activity in this sport which has already demonstrated a fair economic spin-off: feed and bedding are purchased through Spinney-Eakins and Keith Trefry; Johnny's Shoe Repair mends the harnesses, saddles and boots; and the horses are shod by the local blacksmith.

For many years the urgency of a multi-purpose facility in southwestern Nova Scotia has become increasingly apparent. A regional civic centre, as proposed by the Civic Centre Committee, would fulfil the pressing demand for a building to house conventions, major trade shows, community events, and meet the increased need for ice-related activities. There would be two convention/rink areas, one with a seating capacity of two thousand and the other with five hundred.

In terms of economic benefits, there will be at least seven permanent and nine permanent part-time jobs created, with the facility having a direct impact on the hospitality industry by increasing activity during the shoulder seasons. The local hotel sees the real possibility of retaining ninety permanent staff year-round, instead of laying off almost half that number during the winter months. Conventions, trade shows, sports events, concerts, and other activities would have a positive economic effect on the motels, restaurants, and retail outlets in

the area, and the rail, ferry and air service.

The Recreation Department of the Municipality of Yarmouth is interested in developing a recreational complex on a substantial tract of land within its boundaries. The complex would include multiple softball and baseball fields, tennis courts and other sports facilities. This project would impact on the tourist sector and construction industry, in addition to creating three full-time positions and ten to twenty permanent part-time jobs.

The Recreation Department of the Town of Yarmouth is also interested in developing a variety of recreational facilities, such as lighted softball, baseball, soccer fields and tennis courts, in addition to having the Milo Boat Club on Lake Milo up-graded as part of an overall recreational program.

The Yarmouth County Agricultural Society has prepared a feasibility study concerning the renovation of the main arena at its exhibition grounds, a facility which provides a usable floor space of nearly 10,000 square feet. During the summer the arena is used for the exhibition and for a variety of community and entertainment activities. In the winter it is used as an ice rink which serves the tri-county area. In recent years the building has reached the point where the roof and wall cladding should be renewed, insulation installed and new lighting and seats added. The renovations, which would cost approximately \$380,000, would much improve the aesthetic and practical qualities of the building, with savings in operating and maintenance costs. These renovations would

make possible a more varied use of the arena's facilities, and provide permanent and permanent part-time jobs.

A recent inventory showed the following recreational activities facilities are already available in the county:

Yarmouth County Agricultural Society Arena	Boy Scout Camp
Yarmouth Golf and Country Club	Camp Peniel
Curling Club	Chebogue River Aquatic Club
Outdoor Tennis Courts	Snowmobile Club
Bowling Alleys	Car Racing Track
Baseball Fields	Playgrounds
Softball Fields	Football Field
Minor Baseball Parks	Camp & Picnic Grounds
Soccer Fields	Life Guarded Summer Swim Areas
Track Field	Muzzle Loading Club
Boys and Girls Club	Rifle Range
Y.M.C.A.	Airfield
Swimming Pool	Privately Owned Equestrian Course
Racquetball Court	Movie Theatres
Ice Rink	Riding Clubs
Camp Wampomeo	Figure Skating Club
Milo Boat Club	

Yarmouth County can well be viewed as one large recreational resort, but it calls out to be developed. The raw materials are here - the natural attributes with which the county has been so richly blessed - and the framework of the required recreational facilities is in place. By building on what has already been established, the recreation potential of the area knows no bounds.

RETAIL

As with any other town, the retail sector employs a considerable number of people and any expansion of the sector would result in a proportionate increase in jobs. However, the retail sector, more than any other, cannot expand independently and as such is a truer reflection of the local economy than a driving force.

The Yarmouth area is well served by a basic and comprehensive retail merchant population. In referring to a listing of the types of establishments that could be present in such an area, no section of the retail trade appears to have been missed. The retail sector is a large employer and it does not demand a high degree of previous training for staff. Just how large the retail sector is was clearly illustrated by the census figures for 1981. In 1981 the retail sector employed 2,135 people. That represents 19.8% of the County's work force, and a subjective appraisal in 1984 would indicate that there has been no reduction in this.

The retail outlets had been concentrated in the downtown core in the past, but since 1973 some of the retail shopping has left this core and moved to three shopping centres located within the town limits.

The area of these various locations is as follows:

Downtown Yarmouth - 23,130 square metres (257,000 square feet)
Yarmouth Mall - 9,000 square metres (100,000 square feet)
K-Mart Plaza - 9,720 square metres (108,000 square feet)
Parade Square - 1,620 square metres (18,000 square feet)

It should be noted that these figures include not only retail, but

financial, office, and service outlets, as well.

Although it has not been documented, it would appear that each expansion of retail space has been at some cost to its predecessors. That is, the opening of Yarmouth's first mall - The Yarmouth Mall - in 1973 led to a significant decline in downtown traffic. The opening of K-Mart Plaza in 1978 led to an ongoing series of vacancies in the first mall. The opening of Parade Square led to the closing of the last major downtown grocery store. During that same time period, but with far less fanfare, the small grocery and general stores scattered throughout the rural areas of the county all but disappeared. Therefore, very little of this activity can be considered as development for the community as a whole, but rather merely as a reshifting of positions.

The questionable practice of the one-upmanship technique of shopping centre proliferation was halted by the provincial government when it echoed legislation, created in other provinces, requiring a public hearing prior to further shopping centre development anywhere in the province. The existence of this legislation, and the active participation of retailers from throughout the county, foiled attempts in 1981 to build a shopping centre on the edge of town.

In the meantime, the province of Nova Scotia, following examples set in other parts of Canada and the U.S.A., began its Mainstreet program. As a result of the province's input, considerable work by the downtown business community and the co-operation of the Yarmouth Town Council, the core of the Town of Yarmouth is making a gradual recovery.

This can be seen both in the lack of vacancies and in the increased traffic in the area. All this is reflected in a much more positive attitude among the retailers.

Unless there are some significant changes in the local economy, Yarmouth would seem to have sufficient retail space, with an appropriate mix, to meet its needs.

Projected Changes and Expansion

A survey of the local retail scene indicates a full complement of staple shops. However, the expected boost to the economy resulting from the opening of Rio Algom's tin mine, as well as other advances, creates the possibility of an expanded retail sector. The time is ripe for the addition of more specialty shops to the area's inventory. Small shops, catering to special interests should be encouraged to fill the few remaining vacant retail spaces and possibly force new construction in the near future.

SERVICES

An initial overview of the service sector in Yarmouth Town and County would indicate few, if any, changes over the past fifteen years. However, closer examination shows that a steady growth has been taking place.

Changes in the work place have resulted in an increase in not only disposable income but in leisure hours as well.

Nationally, there has been an overall trend to more and more eating out, and there is no reason to believe that the Yarmouth area is any exception. There has been an increase in licensed facilities in the past fifteen years, but interesting national figures have indicated that sales for family type restaurants (unlicensed) are growing at a faster rate than for those that are licensed.

The majority of eating establishments - all varieties - are located within the Town of Yarmouth. The drive-in restaurant with car hop service is almost entirely a thing of the past. One outlet only provides this type of service, and it is located outside of the town limits. Generally speaking, Yarmouth was not considered fertile territory for national-international franchises, with Dairy Queen being first to establish here. Over the years an A & W has been established, a Kentucky Fried Chicken outlet, Pizza Delight, and, most recently, McDonalds. There has been an increase in 'dining' facilities and although it was common for such facilities to close during the winter months, several

are now open year round.

At the present time there are approximately twenty-five eating establishments located within the town limits, twelve of which would be classed as fast-food facilities. Of the eleven plus establishments in the county, five are fast-food facilities.

Food service has become available through an increasing number of 'other' facilities in recent years. What were once drinking establishments have now become eating establishments. The area's two beverage rooms offer food service, as do two of the four lounges in the area.

In large measure the food service industry in the area is tied to the area's tourism. However, a restaurant such as Harris' Seafood has become a tourist attraction in itself and McDonalds is known to attract people from outside the normal trading area.

Any real growth in the food service industry in the area will be closely tied to real growth in the tourism sector. There could be local support for speciality facilities---doughnut shop, spaghetti house, etc. plus potential for lobster huts, seafood shanties, etc. for the tourism sector.

The county is served by two liquor stores--one in the town and one in West Pubnico. Although there appears to be no demand for additional outlets, the town outlet is experimenting with longer hours and there may be merit in expanding the speciality section.

Beverage services via the restaurants is tied in knots with the present tax structure. As long as that system remains unchanged, there appears little prospect for increasing the volume consumption in these facilities beyond the present per capita figures.

At one time Yarmouth boasted of three movie theatres. Many years later three theatres are again operating in the town but with seating capacity tailored to today's smaller audiences. Modern technology and the motion picture industry have spawned a new theatre--the living room. At least four video tape rental facilities have been established in the area.

The video age has created another service facility--the video arcade. These facilities, there are three at present within the town, cater to a group primarily overlooked in entertainment facilities in the past--the teenager. Video games are a now standard part of most home entertainment packages, but this does not seem to diminish 'attendance' at the video arcades. The growth of such facilities is dependent on the amount of disposable income available to these young people, plus to what degree the video arcade is a fad.

There are three coin operated and one commercial laundry in the area. The growth of coin-operated laundries has probably been limited by the construction of new apartment buildings containing their own laundry facilities.

There are two dry cleaners in the town with seemingly sufficient

capacity to meet any reasonable increased demands. There are no speciality cleaning facilities, however. Leather and fur cleaning, as well as fur storage, must be sent out of town.

To peruse a list, it would seem that there are more hair stylists, beauty shops and barbers in the area than could possibly be required. However, these services operate in the free market place and if there were no demands for their services, their numbers would decline.

There has been the introduction of a wider range of cosmetic services including electrolysis and sun tanning studios.

