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MESSAGE FROM THE HONOURABLE HAL BARRETT MINISTER OF DEVELOPMENT & TOURISM

There is an increasing number of consumer seafood products being developed by various companies within our fishing industry. As a result, the consumption of fish on a local level is increasing yearly.

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Buying Newfoundland and Labrador seafood products guarantees you value for your money, and ultimately employment and economic growth in our vital fishery.

Honourable Hal Barrett
Minister of Development and Tourism
Government of Newfoundland and Labrador

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increased costs in an effort to bring Decks Awash to you at the lowest possible cost. Increased costs include postage, address labels, travel, and wages, to name just a few. We carefully examined our projections for next year to look for ways to cut expenses, but our budget showed no room for further belt tightening. Finally, we reluctantly concluded we would have to increase our subscription rate. We have, however, kept the increase to an absolute minimun. As of January 1, 1987, our rate will rise to \$10 ner year.

It's a time for peace and good will. We remember Scrooge's words in Dickens' A Christmas Carol:

I will honor Christmas in my heart, and try to keep it all the year.

We wish you a Merry Christmas and health, happiness and prosperity for the New Year.

SanyLowle Ressuries

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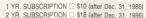
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Editor: Sally Lou LeMessurier: Writers: Clifford Grinling, Roger Burrows. Photographers: Clifford Grinling, Roger Burrows, Sally Lou LeMessurier. Production and Advertising Manager: Bazet Harris. Circulations. Shiriey Mercer. Photographe; Processing: University Photography, Memorial University of Newsoniands. Layout and printing: Boltomes-Hackmore Printing and Publishing Limited. Cover Photo: Ere: Scringer, Capitally, Memorial University of New Honor Layout and printing: Boltomes-Hackmore Printing and Publishing Limited. Cover Photo: Ere: Scringer, Capitally, Memorial University of New Honor Layout and Publishing Limited. Cover Photo: Ere: Scringer, Capitally, Memorial University of New Honor Layout and La







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by various companies within our fishing industry. As a result, the consumption of fish on a local level is increasing yearly.

The taste and preference patterns of Newfoundlanders and Labradorians are also experiencing a subtle shift. No longer do we have to limit ourselves in our choice of fish products. With the wealth of specialty products now being developed and marketed in the province, we can now take advantage of the diversity, economy and great nutritional value of a variety of sea foods.

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## Nawash

Vol 15 No 6 November-December, 1986

#### from the editor

In the last edition we vowed we would maintain our original subscription rate of \$9 per year. Would that we knew then what we know now. Publishing a magazine is much like any other business-there are some costs we can control and many we cannot. For example, the cost of postage is one we can't control. The day we mailed the September-October edition, however, Canada Post announced its intention to increase its rates. This announcement took us off guard. While we fully realize that postal increases have lately been a fact of life in Canada, we certainly had not anticipated that Canada Post would look for an increase so soon. What to do?

Since 1982, when we established our annual subscription rate of \$9, we have been absorbing all increased costs in an effort to bring Decks Awash to you at the lowest possible cost. Increased costs include postage, address labels, travel, and wages, to name just a few. We carefully examined our projections for next year to look for ways to cut expenses, but our budget showed no room for further belt tightening. Finally, we reluctantly concluded we would have to increase our subscription rate. We have, however, kept the increase to an absolute minimun. As of January 1, 1987, our

This decision has not been taken lightly, it's just that we can no longer afford to absorb further increased costs. Inflation has finally caught up with us. We also apologize for having to reverse our decision, but on a positive note, until the end of the year, you will still be able to buy Decks Awash at the original rate of \$9 a year. Also, we intend to maintain the original 2-year rate at \$18 throughout 1987. So if you want to renew or send gift subscriptions, send them in now and vou'll still be eligible for the \$9 rate.

Let's turn to more pleasant things. It's Christmas time-a magic time of holidays, carol singing, and bright decorations. It's also a time when we try to be with our families, visit with old friends and remember those who are no longer with us. It's a time for peace and good will. We remember Scrooge's words in Dickens' A Christmas Carol.

I will honor Christmas in my heart, and try to keep it all the year.

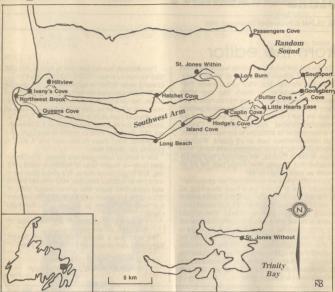
We wish you a Merry Christmas and health, happiness and prosperity for the New Year.

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### special section





Southwest Arm, Trinity Bay

#### history

#### St. Jones Within

Some people refer to the community as St. Jones, the name on the community road sign, and some as St. Jones Within, which is the name listed on the highway signs. This is a reminder that there was also a community named St. Jones Without, situated on the south side of the Southport peninsula. The older residents who remember its existence are the ones who use the full name. The dropping of the suffix used to cause problems for visitors, who often mistook St. Jones for St. John's and were quite upset to discover they had to return over the rough gravel road to reach their destination.

Like most of the communities around Southwest Arm, St. Jones Within was settled in the mid-1800s by families from Conception Bay north and Trinity Bay south. Hezekiah Benson from Grates Cove was one of the earliest settlers some time before 1871, when David Benson was also listed as a planter of Random Sound. The Bensons and Kings



Faith United Church

were well-established by 1884, when the Wesleyan population stood at 71 in 14 families. A total of 36 residents were fishing with 17 boats, 14 nets and 3 traps, but the return was very low, and six men



Relics yesteryear



St. Jones within looking south

were already mainly occupied in the lumberwoods.

In the 1894 directory of fishermen, 13 families were headed by fishermen, the most common family names being Benson, King and Squires. The situation was identical in 1904, although a few new families had arrived from Random Sound, the Carbonear area and Trinity Bay south. There was a slate quarry at Black Duck Cove owned by Walter Baine Grieve in 1908, and also several lobster factories at nearby Passengers Cove, another settlement abandoned in the 1950s. Also abandoned in the 1961 resettlement program was nearby Loreburn, first known as Lower Cove. Some residents moved to St. Jones Within, while others resettled in Hatchet Cove.

By 1935, the population had risen to 136 in 26 United Church families. Fishing remained the major occupation, with 12 cod traps listed for the community. Cod, herring and caplin were landed to a value of \$6,175. Most families were engaged in the inshore fishery, and there are no records of schooners sailing to Labrador in the 1909s. Thirty children were listed as being in school in 1935. There is still an elementary school in St. Jones Within, but Grades 5-12 are bused to Clarenville. The road from Hillview was built 20 years ago, and is being upgraded, partly as a result of increased school-bus traffic.

The 1981 population was listed at 125 in 38 families. King is the most common family name, followed by Meadus and Hillyard, both fairly recent arrivals. Other more established families include one remaining Benson family, four Tuckers and three Robbins. This is the only fishing community on the peninsula with 8 fishermen listed. All the fishermen are members of Meadus families. The community remains strongly United Church and the only church building is Faith United Church.

#### **Hatchet Cove**

Most people would attribute the community's name to the predominance of lumbering from the early days of settlement. The truth is, however, that the community was first called Hatcher's Cove, from the connection with the Reverend Henry Hatcher who was stationed at Shoal Harbour in the late 1870s. Rex Clarke (1969) suggests Hatchet Cove was founded by the brother of Stephen Blundon of Bay de Verde who began a logging operation at Hickman's Harbour on Random Island in 1799. Around 1910, some Blundon families changed their name to Blundell but the Blundons of Hatchet Cove did not.

Seasonal settlers came from Trinity Bay South during the winter to cut wood. As the Labrador fishery increased in importance, the need for wood to build boats increased and more families settled to cut wood, build boats and start a small local fishery. Early families included Avery, Baker, Bishop, Blundon, Brown, Cramm, Hiscock, Lambert and Robbins. Three of the families have Welsh and Scottish origins. A Robbins family from Wales settled at Lower Island Cove and some of the family later moved to Hatchet Cove, where the name is common. The name Cramm comes from Perthshire and Fife in Scotland, as does the name Lambert

The community was first recorded in the 1884 census when the six families of 33 Wesleyan and Church of England residents were engaged mainly in fishing. Their five boats and one cod trap landed a total catch valued at \$75. Nevertheless, fishing remained the major activity, although 110 lbs. of butter produced in 1884 suggests farming might have been important, too.

The community was recorded in the 1891 census as Hatcher's Cow, when it had a population of 47 Methodists. Of the 11 fishermen listed in 1894, three were Browns, three were Robbins and two were Bishops. Blundon, Cramm and Lambert were other early settlers. According to Russell Bishop, everyone came from the Grates Cove or Bay de Verde areas. The Bishop family came



Hatchet Cove



Ball field at Hatchet Cove

from Bishops Cove, Conception Bay. A Methodist school had opened by 1901, but the Church of England school was open "only for a short period" according to the 1907 report of the School Inspector. The two congregations lived in harmony, a fact underlined by the building of a joint church, St. Stephen's, in 1973.

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Both the inshore fishery and lumbering were important in the early years of settlement, but only one vessel was listed as going to Labrador in 1901. At this time the population was \$8, and local fishermen were dependent for supplies and sales on Trinity and Hickman's Harbour merchants. Ore bodies of slate and sandstone did not encourage slate quarrying, which had become a major activity on the other side of Random Sound. The building of the railway contributed to fewer numbers engaged in the fishery with residents finding work in construction and with the railway in Clarenville.

Only 13 children were in school in 1935, when the census listed a population of 96 in 17 families, with the United Church and Church of England both well represented. Fishing had improved somewhat, with a catch of cod, herring and caplin valued at \$1,405, but fishing rapidly declined over the next 40 years until 1982, when the only activity was in salmon fishing.

Logging and lumbering, however, continued to

provide income for area residents. Jim Blundon and Eleazer Robbins operated a water-powered sawmill at the mouth of a local brook until around 1960. Evidence of this can still be found in the community. The Blundon and Robbins brothers partnership also owned another mill farther up the brook. In 1982 two sawmills were operated by the Smith and Brown families.

The 1981 census shows a population of 99 in 26 families. Local employment is very low, but sever-

al people are employed as stonemasons outside Hatchet Cove. When the slipway was built the following year, there was enough money left over for a playground. A swimming pool, ballfield and picnic area were added later. This has provided excellent recreational activities for local youth who are unable to take advantage of high school recreational activities because of the long return bus trip from Clarenville. Elementary students, however, continue to attend the local school.

#### Hillview

Hillview was originally known as North (or Northern) Bight, and was settled in the mid-1800s by families from Conception Bay because of substantial stands of timber. The community was named Hillview because of the beautiful late summer and fall views of the surrounding hills. Several local residents still comment on this, and Doreen Avery proudly refers to the view as the best in all of Newfoundland.

The first settlers were probably seasonal, summering in Labrador. The first arrivals were James Stoyles and David Benson from Grates Cove. The Churchill and Frost families arrived next. These early settlers were engaged in lumbering, shipbuilding, the Labrador fishery and some inshore fishing. As many as 20 schooners left the community at one time, with the first being owned by James Stoyles. His son-in-law, Israel Cooper, was another of the early settlers. Israel's son, George Cooper, could remember fish in sufficient quantities to catch 30 quintals by handline and jigger in a few hours. The early settlers also walked 60 miles along woods trails to Mount Sylvester to hunt caribou.

The actual date of the first settlement is unknown because early census reports included a number of communities under the general heading of Random Sound or Southwest Random. By 1884, North Bight was already an important community with 162 Wesleyan and Church of England residents. By this time, each denomination had a church and school in the community. The first



Hillview United Church

Church of England church was built around 1874. About half the population was directly engaged in the fishery, with the community's 27 boats, 19 nets and seines and 9 cod traps landing fish to the value of \$1,819. North Bight was apparently the commercial and farming centre of the region with a clergyman, two merchants, five office workers and 58 acres of cleared land.

By 1891, the population had increased to 212, and local logging operations prospered because of rail-way construction and the 1893 construction of a road to the railroad at Northern Bight station, where the only motor-driven vehicle, a Model T Ford, provided the taxi service to both Northern Bight and communities on the south side of Southwest Arm. Fewer residents were fishing and only



Hillview Anglican Church

four schooners went to Labrador. Lumbering provided a new economic activity and involved 15 households.