There are numerous service stations and auto repair shops in Yarmouth town and county. Particularly in the outskirts of town, station operators seem to move as though on a chess board, as a result of negotiating better deals with rival gasoline companies. The 'heart of downtown' has two stations, but in recent years only one has maintained continuous operation. Based on past experience, the second station should be a viable operation.

All but one car wash is operated in conjunction with a full or partial service gas station. This particular car wash is coin operated and self serve.

Although the town has several photo finishing facilities, only one offers portrait photography and this is done in association with a wide range of other services.

Shoe repair seems to be an endangered species of work. Presently there is one shoe repair person to serve a population in excess of 25,000.

There are two funeral homes serving the town and county. These firms have been established for some time and seem to have sufficient resources to serve the area for some time to come.

Yarmouth is well represented by the nation's banks. The Bank of Nova Scotia, the Canadian Imperial Bank of Commerce, the Bank of Montreal, the Royal Bank of Canada, the Toronto-Dominion Bank, the National Bank and Central Trust all have branches in the town. Most of these banks have recently built new facilities. As the economy of the area grows, the autonomy of a local bank branch grows. Banking hours and services have increased, but, in most branches, the number of employees has decreased. This is directly attributable to the effects of computerization.

There are also three finance companies in the area.

It seems reasonable to assume that the financial institutions presently in place are capable of handling any foreseeable expansion in other sectors of the economy.

~~Insurance of all kinds and from hundreds of companies, independent~~ and otherwise, can be obtained from a minimum of thirteen different agencies within the town of Yarmouth. Insurance is handled not only by the traditional insurance agencies but by the banks as well.

Real estate in Yarmouth has come to involve several new agencies in recent years as well as those that have a long history of operation in the area. There has been a housing boom that seems to have been predicated by the development of the tin mine, but as that sector grows, so must the sector to service it. This does not imply new areas of growth but, rather, overall growth in the whole service sector. There are nine realtors in the area, and a few listings are being placed in the hands of firms from further afield.

There is a veterinary clinic in the area and three veterinarians. Indications are that there is sufficient work for one more veterinarian.

Yarmouth's hospital serves as a regional facility for Yarmouth County, plus the municipalities of Clare and Barrington. As a result, there are a greater number of specialists than one might anticipate in a community of this size.

There are approximately forty physicians who conduct their practices in close conjunction with the Yarmouth Regional Hospital. Seven of these practice in the areas outside of town, while the remainder have their offices within the town--and the majority of those rent office facilities with the hospital complex. This total number includes a wide range of specialties.

The Western Nova Scotia Regional Health Centre is the collective name for the Yarmouth Regional Hospital - a 159-bed acute care facility; Tidal View Manor - a 103-bed home for the aged; and Harbourside Lodge -

a 64-bed adult residential facility. This Centre is the single largest employer in the county having well in excess of four hundred and fifty employees.

There are five dentists and two denturists in the county. Indications are that the area could support two more dentists. The provincial health plan covers dental services for children. The less than 100% participation rate in this program could be partially due to a perceived difficulty in obtaining the services of a dentist.

There are two ophthalmologists, one dispensing optometrist and two opticians in the area. This should be sufficient to meet normal population increases.

Legal services in the area seem to be one of the hidden growth industries. In addition to Nova Scotia Legal Aid services, there are five law firms in the town. This number has been unchanged for some years, but the number of lawyers associated with those firms has increased.

There are a number of small private nursery schools in the area, as well as one day care centre operated by the Boys' and Girls' Club.

Projected Changes and Expansion

Without a doubt, a major new industry in the area would impact through the service sector. The services and agencies already in place, with a few exceptions, could handle a substantial increase in volume with only normal increase in personnel.

Whenever there is an increase in population, particularly an increase caused by people moving into the area, the logical areas for expansion are those services that traditionally were available within, and provided by, the extended family.

The change of family structure from extended to nuclear means that someone, or, more appropriately, some agency, must be prepared to provide those support services such as babysitters, housekeepers, home makers and personal care workers.

The provision of this type of service could lead to the establishment of another service - a counselling and placement agency. Not only would this agency have as a market those seeking placement in the extended family field but also those persons who might be free to consider entering the work field because of the provision of some type of home help services.

TOURISM

The role of tourism in the economy of Yarmouth County can be described as being like a sleeping giant. In all probability it is the area that can be developed for the greatest economic impact and spill-over into other sectors. The fact that this sector is not realizing its full potential is a reflection of the general stagnation of the entire local economy. The industry, at present, functions at the whim of external forces. For example, the number of car ferries operating between Yarmouth and New England, their schedules, the type of publicity distributed by the province, and the type of advice given at the provincial tourist bureau are the major factors affecting the local tourist industry, and all of these decisions are made outside the area.

As a result, the Yarmouth area's tourist industry consists primarily of providing food and accommodation for visitors who are forced to stay here in order to make connections with one or the other of the ferries going to Maine. The early departure of Lion Ferry's "Scotia Prince" creates the majority of the demand for overnight accommodation. The CN Marine ferry, "Bluenose" arrives and departs at mid-afternoon and, therefore, the majority of its travellers stay elsewhere. However, as a result of these ferries a large number of tourists pass through the town and county and this factor cannot be ignored.

The most recently available statistics indicate that 30,000 cars, carrying an average of 3.9 passengers per car, come into Yarmouth annually, via these ferries. Even with full realization that not all of

these vehicles would stay in the area for any long period of time, there is a considerable potential to be tapped.

None of the foregoing, however, is meant to denigrate the present tourism or hospitality industry. The present tourism industry contributes significantly to the local economy in many ways. Seasonal jobs are created for locals and students; gasoline sales, food consumption and other normal tourist purchases all benefit from the activity generated by the ferry traffic.

Many businesses not directly involved in the tourist industry do not get the dollar the first time around, but they do benefit considerably from the multiplier effect. It cannot be stressed too strongly that a tourist dollar is a new dollar in the community in which it is spent and has a greater impact locally than the circulation of dollars already in the community. The importance of tourism as an economic activity lies on this principle.

Historical Perspective

The Yarmouth area has not always served only as a glorified container terminal for people. Names such as Breamar Lodge, Lake Annis, Markland Hotel, the 'old' Grand Hotel and the Boston to Yarmouth steamship line conjure up images of the more leisurely and gracious vacations of the past.

From the late 1800's through to the mid-1930's and early 1940's, visitors from New England flocked to Yarmouth County to relax and enjoy

the clean, cool air and the natural beauty of the coast, lakes, rivers and woodlands.

The area's natural attributes remain, but the long-staying tourist is passing on by. There are a multitude of reasons why visitors do not linger in the area, but on analysis it is evident that many of these reasons are the result of factors influenced by decisions made outside the area, rather than decisions made within the area. Some of the most prominent of these decisions are: the new highway system; the availability of more cars to more people; and the type of publicity offered by the province.

The first step in bringing back some of Yarmouth's former prominence as a tourist area is the will to do so. It is not sufficient that this will be present in isolated sectors of the community, but rather it must be a will exhibited by the community as a whole - for the whole stands to benefit.

Present Strengths

The Yarmouth County area does have many strengths that can be capitalized on in building a stronger tourism industry. Some of these strengths are:

- Most of the existing accommodations facilities are new or have been maintained in excellent condition.
- There is presently room to accommodate an increased volume of traffic in the shoulder seasons (May, June and September, October).
- The present level of management and staff is able to cater to whatever reasonable volume may come to them.

- There are already some support facilities such as restaurants, garages, repair shops and entertainment in the area.

The Plan for Expansion

An overview of the tourist industry reveals two general areas for expansion.

1. Yarmouth County should make whatever effort is necessary to become a destination point once again, not only for visitors from the United States, but from other parts of Canada as well. This would require not only the implementation of major developments to serve as key attractions, but also extensive marketing to draw the tourists to the area.
2. More in keeping with the scale of operations of the Yarmouth Regional Business Corporation would be the minor attractions and seasonal activities that should be available to cater to the existing tourist market. Such activities, or small businesses, require careful scheduling and must be managed in such a way that would enable them to operate successfully on a seasonal basis.

Any increase in this type of activity would have a two-fold effect:

- (a) the activities would promote the expenditure of additional dollars by the tourists who are in the area for whatever reason, and
- (b) the activities themselves would act as an attraction and either encourage people to stay longer or bring them back another time.

The following is a preliminary list of the types of private ventures that could be developed as attractions and seasonal activities:

- At least one fish plant in the area should be designated as a tourist visitation site and be organized appropriately.
- Cook's Dairy should be a tourist visitation site, again, organized appropriately.
- At least one farm in the area should be set up to receive visitors.
- Summer camps serving the interests of specific interest groups such as sports, music, fitness, etc. should be encouraged.
- Day camps should be made available to provide a child care service, freeing the parents for other activities.

- A day camp for adults where they could learn a new skill while vacationing has potential that should be investigated.
- Excursion boating in Yarmouth Harbour and surrounding areas should be developed.
- Deep sea fishing should be made available and promoted vigorously.
- Island camping that would require travel by boat to the appropriate campsites also has possibilities worth exploring.

The tourists are already coming into the area in numbers that would make most other areas of the province envious. There are unlimited possibilities for attractions and events that would keep a large percentage of them here longer than is now the case. As mentioned earlier the key ingredient is the will to make it happen.

TRANSPORTATION

Yarmouth County is located on the south western tip of the province. This rather isolated location means that transportation takes on unusual significance in the local economic system, and creates both advantages and disadvantages.

On the plus side, Yarmouth is the closest point in the province to the United States. There are two ferries linking Yarmouth with Bar Harbour and Portland, Maine and thousands of tourists are brought to Yarmouth each year via these vessels. Air Canada provides daily DC-9 service to Boston from where easy connections can be made to and from major American cities. Immediate access to one of the world's richest fishing grounds is, of course, a major asset of the county's geographic location.