McAlpines 1894 Newfoundland Directory lists 44 fishermen, including most of the family names from the early days of settlement-Avery, Benson (4), Brewer (2), Baker, Churchill (5), Cooper, Drodge, Duffett, Dodge (2), Frost (5), Green (3), House, Hyde (2), Jackson, Janes, Loader, Martin (2), Mesh, Price, Styles (5), Seward (2), Sansford-plus a trader-Nehemiah Frost. The Averys came from Grates Cove, and the Bensons were in Random Sound by 1871, as were Absolom and John Cooper and Alfred Stoyl(e)s. Another family-Churchill-is descended from one of three brothers who arrived in Newfoundland from Devon in the 1850s. Drodge is the Wiltshire variant of Dredge-George and Solomon Drodge were listed for Random Sound in 1871. The House family named House Cove on the Southport peninsula. The Hydes probably came from Ireland by way of Bay de Verde in the 1840s, and Loader comes from the Dorset name, Loder, with Silas Loder a planter at Ireland's Eye in 1848.

The community name was changed to Hillview in 1913, but Northern Bight and Dark Hole were still listed separately in the 1935 census. Older residents still refer to the southern section of the community as Dark Hole. Churchill's Cove was to the north, but was often missed in the census. Nicky Avery can remember seeing schooners everywhere when he was growing up in Hillview. Albert Stoyles reports there were at least 22 schooners leaving Southwest Arm for Labrador. By 1921, the population had increased to 230, but the inshore fishery had declined in the 1900s to a point where no fishermen were listed in 1904. Four vessels continued to fish off Labrador, but more and more residents were turning to lumbering, and there were at least four local sawmills. Unlike neighboring Hatchet Cove, the Wesleyan and Church of England congregations built separate churches, the main builders being Allan Tucker and Guy King.

A slight decline took place before 1935, when there were 219 residents in 46 mostly United Church families. Three vessels with a combined weight of 173 tons still fished off Labrador, and local fishermen landed cod, herring and caplin to a value of \$16,080 from 8 cod traps and 16 nets and seines. Nearly all the community's men were engaged in lumbering, going into the woods in the fall after returning from Labrador. Nicky Avery can remember six family sawmills in Hillview alone. More lucrative jobs in construction, carpentry and transmission lines almost wiped out lumbering, which was for a while the major activity.

The Northern Bight railroad station was the most active place in the region in the early to mid-190s. Any freight carried on the railway was unloaded at Northern Bight and carried to Hillview where it was picked up by boat. Transportation to all communities was by coastal steamer until the road was completed in 1957.

The population gradually increased over the next 35 years, although local sawmilling and the Labrador fishery ceased in the 1950s. Increasing numbers of residents were employed in Clarenville service industries and in road construction, with a typical high emigration of young people. By 1981, Hillview's population was 293 in 85 families. The residents include a high number of welders and carpenters. Most employment is in Clarenville or on provincial construction projects. After completing their elementary education locally, high school students are bused to Clarenville. The short road distance enables most Hillview students to take part in after-school activities, unlike students from some other communities in the region.



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#### Ivany's Cove

This small community at the head of Southwest Arm apparently did not exist as early as other settlements. This may have been because it was so far from the inshore fishing grounds. Albert Bailey, the community's oldest resident, remembers there were three families already in Ivany's Cove when he was born in 1918. It has never been a large community, and the highest population was listed as 44 in 1935, when the settlement was equally divided among the United and Church of England denominations.

Although most families still do a little jigging for





Albert Bailey's store-still in place but no longer in use cod, there have been no fishermen in the community since the first residents arrived in the early 1900s. The railway, woodswork and road construction have provided jobs for local residents, and the children and grandchildren of the original families are building new homes. This has brought the population back up to 43 in 15 families. The community has never been large enough to justify its own church buildings. The Anglican and United Church congregations have always walked the short distance to Northwest Brook to attend services in the churches there.

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#### Northwest Brook

This community like Ivany's Cove was settled more for lumbering and closeness to the railway than for fishing. There were, however, 30 fishermen listed in a population of 54 in 1884. Two-thirds of the community were Weslevans, but both the Church of England and Roman Catholic Church were listed. Fishing was apparently not too successful, and seven households depended on lumbering

By 1904 seven fishermen were listed-Benson (2), Bailey, Frost (2), and Snelgrove, and nearby Black Brook had six fishermen-Burton, Baker (3), Green and Norris, William Smith, who was born in Island Cove 95 years ago, recalls that his grandfather came over from England and settled in that now abandoned community on the Southport peninsula. William's father, moved his family to Northwest Brook shortly afterwards.

Mildred Whalen can remember the first child born in Northwest Brook-Mrs. Julie Hiscockwho was 12 hours old by the time the nurse arrived. Nurses had to come by train from St. John's to Northern Bight, where they were picked up by horse and buggy. Max Button had the first vehicle, a Model T Ford, and took over the job of transporting the nurse from the train. Groceries came by boat in summer and by train in winter. The railway declined in importance once the road went through. Mildred was also the first person in the community to have a gas washer, but soon there were plenty, she says: "They were just the same as a motor when you started them, and you would know when everyone was washing because you could hear the motors cutting in.

By 1935, fishing was no longer listed for the community, although a few people still did some fishing for themselves. There were 57 people in 13 United and Church of England families, and 13 children attended the local United Church school. A Church of England church and school were added long after the first Methodist church. Nearby Black Brook had increased to a population of 39 in seven mainly Church of England families. The census listed three fishing rooms, but no landings were reported.



Northwest Brook from the Queen's Cove Road





Northwest Brook Anglican Church

The 1981 population had increased to 246 in 72 families, and a third, Pentecostal, church had been built. The population increase is directly attributable to the proximity of the Trans-Canada Highway and employment in Clarenville. The greatest source of local employment is in heavy equipment operation, both for Goobies Contracting and Rentals in Queens Cove and for the provincial department of transportation.

According to Albert Bailey of Ivany's Cove, this was always a Methodist, now United Church community. The present church was built on the site of the old one and the Methodist, later United Church school closed this year.

#### Queens Cove

The first to settle in Queens Cove was Richard Goobie who came from Old Perlican in the 1860s and set up a sawmill with two sons, Newman and Simon. Two more sons followed later. The next settlers were the Gregorys from Old Shop, who also came for the logging. Reuben Butt followed from St. John's. By then, the six families were large enough to justify a volunteer schoolteacher, Joseph Goobie, and build a school.

Among early settlers, most came from Old Perlican. The name Gooby (or Goobie) came from Guppy in Dorset. James Gooby was listed for Trinity Bay in 1773 and James Gooby and Son operated as fishing merchants at Old Perlican in 1800. The Ash family also operated out of Old Perlican and Trinity in 1800. In both cases, the some moved to Queens Cove. James and John Jacobs were listed for Random Sound in 1871.

All these names appeared in the 1884 and 1904 Newfoundland Directories. Gooby was still the most common name, with eight fishermen shown in 1904. The Wesleyan population had reached 43 in 8 families by 1884. Of these residents, 29 were fishing and 8 lumbering. The fishermen operated 19 boats, 9 nets and seines and 4 traps and landed \$748 of fish. The first church meetings were in the Wesleyan school and this continued until at least the 1880s. The Church of England arrived later.

The schooners went to Labrador until the early 1930s, but the community was mainly involved in logging. The Goobies of Queens Cove set up the sawmills at Goobies. Most of the local timber was destroyed in two big fires before the 1920s. Queens Cove was a commuter community for the Little Hearts Ease-Southport area. Everything arrived by train at Northern Bight and was taken to Queens Cove where it was picked up by boat. The traffic was brisk enough that Eldred Goobie states, more in fact than jest, "More cups of tea were given away in Queens Cove than any other





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St. Aiden's Anglican Church

community in Newfoundland." The mail came from Hillview by boat or dog team. The road was put through all the way to Southport before the Trans-Canada Highway was built. Queens Cove was the first community to have pavement—the pavement now runs from the TCH to Hodge's Cove.

By 1935, the population had doubled to 99 in 20 families. Most families were still members of the United Church, but there was a small Church of England congregation, and the first two Salvation Army members were noted in the census. St. Aidan's Anglican church was started in January 1936 by the Gosses, Spurrells and Smiths. Until then, services had been held in the United church, from whom the Reverend W. J. Taylor purchased land. The foundation for the Anglican church was laid in February 1938. Contributions from neighboring churches, a donation of windows from the church at St. Jones Without, and furniture from the church at St. Jones Without, and furniture from the church at St. Jones Without, and furniture from the church at Island Cove, both resettled communities reduced the financial burden. The font came

from the Goulds and the altar from Clarenville. The Reverend G.W. Ethridge held the first service in the church on Christmas Eve 1961, and it was dedicated on October 22, 1962, and consecrated on October 25, 1964. By 1981, the church required extensive renovations, which were completed within two years, and the church was rededicated on October 9, 1983.

Queens Cove residents are proud of the fact that the community did not receive any government funding until 1978. It has always been a very independent community with a high number of tradesmen working throughout the province. It is the only community on the peninsula to have a town water supply from a reservoir above the town. The water pressure is so great that a pressure-reducing valve has had to be installed.

The 1981 population was 123 in 35 families. Several residents are employed in marine engineering, while others work for Goobies Contracting and Rentals, which remains the largest employer for people on the peninsula.



Queen's Cove ballfield and children's playground

#### Long Beach

The communities of the Random area were grouped together in early census reports making it impossible to verify family claims that the Vyse family from Ireland settled at Grates Cove, changed their name to Voy and then Vey, and



St. Mark's Anglican Church

moved to Long Beach around 1836. Ted Vey places the date of arrival of the family from Trinity Bay South at around 1862, with earlier occupancy on a seasonal basis. They were certainly one of the first families in the area, as evidenced by the dominance of the Vey name in the 1884 Newfoundland Directory listings. The Averys most likely came from Devon, arriving in Trinity North in the 1850s and resettling in the Long Beach area before 1894 when several families were listed in the Newfoundland Directory.

The 1904 listing gives the names of 19 fishermen, including 12 Gosses. They probably moved from the Harbour Grace area in the mid-1800s. Durford is possibly a misprint for the Dunfords from Harbour Grace. The Barfitt family probably appeared in the 1860s, with the only concentration of the Barfitt name being in Long Beach.

The first census mention of Long Beach is in 1884, when there were 69 residents in 10 mainly



View of Long Beach looking west

Church of England families. A total of 46 men were fishing and 17 lumbering. At least 12 residents travelled to Labrador, and the small-boat fishermen operated 10 boats, 8 nets and seines and a cod trap, landing fish which returned \$473. By 1891, a total of 39 inshore fishermen were listed for the community, plus 3 Labrador vessels with 23 men aboard, which landed 1,150 quintals of fish.

There were as many as seven schooners leaving for Labrador from Long Beach, with the Veys the last to continue into the 1940s or 1950s. Among the biggest vessels was the 70-ton Melba, although there were several others about the same size. She was built by Henry Schnare in Mahone Bay, Nova Scotia, in 1902, and rebuilt in New Bonaventure in 1924. The fishery had declined somewhat by 1911, when there were only 23 inshore fishermen and



Long Beach United Church

one Labrador vessel. The small-boat fishermen did land fish which returned \$6,222, and the sole Labrador schooner caught 1,220 quintals for the summer.

Long Beach was a major fishing community, but it was also heavily involved in logging, with the Vey sawmill the only one with a tractor, horses being the normal means of transportation. Most goods were brought in by schooner during the ice-free months of the year. Later on, the railway was used during the winter.

The Church of England congregation of Long Beach worshipped at a chapel in the school on the hill above the present church. St. Mark's Church wasn't built until the 1890s. James Avery, of Deep Bight, did most of the carpentry work, together with John Barfett, who was a lay reader for many years. A new school was built near the beach and later floated down to Island Cove. The third Anglican school was completed in 1949 and became the Long Beach Community Centre when it closed in 1977. A United Church school was built soon after the second Anglican school.

By the early 1970s, the Anglican church was ready to be replaced. The cornerstone for the new church was laid on August 22, 1976, by the Reverend David Hewitt, and the church official-



Long Beach waterfront looking east

ly opened in December 1977, with its consecration on April 26, 1981. Much of the furniture earne from the old church. The bell came from St. Mary's the Virgin of Hodge's Cove, but it was soon replaced by chimes and the bell was donated to St. Aidan's in Queens Cove.

The fishery was again the main economic activity for the population of 132 in 24 Church of England and United Church families in 1935. A total of four vessels with a combined weight of 222 tons went to Labrador, and the local small-boat fishermen set 17 traps and 15 nets, landing cod, herring and caplin to a value of \$12,270.

New families have moved in since resettlement, with the last Barfords (Barfitts) having left. The 1981 population was 142 in 39 households. Most local employment is in the fishery, with many residents seeking employment elsewhere as carpenters.

#### Hodge's Cove

Hodge's Cove on the south side of Southwest Arm, was probably first visited seasonally in the early 1800s but not permanently settled until the 1850s, almost exclusively by people from Conception Bay. The initial attraction appears to have been extensive stands of timber. Local resident Rebecca Drover suggests the first settlers were two cousins, both named James Drover, James Drover and his wife Meriah arrived 20 October 1861. His younger cousin, known as "Fiddler Jim" to distinguish him from the other, arrived the same winter. Both families lost their only child that winter. They made coffins for the two children but did not bury them, waiting instead for the ice to clear from Random Sound before taking them to Fox Harbour (now known as Southport) where the burials finally took place.

The Drovers then returned to their home in Conception Bay and sought the advice of the local priest. He told them, "Dwell in the land and verily thou shalt be fed," advice they took, but first stocked up with supplies from Harbour Grace. In 1863, Meriah bore James a daughter at Hodge's

Cove.

Tradition has it that a Hodge also occupied the land which eventually came to be called Hodge's Hole, then Hodge's Cove. There is no record of

where Hodge came from or when.

Some time later, Caleb Peddle and his brother John arrived from Bishop's Cove, followed by Jacob Higgins from Island Cove, and Stephen Smith also from Bishop's Cove. Early family names include Baker, Boone, Butt, Churchill, Curtis, Hiscock, Smith, and Stringer.

No separate census count of Hodge's Cove was taken until 1884 when 105 people in 17 families were recorded. The predominant religion was Church of England (87) and the first services were held in a fish loft. The earliest clergyman was the Reverend J. S. Saunderson who served Hodge's Cove from 1880-1882, but the first reference to a church is not until 1903 when the first St. Mary's was being torn down. It was about 25 feet long, had



The old St. Mary's Church



The new St. Mary's Church

a central aisle between the seats and a small vestry.

It was not until around 1907 that the new St. Mary's was completed. This big, impressive building had three aisles between the pews and a fine roof of slate quarried from near Hickman's Harbour. The church was dedicated by the Right Reverend L. Jones, Lord Bishop of Newfoundland on 9 September 1907. The Bishop's chaplin, Reverend Henry Legge, noted the new church was, "Neat, well arranged, and it is possible to kneel between the pews." Some time after this the Methodists also built a church.

Unlike Southport and Gooseberry Cove, the economy at Hodge's Cove was never based on the inshore fishery. The Labrador fishery was far more important, as was woods work. Thousands of board feet of lumber was shipped out, mostly to St. John's, while more was used to build schooners to prosecute the Labrador fishery. But the number of Hodge's Cove residents engaged in the Labrador fishery peaked in 1900 and declined through the 1920s. There began an emigration of people to the United States and Canada while others sought work in lumber camps elsewhere in Newfoundland and on the railway at Clarenville.

Mary McCormick recalls that in 1937 some Hodge's Cove men who unable to get woods work



New United Church at Hodge's Cove

after a poor fishing season were also refused dole by Eleazer Robbins, the relief officer. So they went to Southport, robbed the merchant of some goods, returned to Hatchet Cove to destroy Mr. Robbins' books, and finally stopped the train at

Northern Bight. An arrest was made but Eleazer Robbins was also replaced by Max Button who was popular and ultimately retired to Queens Cove.

In 1941 Hodge's Cove had a population of 257, 3 sawmills, and 2 radios. The population climbed to 279 in 1945, 375 in 1961, and 391 in 1971.

St Mary's church was in need of repair by the mid-1950s and a building fund was started to replace it. This culminated in the present church which was started in 1962 and dedicated by Canon L. Norman in 1965.

In 1981 Hodge's Cove had a population of 438. It also had 9 fishermen, 45 people employed within Southwest Arm, and a further 55 employed off the Arm. Some 46 members were recorded as working outside the province. The community has a garage, a hardware store, a couple of grocery stores and is unincorporated.

#### Caplin Cove

Situated on the south side of Southwest Arm between Hodge's Cove and Little Hearts Ease. Caplin Cove was probably named for the abundance of caplin in its waters, although Leslie Dean notes its earlier name was Swearing Cove. It appears to have first been settled in the early 1800s by people from the northeast shore of Trinity Bay, particularly Grates Cove, and Conception Bay. Unfortunately, early census records lumped Caplin Cove with other communities referring to the whole as Random Sound. No separate figure for Caplin Cove is given until 1884 when 34 people in five families were reported.

The predominant religion was Methodism and the main occupation fishing for cod and caplin. It seems likely that part of the winter attraction of the area was an abundance of lumber which generated steady work supplying sawmills in Random Sound.

McAlpines Newfoundland Directory for 1894-1897 lists seven fishermen named Shaw, two named Stringer, and four named Whalen. By 1904 the same source lists an additional 11 fishermen called Baker and two called Drodge. The Stringers, possibly a family of Yorkshire origins, were listed for Random Sound as early as 1871, as were a George and Solomon Drodge. A George Shaw was listed at Hearts Ease in 1868, and George and John Shaw were planters at Random Sound in 1871. The Whalens came originally from Ireland. Descendents of these people are still to be found in Caplin Cove today.

In 1911, Caplin Cove had the services of a Methodist teacher but it appears he (or she) divided his time between Adeyton and Caplin Cove.

By 1935 the population had reached 89 and while

some inhabitants were going annually to Labrador for the summer fishery, others were employed in woods work as far away as Terra Nova and Corn-

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The population peaked around 1966 at 188 people and in 1981 was 109. The community's elementary school closed some time after 1970 and pupils now attend Hodge's Cove primary, or the Integrated High School at Little Hearts Ease.

In 1981 the work force was reported at 7 fishermen, four women employed in Southwest Arm, and 21 working beyond the immediate area. A further 16 inhabitants were said to be working out-

side the province.



#### Little Hearts Ease

Little Hearts Ease and Little Hearts Ease West straddle the main highway having water access to both Southwest Arm and Trinity Bay.

According to local resident Theodore Martin, the earliest settlers at Little Hearts Ease were all from Grates Cove on the northeasterly tip of Trinity Bay. John Martin, Theodore's grandfather, was the first of the Martins, arriving some time before 1886. At that time fish was plentiful and the land was well wooded, some of the trees being in excess of two feet across.

In 1884 the population numbered 136 in 25 families consisting of 75 Wesleyans, 36 Roman Catholics, and 25 Church of England. Two schools were listed. Fishing was the main occupation with 74 people recorded as fishermen, 39 of them employed as crew members on Labrador schooners. Some 65 acres were under cultivation.

In 1898 the most common name was Drodgethere were 30. Other names were Jacobs, Martin, Norris, Shaw, and Stringer with Peddle and Soper

appearing around 1900.

McAlpine's Maritime and Newfoundland Gazetteer for 1898 describes Little Hearts Ease as a fishing, farming, and lumbering settlement with a safe harbor and a good entrance. The nearest money order office was Britannia Cove (presumably on Random Island) while the closest telegraph and railway station was Clarenville. The closest coastal boat stopped at Trinity, 25 miles away. At



Little Hearts Ease





Little Hearts Ease West

that time Little Hearts Ease contained 3 stores and 1 church. The population was 175.

By 1935 the population had reached 264 in 55 families, being 131 United Church, 30 Roman Catholic, and 103 Salvation Army-the latter the largest Corps in the region. Whether the Church of England contingent converted or left is unknown, but by this time they seem to have quite disappeared. Four schooners were recorded, two large 170-ton vessels and two smaller 109-ton Labrador schooners. There were also four sawmills in operation.

Today Little Hearts Ease has the area Integrated High School, the expanded former Salvation Army School. It also has two United Churches, an older building in Little Hearts Ease West that was closed a few years ago, and a new building by the main road. The population in 1981 was 467.

# The Newfoundland 1946 - 1986 HERALD

1946 marked the beginning of a publishing tradition, known today as The Newfoundland Herald. In celebration of this special fortieth anniversary artist Ron Pelley designed our unique logo. It incorporates three basic design elements that symbolize this forty year tradition. The first is the stylized forty, which marks our fortieth anniversary. Secondly, the shape represents the sails, as a ship was the original symbol of The Newfoundland Herald. Finally, the design incorporates the shape of two set squares which are printing tools used in the trade.

And The Newfoundland Herald Tradition continues...

#### Clay Pits

This abandoned community close to Little Hearts Ease was settled around 1850 by Bensons and Vardys from Grates Cove. George Vardy, an immigrant from Christchurch, England, married a Mary Martin at Grates Cove in the 1840s before moving to Clay Pits. He was a justice of the peace and a Church of England lay reader.

One of George's sons later moved to Clarenville and founded the Clarenville Vardys, Another son,

James, moved to Random Island and founded the Hickman's Harbour Vardys. There are also Vardys to be found in the Port aux Basques region being descendents of George's brother, John. The Bensons ultimately moved to Little Harbour.

No separate census for Clay Pits appears until 1884 when 12 people in two families were reported. The same number was again reported in 1891, but by 1901 the community had been abandoned.

#### **Butter Cove**

This small fishing community is situated on a steep slope halfway along a narrow inlet that opens onto Trinity Bay. Although smaller than Gooseberry Cove, it is also better protected from northeasterly winds.

Butter Cove was probably visited by fishermen from at least the early 1800s. Within Butter Cove is a small cove called Ganny Cove, probably a corruption of Gandy Cove, and it appears on a map dated 1806. It seems likely that Butter Cove was first permanently settled in the 1850s by Moses, Uriah and David Spurrell who came from Dunfield near Trinity. The origins of the name Butter Cove are uncertain, but Dr. E. R. Seary notes the presence of a Butters from Devon living in the Bay de Verde area in the 1840s. Despite this, the predominant family names by 1894 were Baker. Hiscock and Spurrell-the latter another Devon name. Butter Cove is first mentioned in the 1874 census as having six families totalling 34 people. all Church of England. The population had grown to 54 by 1884 and increased by one family to seven. Eight children were in school but no school is



Butter Cove

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recorded so they may have journeyed to neighboring Gooseberry Cove.

The population had grown to 81 residents by 1935. A one-room school was built that ultimately closed in the 1960s, the last teacher probably being Andrew Peddle of Hodge's Cove. It has been suggested that Butter Cove was included in a resettlement program of the mid-sixties, and residents recall six or seven families leaving for Come by Chance, Sunnyside, and Arnold's Cove, but most people remained.

The most recent statistics reveal 27 householders and a population of 98. Fishermen constitute the overwhelming majority of the work force (20) while three people pursued occupations elsewhere.

#### **Gooseberry Cove**

Gooseberry Cove seems to have first been settled by the overflow population of nearby Hearts Ease and may have had a winter population as early as 1753. It seems fairly certain that it was named for the gooseberry bushes that were common in the area.

Gooseberry Cove does not appear in any census until 1836 when a population of 12 was recorded, all Church of England. The population grew to 49 by 1857, 78 by 1874, and 105 by 1891. Early settlers were Balsoms and Langors from Heart's Content, Fitzgeralds from Keels or nearby, Bakers from the Trinity area, Smiths from New Harbour, and Sewards from New Perlican. The community



seems to have been entirely Church of England until a Seward married a Roman Catholic woman from Placentia and built a Roman Catholic church in Gooseberry Cove. In 1884 Roman Catholics represented one third of the community and the two denominations had both built churches and schools prior to 1901.

The main occupation was, and continues to be,



St. Alban's Anglican Church, Gooseberry Cove



Gooseberry Cove wharf taking a pounding, January 1976
Photo: George Langor

the inshore fishery. Gooseberry Cove was close to prime fishing grounds easily reached by small boats. The Labrador fishery was also pursued with the community sending schooners in the late 1800s and early 1900s. Population growth seems to have slowed by 1900 being 111 in 1901, a rise of only six people in 10 years. But in 1935, 187 in 33 families were recorded only to fall to 145 in 1966.

Merchants in Gooseberry Cove were William Seward who established a business in the early 1900s, and William Flynn who arrived as the Roman Catholic school teacher and later married a Seward girl. William Tim Smith operated a small business in the 1950s and Stephen Seward operated another small business until quite recently.



Roman Catholic Church, Gooseberry Cove

In 1908 a cooperage, two cod liver oil refineries and two lobster canneries were reported. Cod continued to be salted and sold to buyers until the 1960s. In the late 1950s a breakwater and a fish processing plant were built. A canopy covering the government wharf was washed away in a storm in early 1976 and this year a new breakwater is under construction. The most recent population statistics showed 183 residents.