Figure one illustrates very clearly the various modes of transportation that link Yarmouth with major North American cities.

Lion Ferry operates a six-month service connecting Yarmouth with Portland, Maine. This service peaks in July and August which are the months of greatest tourist traffic. CN Marine, on the other hand, operates a year round service connecting Yarmouth with Bar Harbour. This service offers Nova Scotia truckers an alternative to the land route for shipping U.S. bound loads.

The first ferry service out of Yarmouth was developed before the turn of the century. Some enterprising Yarmouth businessmen had very

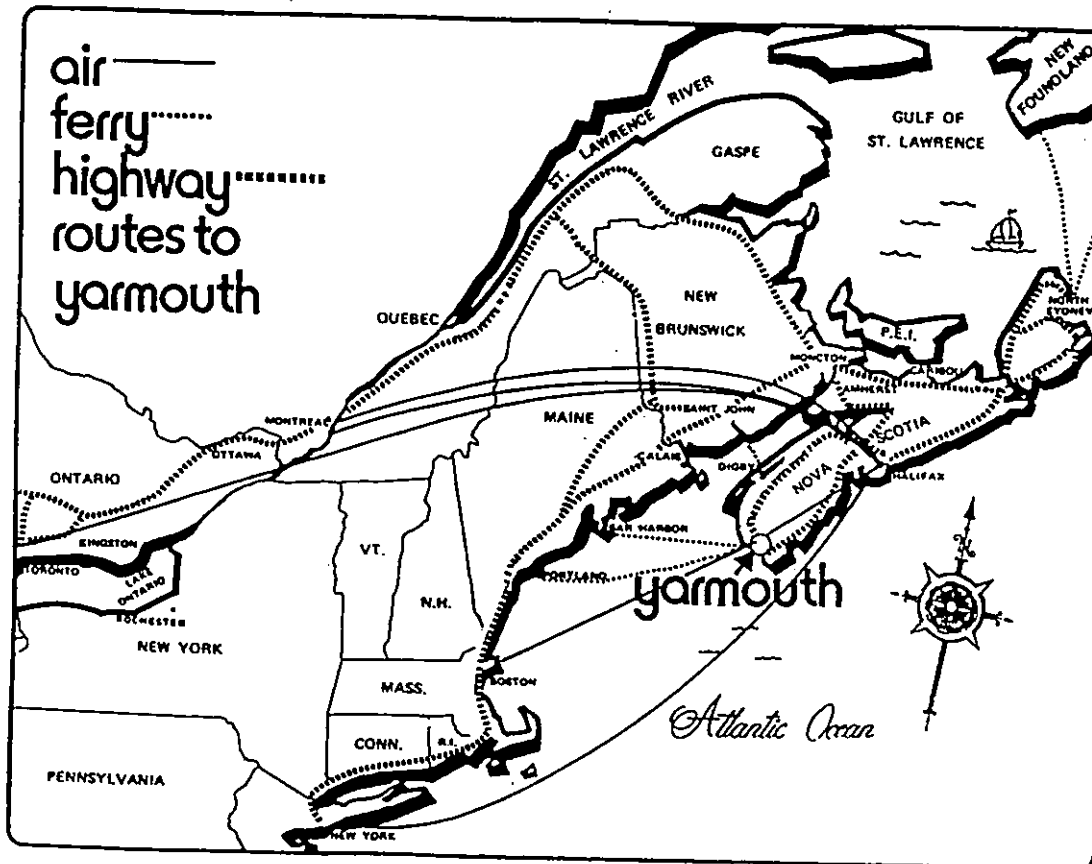


Figure 1

sizable steamers built in the British Isles and established a regular service between Yarmouth and Boston. These same farsighted entrepreneurs constructed the first Grand Hotel, as well as two smaller hotels on the west side of the harbour. At that time people who wished to travel beyond Yarmouth County did so via the Dominion Atlantic Railway which offered a very luxurious passenger service, the likes of which is no longer seen. Today many visitors come to the province on a tour bus which allows them to travel around the province as they please.

The ferry service, as part of the transportation sector, is indelibly bound up with the tourism sector and must be considered when developing tourism plans. For example, if CN Marine were to reverse its sailing schedule and lay overnight in Yarmouth rather than Bar Harbour the local economy would be forced to develop a significant additional overnight accomodation capacity.

As noted previously, the very location that gives Yarmouth certain advantages also creates some disadvantages. Since water transportation is generally cheaper than moving goods over land, if commercial port development were the aim, being on the tip of a peninsula would be a definite disadvantage. Whereas the Town of Yarmouth can provide port services for the western Nova Scotia region, it cannot compete, on a national scale, with the location of Halifax or Saint John for connection with mid-continent markets. Yarmouth's location is also a disadvantage for moving goods in the opposite direction. If, for example, a manufacturer wished to establish a major factory with a view to the export market, and if the source of supplies were in central Canada, it would cost him significantly more to locate in Yarmouth County than in a seaport closer to the supply source. However, when choosing a factory location reasons such as wage rate, life style, etc. may well override the transportation disadvantage.

BID Committee Report

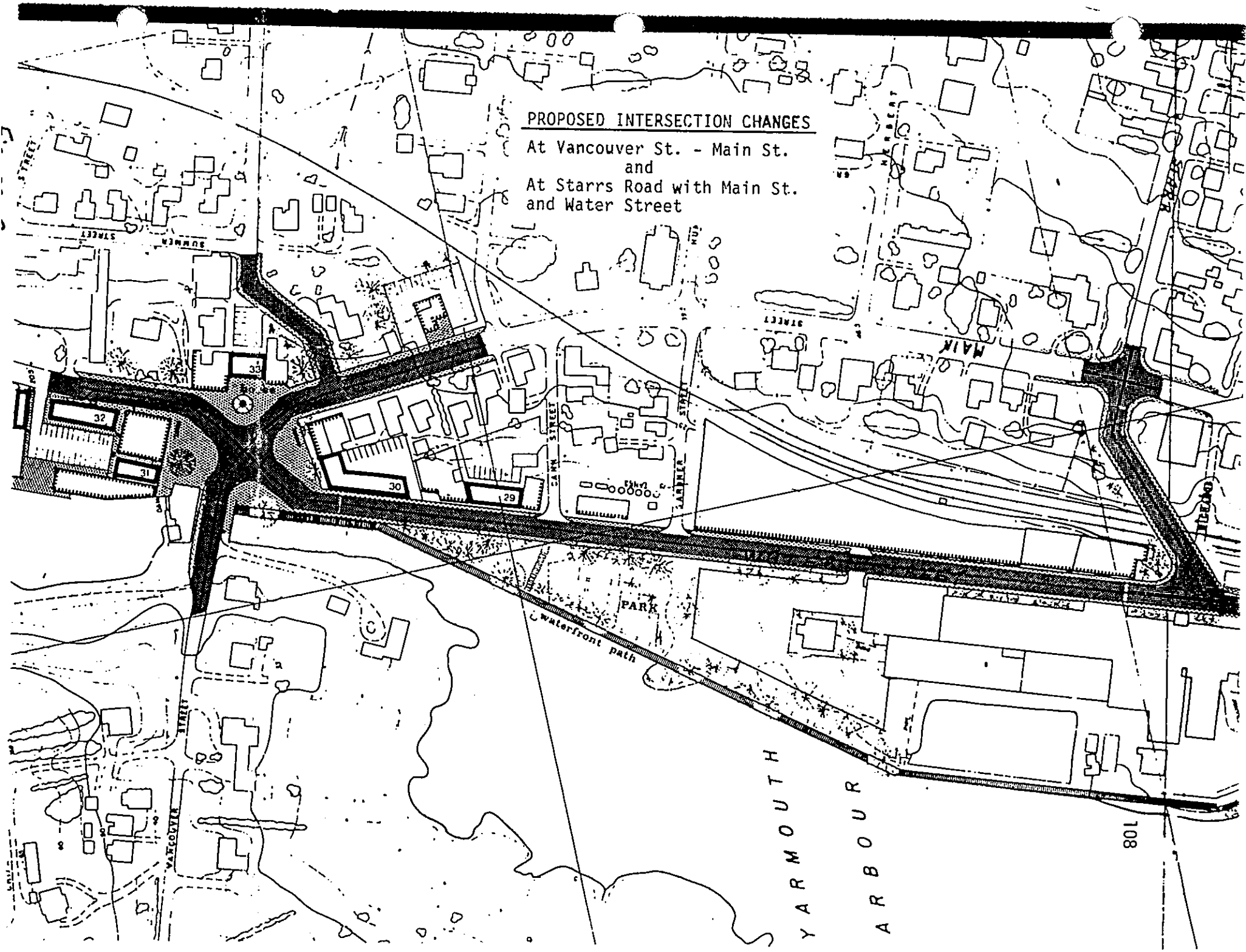
In November, 1980, the Business Improvement District Committee, in conjunction with Cochrane and Forsythe Architects Limited, completed

a report examining the transportation system in and around Yarmouth. This report identified the major problem areas and what could be done to stimulate economic development. Although some concepts have changed since that time, most of the recommendations continue to make economic sense and have yet to be accomplished.