#### Heart's Ease

This abandoned community is of historical importance as it was probably one of the first places in Southwest Arm systematically visited by European fishermen. Sir Richard Whitbourne who visited Newfoundland several times between 1579 and 1620 mentions "Harts Ease." The English fishing vessel Edward was operating from Heart's Ease in 1675 and itinerant scribe Abbe Jean Baudoin (who accompanied D'Iberville) recorded 12 fishermen with two boats landing 1,000 quintals of fish at Heart's Ease in 1697.

What made Heart's Ease attractive was its lo-

cation near prime fishing grounds, its sheltered inner harbour, and a pebbled beach ideal for drying fish.

John Baker, his wife and three children were the first permanent residents at Heart's Ease. Thomas Baker was born there in 1794. In 1806 there were eight or nine families resident. The population peaked around 1874 at 68 and was reduced to seven by 1901 and abandoned some time after.

Heart's Ease lies between Gooseberry Cove and Southport and may be reached by a footpath that runs by St. Alban's Church.

#### Southport

Southport was originally named Fox Harbour taking its name from nearby Fox Island, itself probably named from the abundance of foxes in the area. According to former resident, Leslie Dean, from whose work much of the following data is taken, Southport is the oldest surviving community in Random Sound.

In 1836, Fox Harbour supported the Wesleyan families of James Dean (from Old Perlican) and Joseph Martin (from Grates Cove) being 12 inhabitants all told. They were later joined by James Lambert and James Avery both of Grates Cove

Fox Harbour was sheltered and conveniently close to good fishing grounds. It soon attracted more settlers including Robert Pond and his sons James and William, and John Button who married John Dean's daughter, Elizabeth. By 1845 the inhabitants numbered 38 and owned seven boats. By 1857 the population had almost tripled to 103 while the number of boats had more than doubled to 16, and a schooner was reported. Other settlers who arrived before 1870 and lived there permanently or on a part-time basis included Henry Baker, Wil-



Boats tied up at Southport



The United Church at Southport

liam Wells, William White, Thomas Pelley, Thomas Smith and Timothy Smith.

Southport was the site of the first Methodist meetinghouse on the northwest side of Trinity Bay. It was certainly built before 1859, and may have been built before 1851, for in that year lay reader James Dean baptized Mary Jane, daughter of Thomas and Mary Jane Pelley, temporary residents at Fox Island. The meetinghouse also served as a school. There was also a burial ground that still exists today with graves marked by rocks rather than headstones.

The number of residents (predominantly Wesleyans and Church of England) noted in the census records taken after 1857 fluctuate considerably. In 1869 it was down to 69, up to 86 in 1884, and back to 105 in 1891. Two possible explanations present themselves. First, some people may have visited Southport seasonally but inconsistently for the inshore fishery. Second, permanent residents could have been absent at census time as Southport provided a number of schooner crews for the Labrador fishery.

The Labrador fishery which started in the 1860s and peaked by 1901 was important to Southwest



Wharf at Southport

Arm as a whole, but it was of relatively little importance to Southport which appears to have concentrated its efforts on the inshore fishery. For example, while 74 vessels from the Random region participated in the Labrador fishery of 1901 (950 Newfoundland vessels participated in total) it seems that only one, or possibly two, were from Southport, Southport was to specialize in pickled turbot, although this was later, probably starting around the 1920s and collapsing in the 1950s with the advent of frozen fish. The turbot was shipped to Maine, Quebec, and New Brunswick. There was also a thriving herring trade.

A sawmill owned by Thomas Pond is recorded by Muddy Pond at Fox Harbour in 1910 but the local streams proved insufficient to run the waterwheel. In 1920, Asa and Alan Blundell and Joseph Pelley built another mill. Logging, however, appears to have played a relatively minor role in the economic existence of Southport compared to settlements like Little Hearts Ease and Hodge's Cove. Despite this, schooners were built at Southport: vessels such as Hubert Brian, Hubert G. Smith, Sarah Francis, Hubert J., and the Orion built for Edmund Seward as a banking schooner.

Fox Harbour finally changed its name to Southport around 1916, the result of a petition led by local merchant John Vey. The community was tired of having its mail go astray, there being at least two other Fox Harbours in Newfoundland.

The first merchant at Southport was Alcock who set up business around 1900. He acted as a merchant-trader visiting coastal communities in his schooner, trading supplies for fish. A second merchant, Adey from Hickman's Harbour, set up around the same time but sold out to John Vev of Long Beach around 1910. He carried on the business until 1918 then sold it to Mary Smith who passed it on to her brother, Kenneth Smith. The firm continued in operation until the mid-1960s.

When the first Methodist school was built in 1907 it served Methodists, Church of England and Roman Catholic children. The Church of England members worshipped at St. Alban's church in nearby Gooseberry Cove, where the Roman Catholics also had a small church.

The three denominations appear to have coexisted with harmony although there was competition among clerics for converts. Ken Smith has reported that Southport Methodist Sarah Newton, who married a Roman Catholic gentleman, was told by the Roman Catholic priest to convert or be transformed into a goat. Mrs. Newton challenged him to carry out his threat reasoning that if he could turn her to a goat, he could certainly change her back. She said, if he were successful, she would gladly change her religion.

From 1891, when the population was 105, growth was gradual. The population dropped to 97 in 1901, grew to 117 in 1911 and was almost exactly the same at 116 in 1921. Thereafter there was growth. 149 residents being recorded in 1935 and 175 in 1945. The burgeoning population was sufficient to cause the United Church to rebuild its school in 1946 at which point the Church of England also decided to build one. United Church and Church of England (later Anglican) students were taught separately until 1967 when they amalgamated under one roof some two years before integration. The population of Southport was last reported to be 180 in 1981.

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Chicken is a tasty treat for those watching their weight. It is low in calories and there is a very easy way to lower the calories even further. Simply remove the skin. That eliminates almost all of the fat because chickens store most of their fat just beneath the skin.

Chicken and many kinds of wines go together well. When serving chicken dishes that have a light flavour try white, rose or young red wines. For many full flavoured or spicy dishes try full, rich red wines such as Burgundies.

### the area today

St. Jones Within

#### Personality plus

After we've endured the dusty trip along a gravel road notorious for its destruction of cars, it's a pleasure to step into Sylvia Hill-yard's store in St. Jones Within. Sylvia's sense of humor brightens up even a dull day made all the more unpleasant by a journey that has ended up with the car being short one wheelcover and with a hole in the rocker panel. Her warm welcome makes us temporarily forget there's a return trip to be made before the day is done.

The road certainly puts people off," admits Sylvia, who's had her own share of car troubles recently, "and it's been worse the last two years. Three years ago we used to have people in the store from all over the place. Now people leave the Trans-Canada Highway, see the state of the road and just turn around. It's good to see the grader out and have the worst sections relaid, but it would be nice to have pavement. There're two school buses travelling over it each weekday, so it has to be



Svivia Hillyard

kept up. The elementary school is still here with about 17 pupils, but inevitably it will be phased out. After Grade 5, children go to Clarenville."

Sylvia, who hails from Maberley on the Bonavista Peninsula, got into the store business at just the right time. The local co-op store was just closing up. "My husband Ralph's a construction worker and we moved around quite a bit when Come by Chance closed down," she explains. "We've been here since 1971, but I've only been running the store since 1977. We went to New Brunswick for a year and then to Sarnia, Ontario. When we got back I got the urge to work, and to save having to travel back and forth along the gravel road we set up the store.

"I started with a little bit of everything in a general store and expanded into dry goods and giftware. Ralph does furnace installations, so we carry some pipes and fittings. People go to the larger centres now—to Clarenville at least once a week and also to St. John's"

Life in small communities is not too different now from life in urban centres, not like it was years ago.

"People even have satellite dishes so they know everything that's going on and as the local storekeeper I get to find out, too,"



The view at the end of the gravel road-St. Jones Within

Sylvia comments with a smile.

"Our business is steady throughout the year and we don't have too
many problems getting supplies
here except when it's icy and
delivery trucks can't get beyond
Hillview. But that's only happened a couple of times?

Besides the store, Ralph and Sylvia bought the lounge in Hillview over a year ago. It took them quite a while to take the step.

"When it came up for sale, we talked about it for a long time," Sylvia says. "I didn't want Ralph to get involved in operating it because of the late nights and because he has to travel so much. Finally we agreed to buy it if someone else managed it. It's open year round and there are dances almost every Saturday night. Club business appears to be picking up the last couple of months. When Bobby Evans was

singing and playing the place was packed—139 people paid at the door and everyone had a ball. I'm just sorry I wasn't there."

Sylvia mentions one of the few drawbacks of living in a small place.

"There's nothing much for children here in St. Jones," she tells us. "The ballfield only went in two years ago. Before that, the younger children had nothing, not even a beach, but now even my 8-yearold's into soccer. Several of the vounger children, especially the girls, are into sports and recreation activities in Clarenvilledancing, ballet, and skating. We're not isolated, but it's too bad you have to travel over the gravel road. Unless you're willing to make the effort, they can't get involved. The only skating here would be if a pond or the harbor freezes over.

"We had both younger boys and oldtimers softball teams going until about a month ago. Hatchet Cove won the area league. There's a small pool for younger children to swim, and we're hoping to build a bigger pool with money raised through a darts league. Darts was popular last year, but not nearly so much this year. We play in the school, but our lounge has its league, too. And there's a card club one night a week."

As customers come in to check out the selection of videotapes, Sylvia offers some colorful personal opinions on their various merits. If the Come by Chance refinery starts up on schedule, there could be quite a run on the movies, but Sylvia wouldn't mind the extra business at all. And that would mean Hillyard's Store would become even more of a focal point for local residents.

#### A struggle to keep occupied

Dwight Hillyard's Grade 12 day starts with a 17-mile bus ride over the gravel road from St. Jones Within to Clarenville. It's not just the time taken getting to and from school that's wasted, but his

home location also prevents him from participating in extracurricular activities.

"I was on the Student Council two years back but it was so hard to get to meetings that I couldn't



Dwight Hillyard

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really take part in all the decisions," Dwight explains with more than a hint of regret. "I liked Peter Soucy's drama classes, but the bus transportation took care of that, too.
"St. Jones has only 120 people

"St. Jones has only 120 people so there isn't much arranged in the community. When you're talking sports it's softball in summer and that's about it. I've been on a softball team in St. Jones and we played Sundays, but I really wasn't a great success at it."

Dwight's father is a carpenter on construction work and he could be off on a job anywhere in the province. His mother works at the Holiday Inn. With just a sister at home to keep him compa-

ny at times, life could be a trial. but he is quick to point out that life in a small community does have its advantages, too.

"It can be a struggle to keep yourself occupied. What happens is that you end up visiting Clarenville every weekend. Compared to life in an urban community, life might seem boring but we're so close to the woods we can do a lot of things like hiking, hunting, fishing and driving the trails, especially in winter," he concludes.

N

#### Hatchet Cove

#### Dancing the night away

It's Sarah Jane Lambert's 81st birthday the day we call in to meet her husband Malcolm, so it's appropriate we talk to him about his love of dancing. His fame has spread far beyond the boundaries of Hatchet Cove and there probably isn't a dance floor in the area on which Malcolm hasn't tried out a few dance steps.

"I really love the square dance, not the 'belly-rubs' that go for dancing these days," he admits with a twinkle in his eve. "There was a time I'd give up almost anything in the world for a square dance. There were lots of square dances and you might dance all night and walk back home after daylight. We don't have many square dances now and I miss them.

"I can remember one over at Long Beach when they were having a 24th of May 'time' for the teachers in the school. My cousins and I were over there after caplin and we heard the music as we pulled up to the beach. Out we jumped with our oilskins on and me with long rubber boots half filled with water. Lloyd Stringer was playing the mouth organ and we danced two full sets with our oilskins on. By the time we finished that dance I'd danced more than I had in 12 full months. That was the kind of fun you made for yourselves in those days."

Along with the fun, Malcolm's life included a lot of hard work.

"I never went to school in my life," he tells us, "but that was partly because my father was sick and all of us had to help. I



Malcolm and Sarah Jane Lambert

was a very small 13-year-old when I first went into the woods with my uncle Hedman. We went to Black Duck near Badger to work for Billy Evans, but I was

too small to cut logs so he had me making trails in the snow for a man from Botwood by the name of Frank Brown. He was a big man weighing about 200 lbs. and he'd sink right through my snow trail.

That's when I was switched to being a 'cookee'. There wasn't much to do when the men were in the woods except bring in a bowl of water in the morning, clean up the washpan and keep the kerosene lamp in the bunkhouse clean. But it was busy at mealtimes. I worked there for a month until the camp closed and I got my \$12 wages on the last morning, which I placed carefully in a halfpound 'baccy' tin. My lunch in Badger cost me 50 cents and I paid my way to Northern Bight station for \$1.50. I must have counted my money 20 times on the way home-that was the first money I had ever made and I was



Young draft horse taking a lunchtime snack before winter work in the woods.

only 13. I didn't see it too long, though. My father was at the station on the way to St. John's to see his doctors, so I handed over the tin full of money."

It was the first of many years in the lumberwoods for Malcolm.

"The next summer I went down the Labrador and came back to go in the lumberwoods at Terra Nova where Bob Pritchett was the foreman," he recalls. "There weren't too many from Hatchet Cove at first, but the numbers soon built up. Each camp had a contract for 3,000-4,000 cords of wood and you got paid by the cord unless you were cutting the roads or horse-teaming and got paid wages.

"When I started we had the crosscut Simon saw for the long 16-ft, timber, but then we had the I wooden frame bucksaw and after that the handframe saw. It might take six months to cut your cords with a bucksaw, but when the power saw came in you could cut the same amount in six weeks. That meant the cutting season was much shorter although the camps were the same size or slightly bigger. I still get my own wood with a power saw, but I can't cut as much because of my bad leg. A lot of people still cut their own firewood including a man in Clarenville 99 years old."

Malcolm doesn't mind admitting that he's 78 and he doesn't think senior citizens should be deprived of services because of the cost.

"It's no crime getting a reward

for putting in so many years," he reasons. "When I was a boy growing up we were taught to treat our elders with respect. I can still put in my days helping with the Bayview Senior Citizens Social Club building. You shouldn't stop just because you're retired. You have to keep on the go-once you sit down you're finished. I can't walk as fast as I could because of my leg, but it wasn't too long ago the minister and I walked 25 miles to Sunnyside from the other side of Deep Bight just to keep occupied. Apart from the leg I feel no different than I did at 20."

We suspect that once the dances start at the Social Club Malcolm's dancing prowess will again come to the fore—square dance or 'belly-rub'.

#### It all started with a red boat

There may not be any fishermen operating out of Hatchet Cove, but there is a boatbuilding business. It may have been a gamble for Russell Bishop in 1979, but it's paid off. What started as a three- or four-year project has now been going seven years.

"Our family built boats like everyone else, but one of the first ones became a little more famous than most," Russell, 39, chuckles. "My grandfather had a schooner which he painted red and towed into St. John's to sell for \$65. She

was around 30 ft. long, but she was rough. Once she was sanded down she looked pretty good, but there were several people here said no way would they tow a red ship through the Narrows.

"My grandfather and father used to build boats before there were engines and sounders. They didn't have anything like the tools I've got, so everything was done by hand. I can remember boats that lasted for 30 years. Everyone makes their share of mistakes, even the great boatbuilders. The

first boat Les Hiscock from Clarenville built he said he had to put a bag of sand on one side to keep her upright. He gave me this aluminum straight edge and it's great for lining things up."

Russell has lived all his 39 years in Hatchet Cove. He's not really sure why he started the business in the fall of 1979.

"Boatbuilding is not a popular trade," he readily admits, "but as far as I'm concerned it's a good life. I'm right anxious to get into the woods, although it's heavy work. It takes a special knack to work with wood. There are plenty of carpenters in the area, but not too many boatbuilders. We have three girls, but no boys to carry on the business. What I would like is to train a couple of young fellows because boatbuilding is something you have to learn and you have to enjoy doing it. You need to get the feel of the boat.

"I have three or four regular employees and I usually have five or six boats on the go in the winter to keep everyone on. I'm busiest in the winter from mid-October on. This was the first quiet summer, largely because the inshore fishery on this coast was so poor,





Russell Bishop applying the final touches

but the drop in Fisheries Loan Board rates to 6¾ per cent is going to be a help to the boat-building industry and the fishermen. In my mind, what slowed down the boatbuilding industry was the stopping of the federal bounty, but that might be better in the long run because it will discourage fishermen from getting into bigger boats. Wood is still popular because fiberglass boats are expensive."

Bishop's Boatbuilding has three basic designs for 28-ft., 30-ft. and 35-ft. boats. Most are open, longliner-type boats with engines small enough for two men to operate. Russell could build larger boats if someone had the plans, but his usual building methods don't require plans.

"The original design is mine and it was measured up after I had the first boat built," he informs us. "I can't put designs on paper, although someday I may take a drafting course. The inspector is Norwegian and at first he couldn't understand how I could work without a plan. After building 50 boats you can cut what you need on the band saw. I know the bevel on every timber and I have my own way of scaling off on the planking. I have everything jotted down on the wall, but I don't have to scale each one. You just get used to it. Usually if I make one plank, I make one for



Another boat takes shape indoors

the other side, and the same with the gunnels. That saves me a lot of time and it saves timber. The only time I have extra work is if someone needs a wider boat.

"It takes about five weeks to complete a boat to the cabin and wiring stage. The time spent cutting wood is on top of that. Last winter we built six boats, two late in the spring, which drove me up the wall. You have to have the crooked timber and I cut all my own wood except for plywood and pine for cabins. This is a good time of year to sell a boat. Sometimes fishermen wait until January to decide to have a boat built. They should start earlier in the fall and decide the size they need. I have to go in the woods now to get boat frames, timbers and planks, and I would like to know what to cut. I like to have dry timber and dry planks to work with."

Russell has a sawmill, but the lumber business is up and down and he hasn't tried selling too much himself. It seems like housing and building are picking up again, but Russell is keeping his faith in the boatbuilding business.

"It looks like it's going to be a good winter, but you never know for sure," he admits. "I'm hoping the permits come through for the boats on order. I can't start on a boat until the permit comes through, but I can go in and cut my timber. My designs are now listed as factory-built boats, and I can advertise them. That took a bit of time to get used to, but I can appreciate the policy. You don't want too many back-yard builders.



The first stages of boatbuilding outdoors

"A good many guys still go in the woods, but it's long hours for the money you get out of it. But that's like the boatbuilding business. If you had to work out what you make on 8-hour days, I don't think you'd stay at it very long. I'm working 12-15 hours every day except Sunday. Considering the expenses, that's bringing in less than a dollar an hour. The building cost me \$23,000 but it's almost paid off. Soon I'm going to need to buy new tools, including a band saw. You can't spend \$2,000 until you know you've got the work to

justify it."

Craftsmen take a special pride in their work, and Russell is no exception.

"I usually know what the individual fisherman wants," he says. "I like to get my planking nice and even because people like clean lines on a boat. I prefer to have a boat here all the time so that a potential buyer can see what it looks like. I sold four at one time to fishermen from Grates Cove because they had an idea of what I built. I started advertising for the first time this vear and I've sold three boats through it so far. Most of my sales are to Grand Bank, Burin and Fortune and I'm reaching into Hermitage."

If the inshore fishery survives whatever the offshore fishery is doing outside, Russell has faith that small-boat building will be

"It'll be a rough day my 30-footer can't catch fish," he says, "and I don't want to have to give up boatbuilding for something else."

#### There's more choice than you think

Craig Bishop has the same problem with transportation as other Hatchet Cove residents 17 vears old, but he looks on the bright side. It's his last year at school, which means no more early breakfasts before the long

drive to Clarenville.

"I would have liked to take part in school softball. It's the only sport in the communities-there are no hockey rinks," Craig tells us between classes at Clarenville Integrated High School. "Once



you get your driver's licence, there's more choice in what you can do. Most young people are into sports one way or another or you can go in the woods. There's lots of fishing done around here and in the winter we go out for turrs. They're plentiful most winters."

We wonder if Craig has plans for the future.

"My father works at the refinery in Come by Chance-he's one of the few people left at the refinery. This past two weeks he had to work overtime checking everything out for the new buyers. I don't have any inclination to get into the oil industry-it's too insecure at the moment. What I have planned is to take law at Dalhousie University in Halifax."

Craig's quiet way of making his points looks like it will win cases if his plans pan out.

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#### Hillview

#### The adventures of the Averys

Nicholas and Doreen Avery are the kind of people who get the most out of life. Nicky, as everybody calls him, was born in Hillview, where he has lived all his life, except for his service with the Royal Navy during the war. It was then that he met Doreen in England at Christmastime in 1944. They were married the following year and returned to Newfoundland in 1946.

Before the war Nicky was a lumberiack.

"There were four schooners still going to the Labrador, but the rest of the men went into the lumberwoods," he explains. "Nearly all of my generation spent time in the woods. Fishermen went in the woods in the fall when they came off the Labrador. I know of six family sawmills that were right here in Hillview. Lumbering almost died out when people went to work in construction, carpentry and transmission lines. Some are still working as carpenters in St. John's, mostly on a seasonal basis.

"I cooked for A.N.D. Company and later was a chef at the Holiday Inn in Clarenville for a while. My mother was sick when I was young and she showed me how to



Doreen and Nicky Avery

prepare meals for the family. When I was in the lumberwoods I was second cook to Jim Critch and then took over myself. All we had was salt beef, potatoes, and cabbage for dinner, and homecooked beans, bologna and sausages for breakfast—no eggs or bacon in those days."

How did he manage any variety of meals with so little to work

"Monday was Soup Day, Tuesday was Duff Day when we had corned beef and cabbage, Wednesday was Fish Day, Thursday was Duff Day, Friday was Fish Day, and Saturday was Soup Day again. Sunday we had fresh beef and gravy, and we might have a bit of steak for breakfast. When I started, we went in the woods for at least two or three months, but this was gradually cut down to a scale of 15 days and out for a weekend. There were 50 men in a camp, or 75 in the larger ones. The foreman and second hand did all the roads. Once winter came the cutting stopped and fewer men were kept on for hauling wood to the rivers."

The women would cut the hay because the men were fishing or in the woods. Not too many could handle a scythe, but Doreen could.

"It was difficult because I was left-handed," she recalls. "Hearn how to cut but I couldn't sharpen the blade. I tried my hand at everything. I went 'across the country' with the horse. Nicky would draw me a map and I would follow it. Everything was referred to as 'country' then—Benson's country, stoyles' country, stoyles' country.



The view from just below the Averys' home in Hillview

try, whoever lived on the land, I was born in Stockton-on-Tees, not that big a town by English standards, about 120,000. Some people here thought a girl from the city couldn't work, but I proved I could work as hard as anyone. I even sawed lumber in the mill and went out jigging fish the first winter. I caught enough to give our children, Terry and Lynette."

Doreen was an assistant librarian in England and worked in the Hillview post office for 25 years. She can remember a lot of the old communities, like Ganny or Gandy Cove near the post office in Great Hearts Ease, Southern Bight just above Queens Cove, and Lower Cove, which later became Loreburn, St. Jones Without was abandoned soon after she arrived, with families moved to Little Hearts Ease, Sunnyside and Deep Bight.

Doreen can also remember the schooners 40 years ago, but she remembers the views most vividly.

'St. Jones Within has beautiful views, and coming down the hill from Hodge's Cove is a wonderful sight," she says with enthusiasm. "All the area is scenic. Coming up from the hill to Hillview and across from Northwest Brook are gorgeous views. Whenever my sister visits she asks to see her



A reminder of the days before the Trans-Canada Highway

favorite view of the hills around Hillview.

What was it like arriving in Newfoundland?

"I had the greatest difficulty with names." Doreen admits. "For instance, the Gregorys were very good friends of Nicky's father, but they were always called Grieg and it was years before I found out their name was Gregory. The Marshes were always called Mish, so that's how I spelled the name. I was very wary of saying people's names. People use nicknames a lot in Newfoundland"

Hearing Doreen recall her adventures is a reminder of experiences encountered by many people arriving in a country for the first time. Doreen's sense of humor has helped her to adjust. but she almost made a tragic error of judgment the first day out.

"I arrived at Northern Bight station on the train and I'll never forget that day," she smiles. "Nicky lost his wallet. It was at night and he told me we were at the station so I should get off the train while he went to look for his wallet. I was ahead of his mother and stepped off into mid-air. Nicky's brother saw a woman heading for a fall and ran to catch me in his arms before I went over the embankment. It was just as well because there was nothing to stop me falling all the way down the hill to Dark Hole. Nicky stayed on the train and found the wallet with \$300 in it between the seats. He nearly lost his wallet and his wife into the bargain the same night!"