Truck access to the harbour and the downtown business area is hampered by the intersections on Main Street with Vancouver Street and Starrs Road, and by the condition of Water Street itself. The report recommended new intersections at those locations which would be designed to improve traffic flow. Specifically, it recommended that at the intersection of Main with Vancouver and Chestnut Streets that Chestnut Street be blocked up and re-joined with Main half a block further south. The historic horse fountain would be moved east to a small park area at the foot of the old Chestnut Street. (Figure two). This would allow a smoother access between incoming Main Street, or Highway No. 1, and Water Street. A vehicle coming into town, and wishing to continue along Main Street, would make an actual left turn at Vancouver Street. If the vehicle continues straight through it would be brought to Water Street. Similarly, the Starrs Road - Main Street intersection was redesigned to provide truck access through to Water Street by continuing Starrs Road diagonally around the furniture store and on to Water Street. Water Street was to be broadened, after the removal of the tracks, so that trucks would be diverted from Main Street, thereby relieving the downtown traffic congestion.

PROPOSED INTERSECTION CHANGES

At Vancouver St. - Main St.
and
At Starrs Road with Main St.
and Water Street



These changes would allow a truck route to be established for easy access and egress to the two 100-series highways. The four bordering streets of the truck route would be Starrs Road, Water Street, Argyle Street and Haley Road. (Figure three)

The report further suggested that the bus, rail and ferry terminals be combined so that connections for those travelling to and from the United States could be made more efficiently. Since space at the harbour is unavailable for such a development, the current plan is to enhance the present bus and rail terminal by adding a small restaurant and improving the surrounding property into a park that would stretch down to the harbour waters.

Signage throughout the town, but particularly on Forest Street - between Water and Main, has become a problem for newcomers to the area. This is currently being redesigned to combine the maximum information with the most attractive appearance.

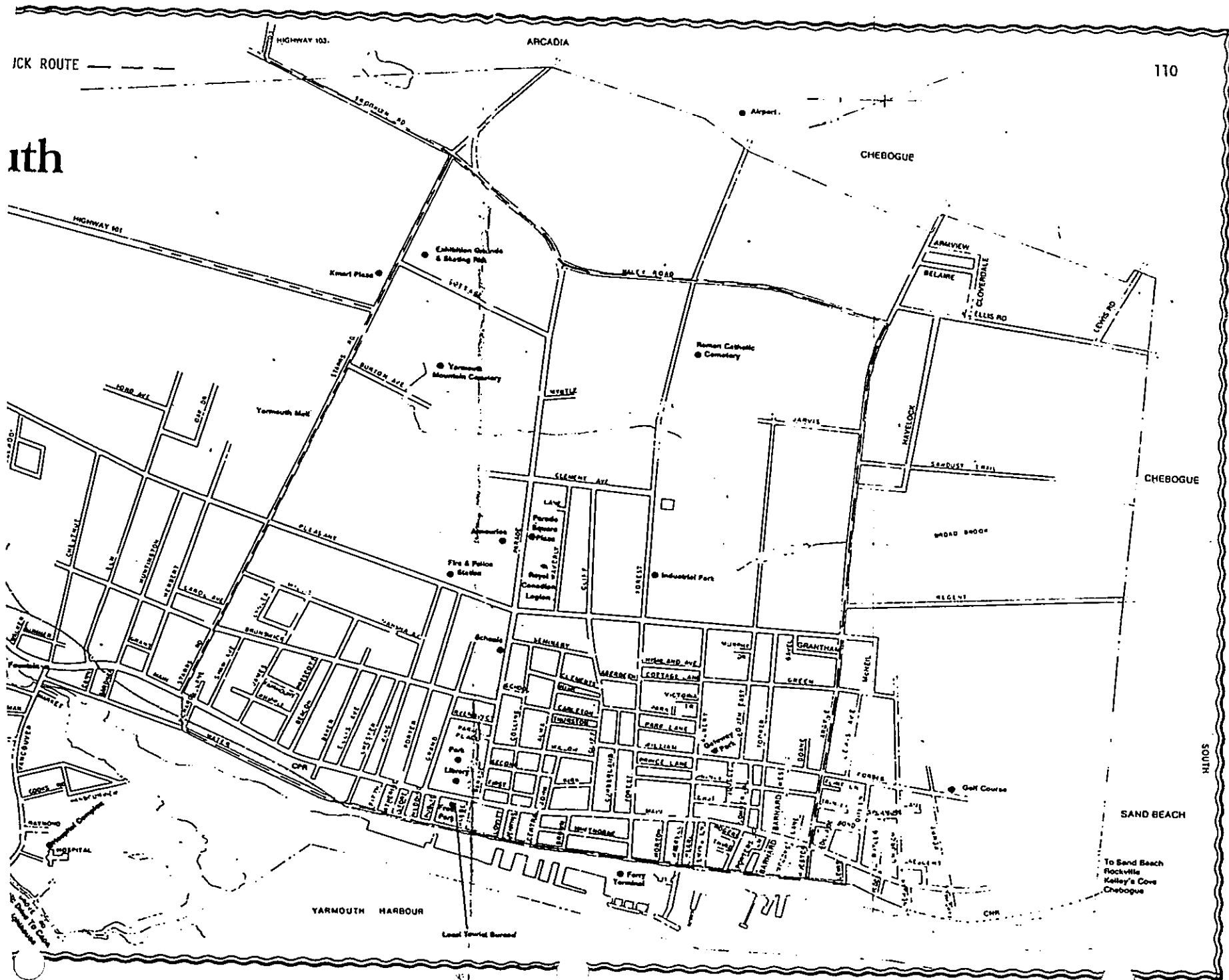
Harbour Facilities

Transport Canada has completed a harbour study of Nova Scotia in which Yarmouth is designated as a regional harbour. The intent of this report was to study the harbour facilities as they exist today, and recommend the changes that would be necessary to service the expected economic needs of the area until the year 2002. The major recommendations were to make improvements to both Lobster Rock Wharf and the Old Public Wharf so that they could specialize and relieve harbour congestion. Lobster Rock Wharf would be the centre for cargo going in and

ICK ROUTE

110

ith



Proposed Truck Route

To Sand Beach
Rockville
Kelley's Cove
Chebogue

out of the port, and the Old Public Wharf would be expanded to the point where it would accomodate all the fishermen who wished to use Yarmouth as a home port.

The report also makes recommendations for basic facilities to service the offshore oil and gas exploration activity that may develop in the waters near Yarmouth. The concept would include a terminal and a 107 metre (350 foot) wharf facility to be developed on Bunker's Island.

Other Transportation Concerns

Yarmouth County has an international airport now served by Air Canada flights to Halifax and Boston. Additional service is expected to be available in the next year or two, as the Rio Algom mine begins operation and the requirements for air travel are increased.

There are no regular freight transport flights scheduled to Yarmouth but there are several special shipments of live lobster and scallops in season. There are several small businesses associated with flying and the airport that service the specialized real estate, mapping, mineral exploration and forestry service.

The local bus service, the Yarmouth-Argyle Transit Authority, expanded in 1984 with the introduction of a tour service. This service transports tourists to interesting points in the surrounding area for a modest price.

A single boat tour exists to the Tusket Islands, but with the

county's beautiful and varied coastline the potential for additional tours seems exciting.

Rail freight service to Yarmouth is now quite limited. The south shore route has been abandoned, the rails taken up and the ties sold. Most commercial transport now goes by truck via the new 100-series highways, the Yarmouth County portions of which have been completed. Highway 101 still has uncompleted portions between Meteghan and the Annapolis Valley, but Highway 103 is virtually completed through to Halifax.

Passenger rail service includes a daily return service to Halifax providing early morning departure from Yarmouth, a full afternoon in Halifax for business or shopping with an evening return.

The Overall System

In any area the economic environment is substantially affected by the transportation system. For a county such as Yarmouth the transportation system is quite well developed, particularly when considering the international ferry service, the international airport, and the two 100-series highways. Close scrutiny shows that although the basic system is in place and the potential for further commercial development is beckoning, it is not yet fulfilled. Perhaps the catalyst to many businesses would be the completion of the improvements that have been recommended for Water Street - the weakest link in the transportation chain.

The continued growth of any community, whether it be village, town, county, province or nation, must proceed down two paths. These paths run separately, but parallel, and it is their compatibility that spells the long term stability of the community.