This and other incidents are much funnier than they were at the time.

"Another night in April we were walking up the hill to visit Nicky's cousin." Doreen recalls. "All of a sudden I tripped and fell flat on my face in a mud puddle. I got up and asked Nicky why they laid such big rocks in the road. He couldn't stop laughing but managed to exclaim, 'Your rock's



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walking away'-it was a cow that I had taken a nap in the middle of the road!

"Cows were a problem for me coming from a town in England where they had Market Day on Wednesdays-the cows knew they were on the way to the slaughterhouse and they would stampede, so I was terrified of them. Nicky's cousin was a minister and I had to go to his root cellar for notatoes. It meant going by the cow and Nicky's mother had told me not to let the cow eat round potatoes because it might choke. I had an old enamel pan and I filled it up and came down the hill. Suddenly I heard this pounding as the cow came after me. The faster I ran, the faster the cow went and the louder the pounding. When we got to the bottom there was a rock

wall, so I took the pan of potatoes. threw it over my head and said, 'Take this, you darn thing, and I hope you choke!' I was crying and shivering when I collapsed in the house and there was Nicky's cousin Clarence rolling on the floor laughing, and him a minister supposed to be looking after people!'

Doreen and Nicky's escapades were not confined to the Hillview area. On a visit to Doreen's English grandmother in 1949 they took an unexpected trip.

"We were to take the train to Whitby, Yorkshire," Nicky relates. "The time was marked up on the board so we crossed the tracks and a train came in right on time. We got on, the train got underway, and we tried to buy tickets to Whitby, but the train was going to a small village, stopping for the ticket inspector to have dinner, and then turning round. So we visited the shopping centre - it. was full of little stores.

"A general store had the last bottle of Canadian Club whisky on the top shelf and sticks of barley sugar and licorice roots," Doreen adds. "I bought so many, I likely still have some in my pockets. We also bought up all the cream cakes at the baker's next door. And there was a tiny butcher's shop. We'd never have known about the place if we'd got the right train to Whitby-we never did get there!"

We'd hazard a guess that Doreen and Nicky always enjoy the side trips that life offers. They may take longer to reach their destination, but they'll always have fun getting there.

#### The project on the hill

About 600 meters before we l reach the Hillview road sign on the way from Hatchet Cove is a brand-new, log building. The new Bayview Senior Citizens Social Club building was started in June 1985, and the exterior was finished two months later. Everyone was asked to give 10 logs with 700 logs being donated, enough for all the walls and half the roof. So the club got a \$300,000 building for around \$25,000. Work resumed in the spring when the ceiling was

completed, and a student project built long tables and inserted the 3/4"-round sticks between the exterior logs.

The social club is for people from Queens Cove to St. Jones Within, but most members are from Northwest Brook, Hatchet Cove and Adevtown. The work was undertaken by members of the social club, with help from some vounger people. Ronnie Martin did the electrical work, Albert Churchill built the bottom cup-



Alf Norris of Long Beach makes the final fittings in the kitchen

boards and washroom cabinet, and Roy House finished the walls and ceilings

The club will host card parties, Jiggs dinners, and socials. Once the floor is done, there will be an open house. Until then, card tables, chairs, an electric refrigerator and stove, and dishes are being stored in the Anglican church basement, where events have been held in the past. An indication of the increase in community interest is that the building's facilities are now too small to accommodate the social club.



#### The years before Confederation

Albert and Meta Stoyles have been living in Hillview for over half a century. Meta is from Ireland's Eye on Random Sound, but Albert was born in Northern Bight before the community changed its name to Hillview. All of Albert's family have moved—two brothers are in British Columbia and one is in Windsor, Newfoundland. In a few years Albert and Meta expect to move to St. John's, but only for better services.

"I have a cousin living in Scunthorpe, England," Meta tells us. "She met an Englishman on the boat over and got married. It was 50 years before she returned home. When she came over six years ago she loved it and has been back three times since. She says she'll be back here to live and to collect her pension because she was born here. And we know of another Englishman who has a daughter living in St. Jones. He worked at Come by Chance and has been back every other year since the refinery closed. He wants to retire here."

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Albert and Meta Stoyles

Hillview has always been bigger than St. Jones but the latter is smaller now than it was in the first half of the century. The road went in about 20 years ago, and Albert jokes that it might be 20 more years before it gets pavement. When he was growing up the only transportation was by boat. He pauses to count the vessels leaving in those days for the Labrador from Southwest Arm.

"Around 20 or 22 with Little Hearts Ease one of the busiest communities," concludes Albert, who was himself very active in the fishery. "There hasn't been an inshore fishery here for years, but we used to catch fish in the summertime a long time ago. Uncle William Knowles had one of two traps in Northwest Brook before I started in 1917, at the age of 11, and went to the Labrador until the fishery ended. I fished with my father most all the time. We had no particular place to fish, but we never went down the Straits Shore because we didn't know our way down there. Sometimes all the schooners from this area fished together, but more times than not we came home with not too much. We would leave around June 20th and get back around September 5th, or the last of August if we had a full load."

Albert fondly remembers those days, but he doubts that today's fishermen would put up with the problems they encountered.

"People won't go now unless they can make a good dollar," he suggests. "There were lots of fish in the 1930s, but you only got \$2 a quintal, and you never knew the price they sold your fish for. They'd have a cull of fish with five or six piles of different grades. When it was packed to go away, you weren't allowed in the building. It probably all went together. If you were independent and went to St. John's to buy your salt and vour supplies for the summer instead of buying from the local merchant, when you came home with your fish no one would buy it.

"Not everyone took advantage of the fishermen, but many merchants made their money off them and stopped buying after Confederation. We dealt with A.H. Smalley until he went out of business, then we went to Baine Johnston for two years, and finally to W.J. Moores in Carbonear and they were fine fellows. Many schooners were built here. John and Walt Greene had one built called the Lewis Gordon around 1920. The shipbuilding carried on

during the Commission of Government when two boats were built. My father, David Stoyles, built one and James Vey built the other in 1935.

While fishing was the major activity, there was other work to be

"Some years we'd go in the lumberwoods in the fall, while other

years we'd be coursing in a schooner, carrying lumber and returning loaded with groceries and supplies," recalls Albert. "Our schooner was the 68-ton W. J. Ellison, named after my two brothers, William and John, and she could carry a good load. I worked for the A.N.D. Company in Terra Nova and Badger in the years we weren't coursing.'

As we listen to Albert and Meta's recollections of the quieter times, the sound of a backhoe reawakens us to the noisy realities of the 1980s. The Hillview road is being upgraded and ditches are being dug to replace the old culverts. Who knows? Albert's predictions about pavement may have to be revised.

#### The high cost of entertainment

Hillview is only a short distance by road from Clarenville, but it can seem much farther when you have to catch the bus home instead of taking part in evening activities, according to Dwight Drover.

"I take part in kung-fu karate in Clarenville and it costs a lot to just to get in for that," explains Dwight, who is taking Grade 12 at Clarenville Integrated High. "There are no teenage dances in Hillview, where there are far more boys than girls, so we go to Northwest Brook, but basically if you want to go to anything you go to Clarenville.

"The only real advantage living here is we do have access to the woods and waters. My father used



**Dwight Drover** 

to work as a carpenter for the school board but he retired awhile

ago and likes to go fishing for salmon"

For Dwight, the daily bus trip to Clarenville started at Grade 8. but he now has less than a year of Grade 12 to go and is looking forward to university and a future career as a doctor. With his karate experience he can go from breaking bones to mending them.

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#### Ivany's Cove

#### Life in a small community

"The community's as big as it's ever been with 44 people living here. The families here are children and grandchildren of the three original families-Bailey, Avery and Churchill," Albert Bailey tells us.

Albert was born in Ivany's Cove in April 1918. He has always called it home, but he spent long periods of time away as did other people his age.

"I spent my lifetime in the

lumberwoods-25 years in allworking for the A.N.D. Company in Badger, Millertown, Howley, Deer Lake and Clarenville. I had to stop working in 1965. I used to go away a month, sometimes three months, and, before I was married, six months. My wife



Albert Bailey

Eva's from Northwest Brook, I which is is only a half mile away through the woods and we used to

go to church there. We've never had a church or school here. "Logging slowed down in 1946.

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TOM RIDEOUT, M.H.A. Minister - Fisheries



Department of Fisheries ent of Newfoundland and Labrador

and by 1960 there was virtually nothing left. The change from the bucksaw to the chain saw made all the difference. There are one or two family operations left around here, but in those days sawmilling was a big business. Some men were fishing in the summer and in the woods in fall and winter. I went on the Labrador once and two men drowned, and I never went fishing again."

Nobody got rich working in the

woods as Albert ruefully points

"I cut wood for 90 cents a cord, then it went up to \$2 a cord, and the last cut I made was for \$6 a cord. Now you can get \$35 a cord, and that's more than I could get for a full week. I could cut 10 cords a day. Everyone used horses then, and there was a limit to how much you could cut and haul. Back then you worked in the lumberwoods, on the railroad, anywhere you could find work."

The situation is a little better

"A good number are working in Clarenville," Albert explains. "I have two boys working for Goobies Rentals in Hillview and another boy in Marystown. Our girl is in Alberta—she married a Newfoundlander and moved there"

With all the new houses going up as family members return home, it looks like Ivany's Cove's future is assured and Albert will have plenty of company.

#### Northwest Brook

#### Northwest Brook — then and now

William Smith is 95 years young with a face people may recognize as having for many years been featured on CBC·TV's Land and Sea. His grandfather came from England and was one of the early settlers in Island Cove. William can remember the early days of Northwest Brook from the time his father moved from Island Cove. Half the children, including William, were born in Island Cove and half in Northwest Brook.

As a young boy, William joined the Royal Navy in 1910 and trained aboard the HMS Calypso which operated from St. John's as a training ship for Newfoundland recruits. After the war, he



William Smith beside his picture of when he was in the Royal Navy.

a training ship for Newfoundland returned to Island Cove and about recruits. After the war, he 45 years ago moved to Northwest

Brook.

"There were only nine families and up to 120 people in the 1940s," William recalls. "Now there are 220—quite a lot of people have moved in from all over the place. There's no fish here now, but it used to be all fishermen. I'm the oldest person in Northwest Brook.

"I worked at all trades—in construction at Corner Brook and the airport at Gander, and I spent a considerable time in Labrador fishing. The last schooner left this area just after the Second World War. There were just two ships still going from Hillview, the W. J. Ellison with Albert Stoyles as cantain and the Dave E. Gur un-



Northwest Brook-northside

der David Stoyles. My brothers went with different skippers from other communities. I also spent about 25 years in the lumberwoods."

William remembers visiting London during his four years in England during the war.

"I had an aunt over there who married a soldier from Toronto and settled in Stratford upon Avon—as nice a place as ever I've been," he comments. "I missed her house along a row of cottages and asked the milkman where number 26 was. I rapped on the

door and out came my aunt. She looked at me and said she knew me. I was 22 years old and she recognized me although she hadn't seen me since I was a baby. Her husband had a job on the railway and he took me through London on his three days off. I'd like to go back over there, but London was crowded even then. There's a schoolmaster here from England whose wife is Canadian. I expect him around for a cup of tea anytime now."

The only problem William has now is some difficulty in hearing,

perhaps not surprising at 95 years of age, but annoying nonetheless.

"This deafness is the worst thing in the world and there's no remedy for it," he admits. "I don't know when it happened, but it could have started in wartime. I'd really like to get a pair of those hearing-aid implants. You go to church and don't hear the preacher, so you might as well stay home. Apart from that, I feel fine and still do a lot of walking. I miss the days when there were only footpaths here—people just don't seem to walk anymore."

## Claudette Warren — human dynamo

When we meet some Grade 12 students from Southwest Arm at Clarenville Integrated High School, Claudette Warren talks enthusiastically about her thoughts on life in Northwest Brook.

"I'd like teenagers to get organized to get things done," she exclaims. "There could be softball for boys and girls and more training courses in each community hall. You could do almost anything on Saturdays. Now that we're older, our friends are not so close and you don't get the same close friendships and shared activities. The first year I was here in Grade 7, I was the emcee for the Christmas assembly and I used to take part in plays and church services. Now with all the homework you don't have time for that anymore. I preferred the small school because you got more attention. Some of the classes here have 35 students.'

"Now I've got my driver's licence I can drive in but it's still hard getting into things in school. I'm on the yearbook committee now and would like to be in more sports. There's no softball for girls in the communities—we're expected to be spectators. We had a few interesting things this summer, including a special program in public speaking and confidence-building. We organized the Seafood Festival and



Claudette Warren

I was the emcee for the variety show."

With so much on her plate, it's hard to imagine there is anything

else Claudette could fit into her life.

"I'd like to follow up on my French," she reveals. "I heard French for the first time in Grade

7 and I did really well in it. You had to be interested to get the grades. I went to Montreal one year, but it was difficult when I was in Quebec City because the French was so different."

Claudette and her older brother are living with their grandparents which might explain her in-



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dependent nature.

"That may have made a difference," Claudette a grees with a bubbly laugh, "but anther reason is my brother is the treat so older and he was je-galous when I was born. When I was younger I got involved in ever the going on in the communitativ."

Plans for a careeier are already firming up in Claucadette's mind.

"I'm planning to go to MUN and then take veterina ary training," she tells us. "You have to leave the province for that coourse My cousin did her training on the job with another veter rinarjan after two years of univers sity, like that idea."

One thing she wo on't be caring for, however, is fish h.

"People think yo ou eat a lot of fish in a smaller co ommunity, but I never did," Clau judette admits, wrinkling up her no ose, "jonly like trout, fresh fish and all shellfish, but I can't stand tu jurbot or mackerel. I've never eate pen tur or seal, either."

Caring for animals is an off-



The United Church school closed in 1986

shoot of Claudette's love of the outdoors.

"I don't think the people in Clarenville make good use of the country," she suggests. "We can get into the woods anytime and there are lots of trails. You can drive an all-terrain vehicle in the summer and I have a skidoo and skis for the winter. You can go icefishing, if you like fish," Claudette adds with a broad smile.

Is there anything else Claudette doesn't like, we wonder?

"Having my picture taken today—the day my curling iron broke?" she cries in mock indignation—Peter Soucy's drama training classes bring out the actress in her.

#### **Queens Cove**

## The man, who never was

Eldred Goobie hans lived an interesting life, but it he's done it almost without an it identity. It all started the day he ie was born in Queens Cove.

"My mother toldid me I had the measles when I v was born and they didn't expect t me to live. I baptized but never christened in church, and for a religious family tha at's almost unbelievable," Eldred admits. "It's even more surprisiting because my father was lay rereader for the United Church for 40 years and the superintendent of the Sunday School. It's just than the minister might visit the community only once a month, and d in afamily of 10 I got missed."

At that time clehure records were the main record of birth in Newfoundland, but the lack of a baptismal record d did t matter



Eldred Goobie

until Eldred travelled to England to join the Royal Air Force and then work for the British Motor Corporation in Castle Bromwich near Birmingham.

"I wrote over to my mother to get my birth certificate and the church had no record of me. According to their records, I never existed," Eldred chuckles. "When I needed a certificate for insurance and retirement purposes, my mother tried again. She went over to see the minister and there was no record in the community. nor in St. John's, nor Somerset House in England where birth records were kept. I went more than 12 years in England with no birth certificate. She managed to find two of the older residents who could verify my birth. Finally, a birth certificate was issued." That wasn't the end of Eldred's

problems with bureaucracy.

"Not by a long shot," he laughs.
"After I was demobbed at Gander
my records went to Ottawa, but
because I returned to England to

work they were transferred back to England but no record was kept of where they went. When I came over on a visit in 1967 to see my family and visit Expo in Montreal, I went to the Department of Veterans Affairs to get my records so that I could look for work at Come by Chance to build up some capital for retirement. They couldn't find any trace of me-I was missing in action again. It was only after running up a tremendous travel bill that one of the staff finally located my records in Gloucester, England. I must be the only man who has been lost three times without ever having gone missing.'

For someone who did not exist, Eldred has crammed a lot into his 70 years, and he's not slowing down simply because he's retired.

"It wasn't long before I was involved in just about everything going on here. In a small community you get tangled up on so many committees," he says. "The hardest thing in rural districts is to get people actively involved rather than just be members of something. Still, this is a very independent community with nobody on social assistance and no government money needed until



The half-completed community hall—the most recent community project

1978

"We're also the only communiyon the peninsula with a town water supply. The reservoir is just outside the community and the water pressure is so great that we've had to put in a pressure-reducing valve at the chlorine plant. And we were the first community to get pavement. It's that kind of community initiative that made me the first person to join the Southwest Arm Regional Development Association when it started in 1980." Queens Cove has always been a centre for the peninsula—a commuter community for the Southport area in the days before the Trans-Canada Highway.

"I'm almost as big a stranger as you are, because I was away so long, but I can remember back to the early days, especially since my father was a son of one of the earliest settlers," Eldred comments. "People came here on horses in the winter and boats in the summer to get their supplies. This was a busy place back then. There were coastal boats until the 1950s and the railway was a big employer. We've still got people working with CN and a local CN superintendent with over 40 vears' service.

"There used to be fishing here and people made their living from the Labrador fishery. My mother spent seven years from the age of 14 cooking up there on my grandfather's schooner. Several schooners went to Labrador until the early 1930s, but the community was mostly making its living from lumber by then. Two big fires burnt all the timber in Queens Cove itself in the early 1900s but there were several mills owned by Queens Cove families in Goobies where I worked when I was a youngster. Most people earned their living in timber until quite recently. Now there are all kinds of tradesmen,

mostly working away."



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#### The man behind the wheels

Talk to anyone in the Southwest Arm communities and sooner or later the name "Goobie Rentals" or "Goobie Contracting" is bound to crop up. We talk to the founder and owner of Goobie Rentals and Contracting Limited in Queens Cove—Joshua (Josh) Goobie.

As befits a man in the contracting business, Josh is always on the move, a family trait that goes back to the days when the Goobie family moved from Old Perlican to Queens Cove and set up a saw-mill. Even then, the Goobies were ambitious enough to take on more.

"Old George Goobie, a cousin of my father, set up a sawmill as soon as the railway went through what was then called Goobies Siding," recalls Josh, "George wanted to name the rapidly growing new settlement after his family so he made a sign that just said 'Goobies' and put it on the freight shed. The railway officials kept removing it and putting the sign saying 'Goobies Siding' back on the siding itself. But George was persistent and eventually the officials gave in and Goobies became the name of the community that grew up alongside the railway. Hubert Green was the first permanent settler and he's my wife's father."

Josh started his construction | Pretty soon it got to the point



Joshua Goobie

business in 1965. It was a new venture for the family who had made their living in the fishery and the lumberwoods.

"My father was a fisherman, lumberman and farmer who made his living right here in Queens Cove," Josh tells us. "He was quite well-off when he died, but he worked hard for what he had. In the winter he'd work in the sawmill until the spring caplin fishery, then he'd take time off fishing to work his ground and set his potatoes. He'd do this year in, year out.

"I was a mechanic and welder for a construction company and I put aside enough money to buy a couple of rigs and a tractor. Pretty som it got to the point where I had to leave my job to look after my own business. When I started out I did work for farmers around Lethbridge and Winterbrook, and rented machines to businesses as far away as Marystown. When I went into the contracting business the company name changed to Goobie Rentals and Contracting Limited, and I took on business all over the province."

At first, Josh operated the business on his own, but now two of his sons, Alton and Alister, are full partners.

"They grew up with the business and could operate machines when they were 10 and 12 years old. My father worried about that, but I felt it was better to teach them right from an early age," Josh explains. "They looked on their learning like every day was another school day and they both have an excellent knowledge of the trade. That's been a big help to the company and so has my daughter Jocelyn's doing the books for me.

"I kept on adding equipment whenever I could afford it. Now we have ten tractors, nine front-end loaders, six tandem trucks, excavators, a grader and whatever else we need. We're the only company in the area taking on large contracts, although there are small contractors in house-building and landscaping. I prefer to buy everything if I can see far enough ahead."

Will the new government policy of advance tender notices help Josh?

"It will, but bidding on contracts is a far cry from getting them," he points out. "Business is getting to be a 'dog-eat-dog' situation and people are running themselves into the ground bidding too low to ensure their survival. It's expensive to maintain machinery and make sure your equipment is in good running order. Just putting an undercarriage on one of the big tractors is \$15.000, but it has to be done if you



Ron Goobie of Queens Cove and Wallace Bailey of Ivany's Cove direct traffic as Charlle Price of Hillview digs the ditch in Hillview for Goobie Rentals and Contracting

want it to last. I tell the boys it's no good taking on a contract if you can't make enough to cover your expenses."

Josh's face appeared on the news when the Come by Chance oil refinery first hit the headlines this summer. He was the man behind the wheel of the tractor hired by Petro-Canada to start dismantling the mothballed refinery.

"In my opinion, Petro-Canada mean business," Josh comments after a quiet moment of reflection. "When you're paying out that much money just to keep it mothballed, you get to wondering if it's worthwhile no matter who you are. It wasn't an overnight decision on their part as many peo-

ple think—we were told six weeks in advance to have a couple of tractors standing by. When the call came to get them down to the site for 8.00 a.m. I wasn't too surprised.

"The pipes were all cut off except for the main ones which were to be let go at the last minute. We were told to hook up a cable ready to give a final tug and we were set to go until the provincial government said hold everything until the Troonto office opened. Then we had to wait until noon when the Calgary office opened, and that's when the word came for us to release the cables. We did and we haven't been called back since."

We get the impression that Josh

is just as delighted as everyone else in the area that the dismantling was averted. The job would have been a lucrative one for his company, but the recent announcement of the sale and reopening of the refinery will spread its benefits much more widely. He also doesn't believe the new company was formed overnight like some people want us to believe.

"Those negotiations have been going on for a long while," Josh suggests. "When you've been told to keep quiet about something for six weeks because negotiations are ongoing, you get to realize there's a lot going on that people never get to hear about."

7

#### Long Beach

# The heyday of the Veys

When the Vey family moved from Grates Cove to Long Beach in the early 1860s, it was largely to find timber supplies to build schooners for the Labrador fishery. That they were successful can be shown by the fact each Vey household owned a schooner.

"Long Beach was a very busy community in those days," recalls Alfred T. Vey, whom everybody knows as "Ted" (from his middle name Theodore) to distinguish him from the many other Alfred Veys there have been in the community. "The Veys and the Barfitts were the first families here, and the Gosses came a little later. Some schooners were built in Long Beach in the older days, but most were built outside it. There were around 25 families when as many as seven schooners left for the Labrador in the late 1800s and early 1900s."

Ted spent his youth in the Labrador fishery, sailing from Long Beach with his father.

"I was to Labrador from the age of 11 to 1945, when the last of the Veys' schooners went," he relates. "Our schooner the *Melba* at 70 tons, was one of the biggest.



led ve

She was always a sailing boat, but we put an auxiliary motor into her later on. We went from Batteau to Cape Harold, all along the Labrador shore wherever we could find fish.

"We'd leave around June 20 and came back when we had a load of fish. Some years that might be the third week of August, but usually it was early in September. We dealt directly with the merchants in St. John's—R.G. Randell before he went out of business and then with Steers, All the Long Beach schooner skippers sold their fish to Steers. There would be 8-10 men to each schooner, and when I was growing up you might not find a man home in the summer."

Some men worked in the woods when the Labrador fishery ended in the 1940s, but most went into construction.

"I started a sawmill myself and retired in 1971. Ours was the biggest mill and the only one in the area with a tractor this side of Goobies. That made me an important man in the area," Ted quips. "I had my five sons working in the mill and another three men cutting logs in the woods. Two sons still live here and my daughter lives two houses up. The other boys are in Baie Verte, Labrador City and St. John's.

"A lot of families had to leave to find work. There were five or six Barfitt families, but they've all gone now. There are two branches of Veys in Long Beach-our family and another group up the beach, most of whom have left. Any Veys elsewhere are from Long Beach. Most families came here in the resettlement from Island Cove and the islands. That was long before the road which only got pavement three years ago. More families are moving in now."

Community life 60 years ago was a lot different from now, especially in terms of transportation.

"Most goods were brought in by schooner from St. John's in the spring and fall, and anything in the winter came by train to Northern Bight," explains Ted, who smiles at the memory of what passed for a road then. "The station agent had a Model T Ford, but he would have needed a helicopter here. The road was like a woods trail and could only be used by horses, but it was a good snowpath in the winter. Every family had a horse and we had two until we got the tractor. The horses might weigh anywhere from 600 to 1,000 lbs. They weren't the real big horses you see hauling things for show now."

With a large number of families, Long Beach was important enough to warrant two schools and two churches.