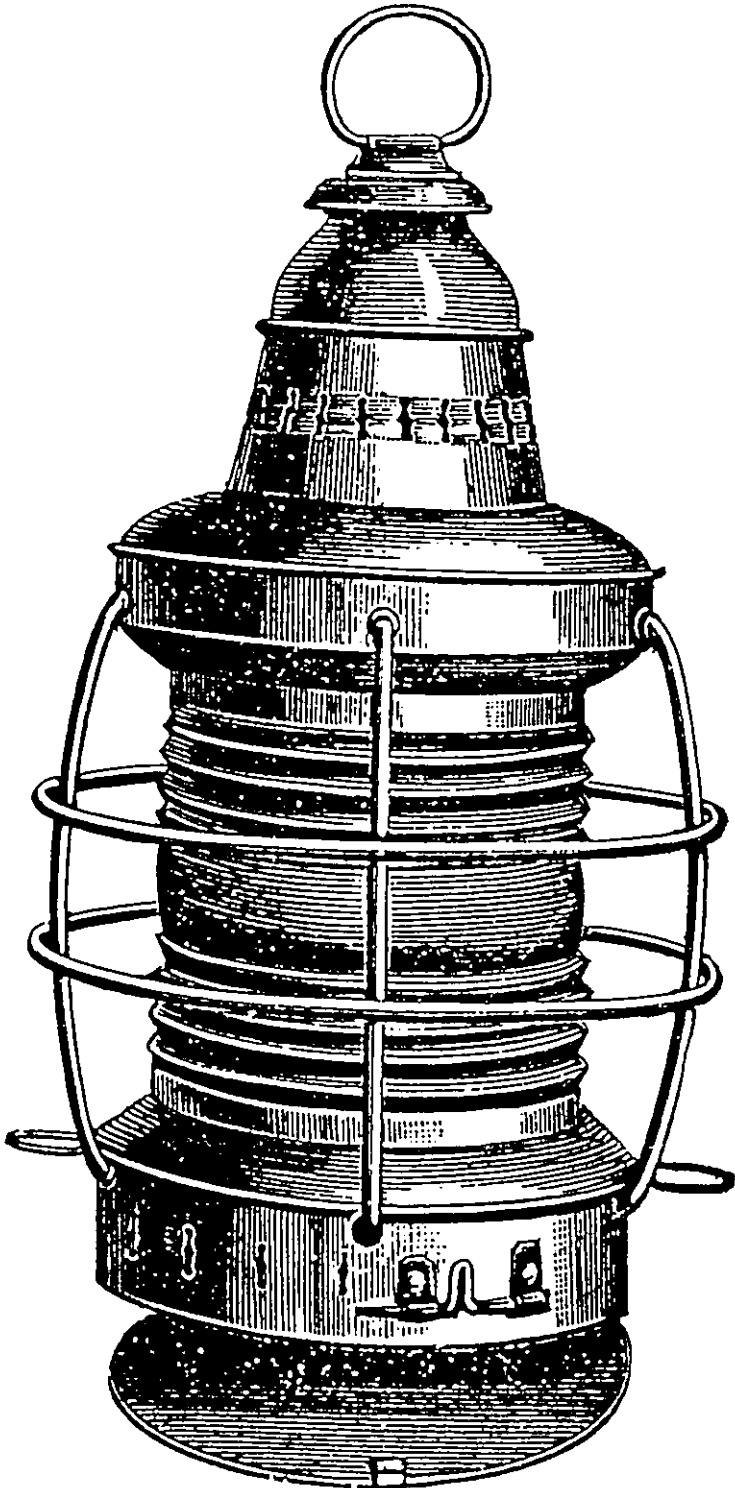
The first path is the obvious one of economic development in the private sector. Businesses that provide employment and cycle dollars through the system are the building blocks of a stable economy. But, in addition to the building blocks, there is a need for an infrastructure--the mortar, as it were--of public sector projects on which the community as a whole can stand.

This Community Economic Development Plan has identified both areas for expansion. There are those areas that are purely private sector activity, those that are purely public sector, and those that, depending on the stage of development of the community, may be either.

Nearly every economic sector identified in that section of this report entitled "Taking Stock" provides some areas where public participation would provide the support in the beginning stages that would lay the footings for stronger private participation in the later stages.

The following development projects have been explored and have been found to be deserving of inclusion in a long-term development plan for Yarmouth County:

SIGNALS FOR CHANGE



(1) Public SectorEconomic SectorDevelopment ProjectAgriculture

Clearing House and Chilling Facility A chilling facility for berries, fruit, vegetables and carcasses of beef, pork, and lamb would be an integral part of a much needed central clearing house that would provide both the information and facility for marketing the products of the agricultural industry. By putting these products on the market in top condition - be they wool, meat, fruit, vegetables or pelts - both producer and consumer have an opportunity to maximize the opportunities provided by a properly established market place.

Christmas Tree Yard A central buying and shipping yard would grade and bale Christmas trees in preparation for shipment by ferry to the United States. The brush created as a by-product to this process could be utilized in making wreaths or be baled itself for decorating purposes .

A potential site for both the Christmas tree yard and the central clearing house already exists on the property now owned by the Yarmouth Agricultural Society.

Mink Food Production Plant Given the large amount

of mink ranching that is done in this area, and since mink require fish offal as part of their diet, a mink food production plant could be developed locally. Fish products could be collected from throughout the province, fast frozen into blocks and shipped throughout Eastern Canada for use as mink food.

This very plant is an ideal example of the type of developments that can cross economic sector lines. A plant of this nature has implications for both agriculture and fishing and could be developed by either sector.

Fishing

Much of the potential for continued growth in the fishing sector depends on improvement in the quality of fish being marketed. However, much of what is needed to improve this quality is financially beyond the scope of individual fishermen. Several facilities have been identified that have real significance for the local fishing industry:

Plate Freezing Facilities The location of plate freezing facilities near either the wharves or the processing plants of the fishing communities of the county would allow a greater flexibility in the products produced and the fishing markets served.

Ice Making Facilities Abundant ice, readily available, is essential to improving the quality of fish, and the local availability of this ice not only means better quality, but also improved efficiency of the processing plants.

Wharf Improvements Small fishing communities do, from time to time, have projects for wharf improvements that enhance economic activity in the area.

Improved Facilities for Fishermen At the port of Yarmouth, specifically, the public wharves are congested. Additionally, there is a need for some type of clean-up facility, perhaps in association with offices of various fishermen's organizations. A previous study has recommended that the Public Wharf be expanded to serve the centre for fishing activity while all general cargo would be handled through the Lobster Rock Wharf.

Forestry

School Owned Woodlot To ensure a continuing awareness of the role forestry plays in the province's economy as well as practical knowledge of what is required to have a continuing, reliable source of wood supply, a working woodlot could be developed as a practical tool for forest management, biology, and other subjects. Sale of the

wood harvested from the woodlot would support the salaries of those persons required to manage it.

Tree Management Project The gypsy moth is only one of the possible predators that can wreck chaos on the trees of the area. The good health of these trees is important not only to the visual appearance of the area, but to the entire ecological system. A Tree Management Project would be one ongoing way to maintain the trees, including those lining the streets, in the parks, in the cemeteries and on the golf course.

Industry

Traditionally, the waterfront was the base of the areas industrial activity. In recent years the emphasis has been shifting to Industrial Parks and Incubator Malls, but with the potential for offshore development, activity on the waterfront should not be ignored.

Industrial Parks Both the Yarmouth and Argyle areas are developing industrial parks as a means of creating additional economic activity in the county.

Incubator Malls Located within the Industrial Parks, Incubator Malls are a means of getting new industries off the ground by offering facilities inducements to

new businesses that help to overcome the financial burden of the first few years.

Recreation

Regional Civic Centre Over the past several years the need for a multi-purpose facility to serve south western Nova Scotia has become increasingly apparent. A regional civic centre, as proposed by the Civic Centre Committee, would fulfill the pressing demands for a building to house conventions, major trade shows, community events, and to meet the increased need for an ice-related activities.

Traditional Fishing Village and Fisheries Museum

The Municipal Council of the Municipality of the District of Yarmouth has expressed an interest in, and is willing to sponsor, the creation of a traditional fishing village and fisheries museum to be located within its boundaries.

Recreation Facilities The Recreation Department of the Municipality of Yarmouth has expressed a need for a recreational complex to consist of tennis courts and multiple softball and baseball fields. The Recreation Department of the Town of Yarmouth is similarly interested in developing a wide range of recreational facilities to include

such things as: lighted softball, baseball, soccer fields and tennis courts; and the upgrading of the Milo Boat Club on Lake Milo. The Y.M.C.A. could broaden the role it plays in the area's recreational programs with the addition of some equipment and a few structural changes. Renovations to the main arena of the Yarmouth Agricultural Society's building complex would not only improve the aesthetic and practical qualities of the building, but would make possible a more varied use of the facility resulting in the creation of new employment opportunities.

There is no doubt that, in this era of increased leisure time, a full range of recreational facilities can greatly enhance the marketability of an area.

Retail

Waterfront Development Although retail, by definition, is normally private sector, the upgrading and development of the waterfront would expand the retail facilities in the area and, presumably, generate sufficient volumes of traffic to warrant the establishment of such facilities.

Tourism

National or Provincial Park, Wildlife Park, Lupin Festival, Summer Theatre The tourist potential of Yarmouth County as a destination is largely

untapped. However, to capture even a small percentage of those people who pass through Yarmouth on their way to somewhere else requires the development of activities, events and action. The items named herein are only a sampling of the type of projects that could be developed and that would, in the beginning at least, require public sector support.

Transportation

Street-Highway Improvements The economic environment is significantly influenced by the transportation system. Within the boundaries of the Town of Yarmouth are the weakest links in the chain, namely: the intersection at Main Street and Vancouver Street; the intersection of Main Street and Starrs Road; and the presence of railway tracks on Water Street. Improvements in these three areas would greatly enhance that large segment of the transportation system that depends on motor transport.

Harbour Improvements Yarmouth's coastal position means that water transportation is involved with a large number of products. To service future traffic demands changes have been recommended for both the Public Wharf and the Lobster Rock Wharf. If facilities are required, at some future time, for offshore exploration activities, Bunkers Island would be a most appropriate location.

(2) Private Sector

Economic SectorDevelopment Project

Agriculture

Fur Ranching Fox production could be easily expanded because commercial feed is readily available. Expansion of mink production is limited by the scarcity of feed, but if a Mink Food Production Plant were established - as outlined in the Public Sector - this area could expand as well.

Vegetable, Berry, Beef, Sheep Production Only a small percentage of the foodstuffs consumed in the area are grown in the area. There is room for growth in this area, but its viability would be enhanced with the establishment of a central chilling and marketing facility. U-Pick operations have a marketing potential that is yet undeveloped in this area. Additionally, the berries grown here are shipped out in an unprocessed state. The processing of jams and jellies, on a small scale, could be done here, thus keeping in the area some of the add on value that comes from processing.

Christmas Trees Many property owners in the county have land in woodlots that is capable of supporting Christmas trees. Clearing and/or

planting would be required, but the Christmas tree industry has expanded rapidly creating a considerable demand for more and larger producers.

Fisheries

New Species and Aquaculture Development This is another example of an area that may have either public or private sector origins. The climate in Yarmouth County provides for a longer growing season than in other Canadian waters, and there are still many areas of unpolluted water. The field has been opened up by private enterprise and expansion could provide additional business opportunities in the private sector.

Ice Making and Plate Freezing Facilities and a Fish Meal Plant have all been described under public sector development. It is conceivable that the Fish Meal Plant could develop in the private sector while such facilities as those required for Ice Making and Plate Freezing could be co-operative ventures. No doubt the private sector would develop these facilities in time, but assistance from the public sector would enhance the economic activity of the region much more quickly.

Forestry

Wood Fuel Industry The technology has now been developed to offer an alternative wood fuel supply

system at costs similar to firewood. This new system is Wood Chip Heating and it offers ease of handling and more complete combustion of the gases released with resultant safer operation. This wood fuel industry would offer a market for the county's mature and aging wood and in so doing would help develop the area's resource and provide employment. There is no doubt that by finding additional markets the county's capacity for production could be more fully utilized.

Industry

Book Publishing, Machine and Repair Shops, Mine Suppliers The type of industry that can realistically be expected to establish in Yarmouth County is not the high tech, injected from without type, but rather industry that builds on resources and skills that are already here. The community has an unusually high level of expertise among typesetters, designers and printers. With this expertise already here, a book publishing industry is a logical outgrowth. The Rio Algom tin mine will also spawn light industry that responds to its needs. Given the amount of machinery being used in the mining process, machine and repair shops should flourish, as will other like activities.

- Mining** Potential Mines The potential exists in Yarmouth County for major mineral deposit finds at a depth that would allow commercial exploration. Gold mining was once undertaken in several locations throughout the county. It may be possible to revive this activity, perhaps not for the ore itself but as a tourist attraction.
- Retail** Kitchen Ware Shop, Butcher Shop, Delicatessen, Convenience Store Yarmouth appears to have a full compliment of staple shops, but the time would seem to be ripe for the development of specialty shops such as those listed above. Small shops that cater to special interests could fill the remaining retail space and perhaps be the key to a decision to develop a retail area on the waterfront.
- Services** Home Help Agency, Counselling and Placement Agency
As people move into an area, it falls upon the community to provide the services traditionally available within the extended family. Most, if not all, of these services could be provided by a private agency that would be prepared to provide a full range of services from house cleaners to babysitters to housekeepers to homemakers. Job-career counselling and placement is presently

being done by one federal government agency. However, private agencies providing this service, specifically those tailored to the job requirements of females, do flourish in other areas and could do so here.

Tourism

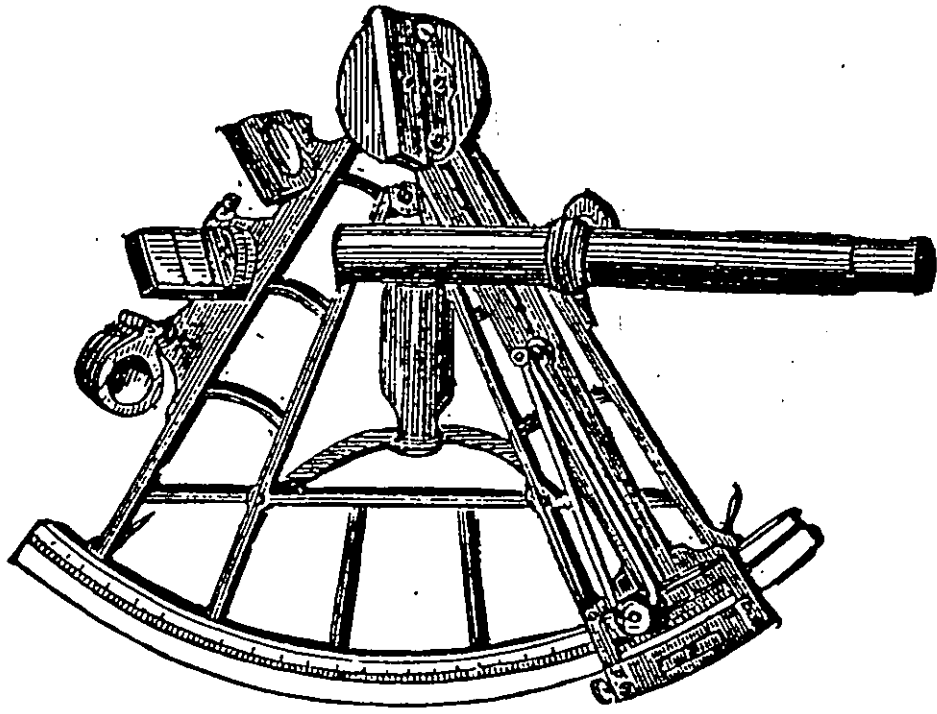
The opportunities for private ventures in the tourism sector is limited only by one's imagination. A partial list of areas that could be developed has been identified earlier in this report and include: a fish plant, a farm, and Cook's Dairy all designated as tourist visitation sites and organized accordingly; summer camps catering to specific interest groups such as sports, music and fitness; day camps for children and adults - some stressing skill developing; excursion boating; deep sea fishing and island camping. A craft co-op could make the handwork of the many talented people in the area available in such a manner to insure quality to the buyer and a fair price to the seller. The present tourist market appears to be activity oriented and those areas that promote activity, either in the public or private sectors, are most successful in cornering the market.

Transportation

Trucking Firms, Boat Tours Transportation is

generally considered to be in the public domain and such services as highway improvement and harbour development clearly are. But trucking services and boat tours are also transportation. The needs of the tin mine, coupled with its location 50 km from the town, could well support the development of one or more trucking firms. Boat tours are just one more example of an area for development that crosses sector lines. Travel by boat is certainly one means of transportation, as evidenced by the two ferries that ply between Yarmouth and Maine, but boat tours would, in all probability, develop in response to a perceived need in the tourism sector. There are dozens and dozens of islands off the immediate coast of Yarmouth County and tours to even a few of these would attract considerable interest.

The Log



Small is beautiful. The economy of Yarmouth County has developed to its present level by capitalizing on small business. The retailer, the fisherman, the farmer, the service provider - the entire spectrum of the economic sector - are all small businessmen. With a few exceptions; such as Dominion Textiles, Alwood Products and the Rio Algom Tin Mine, Yarmouth has never been attractive to 'big business.'

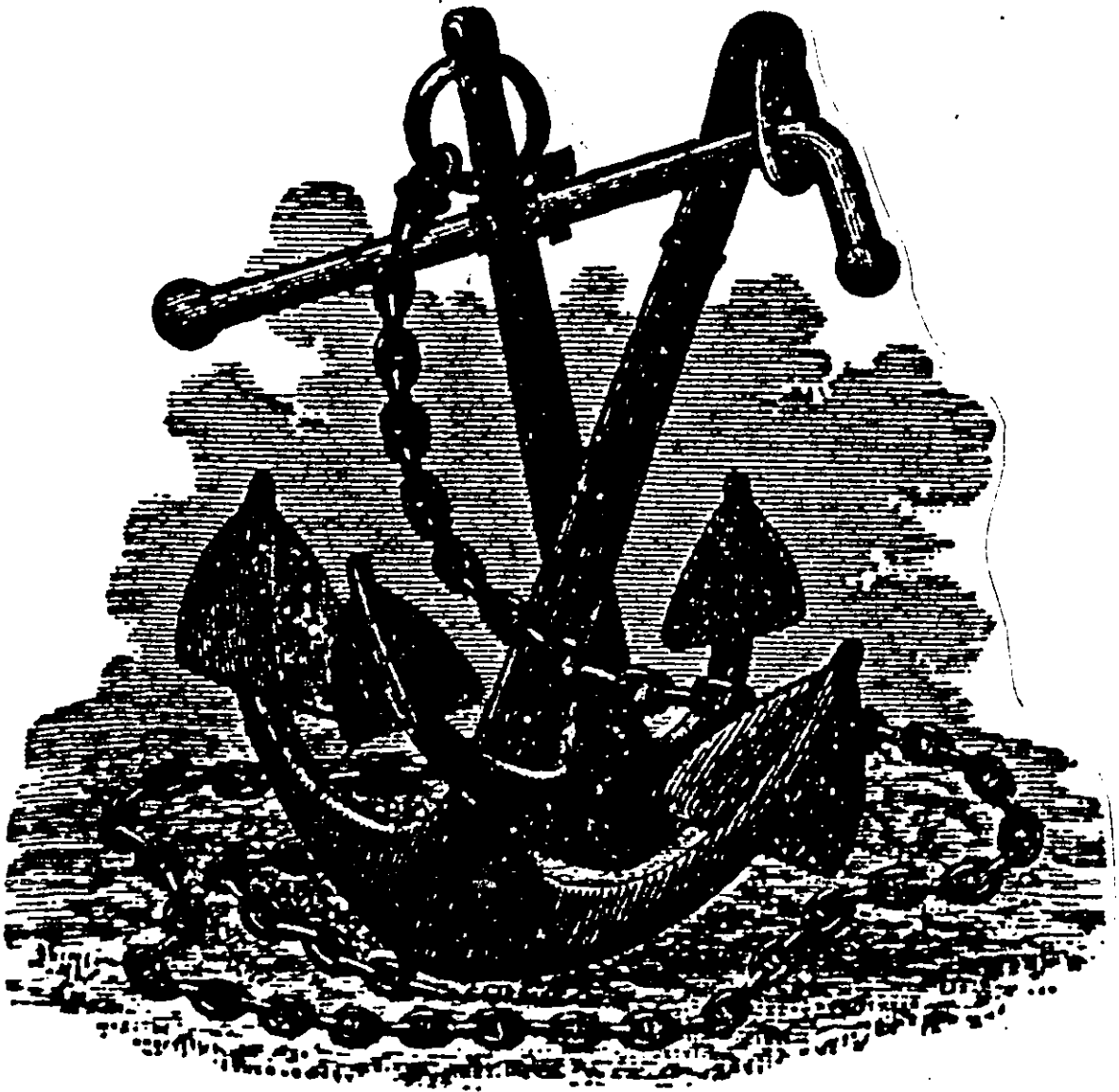
In preparing this Community Economic Development Plan each sector of the economy of the area has been carefully scrutinized. In so looking, it has become increasingly apparent that the individual initiative and the small economic unit that has lead the area to its present stage of development is the key to its future development. These small units, when pooled, create tremendous economic forces.

Future development rests on expanding those activities already being carried out in the various economic sectors and, in so doing, makes them even more effective in their contributions to the economy.

Long-term, stable economic development cannot depend on the injection of a large, high-tech factory that will employ the entire labour force. Stability depends on building on that, that has already proven successful. In the case of Yarmouth County this means developing the small businesses - those small units that employ small labour forces - that, by weight of numbers, provided a stable, reliable, but diversified, economy.

Economic development in Yarmouth County will come from doing what has previously been done well -- better.

APPENDICIES



Appendix A

Municipal Structure & Services:

Town of Yarmouth

Municipality of Yarmouth

Municipality of Argyle

Fire Protection and Board of Fire Escapes and Board of Public Safety: The Building Inspector and the second Deputy Fire Chief, both part-time positions filled by one person, report directly to this Committee. Three Councillors, chaired by the Fire Commissioner.

Police Protection and License Committee: Oversees the Royal Canadian Mounted Police and the By-law Enforcement Officer. Mayor and full Council.

Streets and Public Works Committee: Under this committee, the superintendent of streets is responsible for streets, parks and sanitation, the pump house, and also acts as the Development Officer.

Recreation Committee: Advises Council in matters regarding recreation, such as sports facilities within the Town, and the Milo Boat Club. Three Councillors and seven ratepayers.

Parks and Trees Committee: This committee supervises park improvements, such as the tree planting and maintenance program. Three Councillors and two ratepayers.

Committees:

Water Utility Committee: The Town of Yarmouth Water Utility is operated as a business, separate from the Town Council. Full Council.

Planning Advisory Committee: All planning strategies and zoning by-law amendments are reviewed by this committee before presentation to Council. Five members, with at least two Councillors.

Joint Social Services Committee: This committee, drawn from the three municipal units, administers the social services offered by the Provincial Department.

Protection of Animals: The Animal Protection Officer is responsible for animal control within the Town and reports to Council. Three Councillors and two ratepayers.

Senior Citizens and Handicapped Committee: Acts as a liason among senior citizens, the handicapped, and the Town. Three Councillors.

Heritage Advisory Committee: Responsible for creating an inventory of buildings, streetscapes or areas of architectural, historical or heritage value within the Municipality, and as well, recommends to Council which buildings, streetscapes or areas should be registered in the Municipal Heritage Register. Seven members, with at least Two Councillors.

Boards:

The Municipal Council appoints representatives to the following Boards:

Yarmouth District School Board: Two Councillors.

Board of Arbitration (Joint Expenditure): Shares with the other municipal units expenses pertaining to the Court House, the County Jail and the Park adjacent to the Court House in Town. Town of Yarmouth: Mayor and Two Councillors. District of Yarmouth: Warden and Two

Councillors. District of Argyle: Warden and Two Councillors.

Board of Health: The duties of this board fall under the Public Health Act. It approves licenses issued to public eating places recommended by the Department of Health. Three Councillors and two rate-payers.

Yarmouth Regional Hospital Board: The Town has six representatives on this board, with at least Three Councillors.

Board of Tidal View Manor: One representative appointed by Council.

Board of Harbourside Lodge: One representative appointed by Council.

Western Counties Regional Library Board: Responsible for all regional library services from Lockeport to Digby. One representative appointed by Council.

Y.M.C.A. Board of Directors: One representative appointed by Council.

Yarmouth County Tourist Association: One Councillor.

Emergency Measures Organization (EMO): Mayor

Commissions:

Commissions act on their own, independent of the Municipal unit.

Council is represented on each commission.

Parking Commission: Responsible for all public parking in the downtown area. One Councillor, four businessmen from that designated area and the Traffic Authority.

Yarmouth Arena Commission: One representative appointed by Council.

Yarmouth Area Industrial Commission: Promotes economic growth and development. One Councillor, three ratepayers from the Town of Yarmouth, together with representation from the District of Yarmouth.

Transit Authority:

Yarmouth Argyle Transit Authority: Responsible for public transit for the Town of Yarmouth, the District of Yarmouth and the District of Argyle. The Authority operates two buses and one alternate, with the alternate being used as a spare and also as a charter for the handicapped. Three representatives from each unit.

Unions:

Union of Nova Scotia Municipalities: Delegates from Municipalities throughout Nova Scotia attend the Annual Meeting. All Councillors are automatically members of the union.

Municipality of the District of Yarmouth

The Municipality of the District of Yarmouth is divided into seven electoral Districts. The Municipal Council consists of one Councillor from each District, all of whom serve a three year term. The Council elects the Warden.

Electoral Districts:

District One - Kemptville, Carleton, Deerfield to the South Ohio border. Represented by Deputy Warden Charles MacConnell.

District Three - South Ohio, Brenton, including Brooklyn. Councillor Reg LeBlanc.

District Four - Port Maitland, Short Beach area, Darlings Lake, Beaver River, Lake George, Richmond and part of Wellington. Councillor Jan Morrow.

District Five - Bounded by the remainder of Wellington, the Village of Hebron, Sanford, Dayton to Prospect Street. Warden Daniel Stanton.

District Six - Cheggogin, Pembroke, Cape Forchu and Grove Road. Councillor Staley Goodwin.

District Twelve - Kelley's Cove, Rockville, Chebogue and Arcadia. Councillor Gary Archibald.

District Thirteen - Melbourne, Pinkney's Point and Pleasant Lake.
Councillor Ann Kenney.

The Municipality has several Standing Committees, as well as other committees that perform normal Council functions. The Council also appoints representatives to various Boards and Commissions.

Standing Committees:

Special Finance Committee: Meets once a month and approves the payment of all bills authorized by Council. Three Councillors.

Law Amendments and By-Law Committee: Initiates new By-laws and makes changes or amendments to existing ones. Warden and full Council.

Industrial Committee: Responsible for industrial development within the Municipality. Three Councillors.

Arbitration Board of the Joint Expenditures Board: Shares with the other Municipal units all expenses pertaining to the Court House, the County Jail and the Park adjacent to the Court House in Town.
District of Yarmouth: Warden, two Councillors and one alternate. Town of Yarmouth: Mayor and two Councillors. District of Argyle: Warden and two Councillors.

Joint Social Services Committee: Deals with all social services needs, such as homes for special care and general assistance. Three Councillors.

Committees:

Public Works: Responsible for all matters pertaining to municipal works, water, sewer, street lights and the Municipal dump. Five Councillors and the Development Officer.

Municipal Planning Advisory Committee: Responsible for reviewing and updating land-use by-laws, reviewing subdivision by-laws and advising Council concerning re-zoning. By-laws must be reviewed every five years. Five Councillors, three ratepayers, the Development Officer, Municipal Planner and the Municipal Solicitor.

Heritage Advisory Committee: Catalogues buildings or streetscapes of significant architectural, historical and heritage value within the Municipal unit, as well as advises Council as to which houses or streetscapes should be placed on a Heritage Register. Three Councillors and five ratepayers.

Municipal Board of Health: In conjunction with the Department of Public Health, is responsible for all aspects of health related problems within the Municipality. Three Councillors, two ratepayers, the Development Officer and one representative from the Department of Health.

Recreation Committee: Carries out all recreational functions, with their budget approved once a year by the Council. Three Councillors, six ratepayers and the Recreation Director.

Jail and Court House Committee: Oversees all matters pertaining to the Jail and Court House. Warden, three Councillors, one representative from the Municipality of Argyle and the Town of Yarmouth, Sheriff and the Jailor.

Public Accounts and Finance: A Committee of Council that meets several times a year.

Certify Administration of Justice and Court Expense Accounts: Solicitor.

Revisor of Jury Lists: The Warden serves as a Committee of One.

Fence Arbitration Committee: Resolves disputes regarding the fencing in of livestock. One Councillor, one member appointed by Yarmouth County Federation of Agriculture and one appointed by the province of Nova Scotia.

Committee to Negotiate Fire Rates with Town: Warden, two Councillors, Municipal Solicitor, Clerk and Auditors.

Weed Control Inspector: Controls noxious weeds in the Municipality. One ratepayer is appointed as inspector.

Dog Tax Collector and Dog Catcher: The Dog Catcher is hired by the Agricultural Society which, in turn, reports to the Council.

Dog Tax Committee: Meets occasionally. Solicitor and Clerk.

Fence Viewer and Sheep Valuer: One ratepayer appointed to deal with dogs killing sheep or any problems involving fences.

Caretaker of the Arcadia Water Trough: One ratepayer is paid a small fee to prime and keep in good order, for public use, the pump at Arcadia.

Boards and Commissions:

The Municipal Council appoints representatives to the following Boards and Commissions:

Boards:

Yarmouth Regional Hospital Board: Five representatives appointed by Council.

Board of Tidal View Manor: One representative.

Board of Harbourside Lodge: One representative.

The Western Nova Scotia Animal Hospital is an incorporated body. The Municipality of the District of Yarmouth is the largest shareholder with the remaining shares held by the Municipalities of the Districts of Argyle and Clare. This Board provides the physical facilities for the Animal Hospital. Full Council with one Councillor from Argyle and one from Clare.

The Yarmouth Livestock Health Services Board looks after staffing requirements for the Western Nova Scotia Animal Hospital. Council appoints one ratepayer.

Yarmouth County Agricultural Society: One Councillor.

Western Counties Regional Library Board: One Councillor.

Yarmouth County Tourist Association: One Councillor.

Y.M.C.A.: One Councillor.

Emergency Measures Organization: Two Councillors.

R.R.A.P.: Deals with upgrading homes for low income families according to need and income. Two Councillors and one representative from the Department of Social Services.

Yarmouth Housing Authority: Deals with the Senior Citizens units in Port Maitland and Hebron. One Councillor serves on the Nominating Committee.

Yarmouth Affirmative Action: One Councillor.

Commissions:

The District Planning Commission: Formed by the Municipality of Argyle, Barrington, and the Municipality of the District of Yarmouth. Represented by the Warden and the Chairman of the Municipal Planning Advisory Committee.

Yarmouth Area Industrial Commission: Plans industrial growth for Yarmouth County. Three Councillors.

Yarmouth Arena Commission: One Councillor.

Transit Authority:

Yarmouth Argyle Transit Authority: Responsible for public transit for the Town of Yarmouth and the District of Yarmouth and District of Argyle. The Authority operates two buses and one alternate, with the alternate being used as a spare and as a charter for the handicapped. Three representatives and one alternate.

Unions:

Union of Nova Scotia Municipalities: Delegates from Municipalities throughout Nova Scotia attend the Annual meeting to discuss Municipal affairs. All Councillors are automatically members of the union.

Municipality of the District of Argyle

The Municipality of the District of Argyle is divided into eight electoral districts with one Councillor representing each district. Councillors serve a three year term and the Warden is elected by the Council from its own numbers.

Electoral Districts:

District Fourteen - Plymouth, Comeau's Hill, Little River Harbour.
Warden Patrick Murphy.

District Fifteen - Hubbard's Point, Amirault's Hill, Sluice Point, Surette's Island, Morris Island. Councillor Avite Burke.

District Sixteen - Abram's River, Belleville, Springhaven, Quinan.
Councillor Gerald Pottier.

District Seventeen - Argyle, Eel Brook Area. Councillor Fred Hines.

District Eighteen - East Pubnico. Councillor Wilfred d'Entremont.

District Nineteen - Pubnico, West Pubnico, Middle and Lower West Pubnico. Councillor Viat d'Entremont.

District Twenty - Tusket, Kemptville Area. Deputy Warden Gordon Wood.

District Twenty-one - Wedgeport, Lower Wedgeport. Councillor Michael Murphy.

The Warden is ex-officio a member of all standing and special committees, with the exception of the Board of Health.

Standing Committees:

Finance Committee: This is probably the most important Committee and, as such, is responsible for the preparation and presentation of the budget to Council for approval, as well as recommending the tax rate for the coming year. It meets monthly and approves the payment of all Council's bills. The Finance Committee has assumed the responsibilities of the Building Committee which has been eliminated. Five Councillors.

Arbitration Committee (Joint Expenditure): shares with the other municipal units all expenses pertaining to the Court House, the County Jail and the park adjacent to the Court House in town. District of Yarmouth: Warden, two Councillors and one alternate. Town of Yarmouth: Mayor and two Councillors. District of Argyle: Warden, two Councillors and one alternate.

Law Amendments and By-Laws Committee: Initiates new by-laws and changes or amends existing ones. According to the Municipal Act, by-laws must be reviewed every five years. Four Councillors and the Municipal Solicitor.

Welfare Committee: This committee serves a dual purpose: as a member of the Joint Social Services Committee serving the three municipal units in the county; as a local committee meeting monthly to deal with welfare matters, such as general assistance to needy recipients (the welfare officer may spend up to \$300. on each recipient) and the placement of people in homes for special care. Three Councillors.

The Joint Social Services Committee meets once a year to approve policy and set up a budget.

Personnel Committee: Deals with the hiring, promoting or firing of all municipal employees. This committee is also responsible for the staff at the Tuskett Court House. Three Councillors.

Special Committees:

Tenders and Public Property: This is an inactive committee which, in the past, has dealt with school construction and major projects, such as sewer dump sites. Full Council.

Sewer Committee: Responsible for the care and maintenance of the West Pubnico Sewer. One Councillor and six ratepayers.

Yarmouth Regional Hospital Board: Three representatives.

Tidal View Manor: One representative.

Harbourside Lodge: One representative.

Member to Yarmouth County Tourist Association: One Councillor.

Animal Hospital Board: The Western Nova Scotia Animal Hospital is an incorporated body. The Municipality of the District of Yarmouth is the largest shareholder, with the remaining shares held by the Municipalities of the District of Argyle and Clare. This Board provides the physical facilities for the Animal Hospital. Full Town Council with one representative from Argyle and one from Clare.

Sanitation Committee: Responsible for the care and maintenance of the dump sites at Abram's River, Wedgeport and West Pubnico. Two Councillors from each area.

Yarmouth County Agricultural Society Board of Directors: One Councillor.

Regional Library: One Councillor.

Transit Authority: The Yarmouth Argyle Transit Authority is responsible for public transit in the Town of Yarmouth, the District of Yarmouth and the District of Argyle. The Authority operates two buses and one alternate used as a spare and as a charter for the handicapped. The Transit Authority, operated partly by provincial grants, meets quarterly with the other Municipal units, all of whom share any deficit. Three Councillors.

Emergency Measures Organization (EMO): Two Councillors.

Jail Committee: This committee is under the Joint Expenditure Board. One Councillor.

Heritage Advisory Committee: Responsible for catalogueing buildings, streetscapes or areas of architectural, historical or heritage value within the Municipality and, as well, recommends to Council which buildings, streetscapes or areas should be registered in the Municipal Heritage Registrar. Six members, with at least one Councillor.

Planning Advisory Committee: Responsible for planning strategy. At present the Council has not adopted a municipal development plan. This committee forms part of the Argyle-Barrington District Planning Commission. Five Councillors.

Board of Health: In conjunction with the Department of Public Health, is responsible for all aspects of health related problems within the Municipality. Four Councillors and one ratepayer.

Argyle Industrial Commission: The Commission is in the process of developing an industrial park situated near the Tusket exit off Highway 103. This park is approximately seventy-two acres in size and will provide serviced lots for industries locating in the Municipality. Five Councillors and three ratepayers.

Yarmouth Argyle Barrington District Planning Commission: Council is represented by the Warden and the Chairman of the Planning Advisory Committee.

Unions:

The Union of Nova Scotia Municipalities represents all municipal units in the province. This body meets annually to deal with municipal affairs. Each unit is entitled to five voting delegates.

Appendix B

Contacts Involved in Preparation
of Plan

Amirault, Mr. Patrick
N.S. Fishermen's Association - Scallop Sector

Amiro, Mrs. Enos
Curator, Le Musee Acadien

Anthony, Mr. Robert
H. V. Anthony Greenhouses

Borcherdt, Mr. Tom
President, Borcherdt Concrete Products

Boudreau, Mr. Walter
President, Yarmouth Development Corporation

Carroll, Ms. Debra
Lawrence Sweeney Fisheries

Coates, Mr. Brian
Manager, Alwood Products

Comeau, Ms. Jeanine
Manager, Yarmouth Arts Regional Centre (Th'YARC)

Conrad, Mr. James
President, Argyle Sea Products

Cook, Mr. Hugh
President, Cook's Dairy Farm Ltd.

Cooper, Mr. John
N.S. Department of Lands and Forest

Davis, Mr. Frank
Department of Fisheries & Oceans

Davison, Ms. Lydia
Dayton, Yarmouth Co., N.S.

d'Entremont, Mrs. Irene
Wesmar Electronics

Doucet, Ms. Pauline
Recreation Director, Municipality of Argyle

Doucette, Mr. Jerry
Municipal Clerk, Municipality of Argyle.

Eldridge, Mr. Peter
Yarmouth Consolidated Memorial High School

Fells, Mr. Curtis
Yarmouth, N.S.

Fudge, Ms. Carlene
South Ohio, Yarmouth County

Fuller, Mr. Malcolm
N.S. Department of Agriculture

George, Ms. Deidre
Yarmouth, N.S.

Goudey, Mr. Skip
Arcadia, Yarmouth County

Grant, Ms. Betty
Dominion Textiles Inc.

Grey, Mr. Wayne
Recreation Director, Municipality of Yarmouth

Hall, Mr. David
Yarmouth, N.S.

Hamilton, Mr. George
Burridge Regional Vocational School

Hjelkrem, Mr. Ove
Kennebec Fisheries

Hopkins, Mr. Bruce
Curator, FireFighter's Museum of Nova Scotia

Hubbard, Mr. Richard
Recreation Director, Town of Yarmouth

Johnstone, Mr. Cecil
Private Consultant, Hudson's Bay Company

MacConnell, Ms. Beverley
Forchu Forest Management

MacMillan, Mr. Thomas
N.S. Department of Lands and Forests

Martin, Mr. Phillip
Personnel Manager, Rio Algom

McLellan, Mr. Joseph
Burridge Regional Vocational School

Moses, Ms. Kay
Town Administrator, Town of Yarmouth

Muise, Mr. Robert
N.S. Department of Lands and Forests

Murphy, Mr. Jack
Director, Argyle Industrial Commission

Newell, Rev. A. D.
Chairman, Civic Centre Committee

Nickerson, Mrs. James
Durkee Memorial Library, Carleton

Nickerson, Mr. Robin
Executive Director, Yarmouth County Tourist Association

Rodney, Mr. Kenneth
Chamber of Commerce, Transportation Committee

Scott, Mr. William
Municipal Clerk, Municipality of Yarmouth

Stockman, Mr. James
President, Forsite Ltd.

Sweeney, Mr. Kent
Chairman, Lawrence Sweeney Fisheries

Whitaker, Mr. John
Geologist & Free Lance Writer, Yarmouth

Wood, Mr. Leslie
Raynardton, Yarmouth County

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