"Four of the early families built a Church of England church, and my grandfather's brother built the first Wesleyan church." Ted notes. "There were very few Weslevans then. Both churches had schools-the Church of England built the first one. They remained separate schools until they closed-there was no amalgamation here. There was always a school until around five years



A view of Long Beach

ago, and we had all grades to Grade 11. This community has graduated teachers, lawvers and a minister."

Now the beach is a quiet place, but on a misty day we can imagine the hustle and bustle taking place in earlier days as we snap off some shots of what is a very photographic community nestled between two coastal hills. 1



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#### Hodge's Cove

# Chasing the cod

The scenery at Hodge's Cove is beautiful. Rolling hills, picturesque coves, and tranquil Southwest Arm. It's what tourists might picture as a perfect fishing area. Trouble is, there are few fish. Not that this has stopped people from settling at Hodge's Cove for even now new houses are being built. In one house Keith and Ellen Lambert and their three children are having a late breakfast. Keith and Ellen both have fishing licences and have spent half the night towing their 19-ft. boat from Cripple Cove on the southern tip of the Avalon Peninsula where they were fishing

"The only thing we do here is caplin," explains Ellen, 31. "There's no cod here so we have to go someplace else."

"I usually start fishing in mid-May from Merasheen Island in Placentia Bay. Twe got a cabin there," explains Keith, 33. "This year there was no collector boat, so we went to St. Brides on the Cape Shore for two weeks. But there were no fish. It's never failed there before. So we left and went over to Portugal Cove South to fish for three weeks until the fish went outside Cape Race."



Hodge's Cove

All summer long, Ellen and Keith lead a nomadic existence returning to Hodge's Cove just for the caplin season.

"Once the caplin start, the plants don't want to see any cod," explains Keith.

The five-week season is the big cash catch in the Southwest Arm although, overall, the Lamberts make more on cod.

"The quota opened the 1st of June but there was no caplin landed. In fact, we only had 10 days this year," says Ellen.

"We got 34 cents a pound but

you had to handpick it," explains Keith. "There was a lot of red feed around (the caplin eat it) and although the plant would allow you 5 per cent red feed, if you had more than 20 per cent the plant wouldn't take it. I suppose, all together, we lost about half of our catch and there wasn't a time you went to the plant that you didn't lose something."

In Cripple Cove where the Lamberts finished the season, they were nearly finished themselves. Leaving their boat moored, they had gone to St. John's only to discover, on their return, that heavy seas had turned over their boat.

"She was bottom up, circling about the cove beating up against the rocks. We lost our sounder, our battery, our lines, and the housing off the engine—about \$1200 worth," adds Keith. It could have been worse. Their \$3300 fiberglass boat is a bit scratched but otherwise all right and the \$2600, 40-hp. motor still runs. The accident capped a difficult year for the Lamberts, one marked by a scarcity of fish and competition from larger boats.

"We had trouble from the draggers," says Ellen. "They come



right into the cove dragging, tight to the beaches. They're not allowed inside six miles but at nighttime there's nobody there to stop them."

"Whatever fish the draggers don't catch they fool up," adds Keith. "They turn all the rocks over on the bottom and all the starfish and worms get shaken off and the fish eat them. After that, the fish aren't hungry so they won't take our bait.'

The Lamberts use "flies" for bait which they make themselves from orange-colored rope because they find the flies work better than traditional bait like herring and caplin. But even once the fish is caught, it's not quite the end of the Lamberts' problems. They are expected to gut their fish but get only the same price as ungutted fish from larger vessels.

"The draggers were selling to the plant, gut in, for 27 cents a pound. We had to gut it for 27 cents. Same fish. Some strange,"

says Keith.

Problems aside, the Lamberts like being their own boss.

"I've been fishing five years and I enjoy it," says Ellen. "Going on the road the way we do is the only way we can make a fair dollar. I'm surprised more people don't do it. The first few weeks in a new place is hard. People are afraid to talk to you and you don't know who they are, but they seem to accept you. Of course, being a woman fisherman is a bit difficult. I've been a lot of places where it's been a while before they discovered I'm a woman.

"I stayed in one day when we were at Petty Harbour and the plant owner said to Keith, 'Where's your buddy today?

'What buddy?' asks Keith. 'Your buddy,' says the man.

'That ain't me buddy, that's me wife'

"Actually, I seem to find the men accept me more than the women. Although there was one old guy said, 'I don't mind the part about her being a woman, but when it comes to being out there and she's hauling in lines with fingernail polish and ear-



"Flies" made from orange rope work better for the Lamberts than traditional bait of herring and caplin.

"You don't mind hard work It's a lot better than working in



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fish plants, standing in one place eight hours a day cutting fish until every one looks alike. And if I didn't go with Keith, he'd have to pay somebody else to go with him and loose a percentage of his income. This way I take that per-

centage and it stays in the one house."

Ellen and Keith admit fishing has its good and bad moments.

"The best part of the job is going out in the morning and finding a lot of fish." says Keith. "The worst part? I'm not sure," says Ellen, "but in all the time I've been fishing, in all the places we've been to, I've never met another woman doing what I'm doing!"

### Back and forth to five churches

Reverend John Courage, 30, has been the Anglican priest for the parish of Hodge's Cove almost four years which makes him both the voungest and longest serving of the current clergyman on Southwest Arm. Originally he assumed the Parish of Random which took in Sunnyside, North West Brook, Hillview, and Hatchet Cove, a total of nine churches. But in July 1982, the parish was split into two and Father Courage now is responsible for Queen's Cove, Long Beach, Little Harbour, Hodge's Cove, and Great Hearts Ease.

"I have about 175 families," says Father John. "That's five churches which means I do five services on Sunday. That little grey ear of mine is zipping back and forth all day. The first service is at 9 in the morning, then I have others at 11, 2, 4 and 7. It's the same sermon at all of them. By Toʻclock I'm tired of it myself," he smiles.

Father John and his wife Heather, a former teacher, are



from St. John's. A graduate of Memorial University and the Atlantic School of Theology, Father John is both amusing and disarmingly frank.

"If you asked any of my high school teachers whether they ever thought I would enter the ministry, most of them would have said no. I'd be the last person in the world they'd expect to. But I suppose God has a sense of humor. too.



St. Mary's Church, Hodge's Cove

"I hung off entering the church, worked as a clerk for a couple of years. I even tried to be a monk with the Society of St. John the Evangelist, but after a few months I decided I preferred to be married. Their life wasn't the kind of life I wanted."

On 1 January 1985, Father John assumed his first appointment at St. Peter's. Cartwright.

"Tm a townie and it was a bit of a cultural shock. I arrived midday and they told me there was a funeral at 2 o'clock. I put it back to 3, I didn't even have a robe. But I hadn't realized the day was so short in Cartwright. By the time I'd finished the service and got to the graveside, it was dark. It was a nightmare. I went home for a cup of coffee, turned on the tap—no water. For six months we had no water. The last six months we had no sewage."

Father John requested a transfer and was given Southwest Arm.

"Hodge's Cove is not really a fishing community any more," he explains. "We have nurses aides, secretaries, and bank clerks living here who work in Clarenville because there's no employment here. What I call Great Hearts Ease-Southport, Gooseberry Cove, and Butter Cove-are fishing communities and they are really hurting. There's no cod. Consequently, a lot of people are moving away to Toronto. But you still see new houses being built by people who are working away. They come home summers to work on them with the idea that they'll eventually come home to stay."

In the meantime the communities soldier on, the inhabitants trying to raise families, and support their clergy and churches of | which there are five organized faiths and around a dozen church buildings. A couple of Father John's churches have less than a dozen families each, but the congregations are fiercely independent and reluctant to join with others. It's a form of sectionalism the area can scarcely afford. Hodge's Cove has 80 families to support a priest, his rectory, and a church. It demands tight budgeting. The problems facing smaller congregations are even greater, but Father John is optimistic things may one day change.

"The schools have been a uniting influence, now that we are down to two elementary and one high school. It brings people together so that later people from different communities date and marry. I'm hoping that will improve things in future."

But most of the area's problems are economic-from a poor fishery to a lack of job opportunities. Even the fish plants at Southport and Gooseberry Cove offer only limited employment since much of their fish is trucked elsewhere. I

"This year all our caplin went to Arnold's Cove for processing. A lot of women from here worked at it, but they spent most of their money getting to Arnold's Cove and back."

Lack of infrastructure-water. sewage, roads-compounds the problem.

"Having pavement would probably help the fish plant. I'm told sometimes grade A fish leaves the plant by truck and arrives as grade B; fishermen deliver grade A and get paid for grade B.

"We are on wells here, but they dry up. One summer we took our laundry to an aunt's house in Clarenville to use her water. We kept our own for a bath.'

Unfortunately, other than a local development association, there is little organized local government to press for improvements. There are also fears that improvements will bring higher taxes

"I would like to see a council of some description so we could organize things better. I think we have perhaps too many people prepared to sit back and let the world go by. Take Queens Cove, they got water and sewer because a couple of people there really pushed the government for it. Of course, government can also be contrary. We had a road committee trying to get a bit of pavement. They flogged it for years then finally gave up. Just after that, the government came along and said. 'We'll give you the pavement now.' They did Long Beach last year and got as far as Hodge's Cove this year. An election year is coming up so perhaps they'll butter us up with some more."

In the meantime, Father John carries on his pastoral duties which he enjoys. Office work in the morning, visiting the elderly and sick in the afternoons, and meetings at night.

"Sometimes it would be nice to have a 9 to 5 job, but those days are past. The phone is there and it rings at some queer hours. No, I enjoy life to the fullest-that includes eating," he adds, laughing and gesturing towards his growing waistline.

#### Cars are smaller and harder to work on now

B.L.B. Auto Service in Hodge's Cove is named after proprietor Hubert Green's three children: Brian, Lorne, and Brenda. Hubert, 55, started the business two years ago, although he has been working as a mechanic for around 26 years.

'I'm from Goobies, my wife Florence is from here," explains Hubert. "My three brothers and I had a lumber business at Goobies and we did pretty well, but then in 1949, when we entered Confederation, our lumber business fell apart. So we started Green's Service Station in Goobies. It's still there."

Hubert moved to Hodge's Cove 18 years ago. He has worked in construction in Alberta and mill maintenance in Labrador. Given a choice, he would rather work at construction than auto mechanics, but getting construction work



Hubert Green

has become progressively more difficult for Hubert. Employers prefer younger people.

"I got away from mechanic work six or seven years, then when I got back into it I found everything had changed. These days all the cars have got electronic controls. It's not mechan- first car I drove," recalls Hubert.

ics they need now, it's technicians.

"Cars are smaller, too, and harder to work on. I think the factory time to replace a clutch on a Chevy Citation is about six hours and I wouldn't know whether you could do it in that-you've got to pull the motor out. I know at one time you could change a clutch in a Chevy, and take your time, and still do it in an hour and a half."

Not that Hubert isn't used to working on small cars. He fondly remembers British cars that flooded into Canada around the time of Confederation. Cars like the Flying Standard (it had a tiny Union Jack on the hood but didn't come close to flying), the Ford Consul (that no Roman consul ever drove), and the Triumph TR2, early forerunner of the present TR7.

'The Standard, that was the

"I started this place up January | 1984. I thought it would keep me occupied. I've got one guy on here with me, Harold Whalen Jr., a body man, so we can do paint jobs and mechanical repairs. Trouble is, business is really only good when the fisherman makes a buck-then I make a buck too. It makes work very intermittent. although it's more consistent in sity to go to, unless you went

the winter months when the fishermen are drawing their unemployment."

Hubert's wife Florence is a teacher, his three children all have some university education. It makes Hubert sound a little wistful.

"I didn't finish high school, and in those days there was no univeraway. If I had my time again I would have finished school and perhaps gone on to university. But what I'd really like to do now is travel. I've never had much time for vacations and I've never been anywhere except Canada and the United States for just a few hours. I'd like to go to the British Isles and to Australia. Yes. I'd like to do that. I love to travel."

# Long-term are better than make-work projects

Pauline Avery, 33, has an infectious laugh and a love of challenges. When she was 16 she left her native Hodge's Cove and bravely set out for Toronto.

"Somebody should knocked me over the head," she mumbles

Five years later, tired of factory work, she returned to Hodge's Cove to change the world in her own back vard. She went fishing with her father, George Churchill, and three brothers in a 35-ft. longliner, then in 1979 organized the first local fishermen's committee. Her efforts to get a wharf extended led to the forming of a local de-



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velopment association and she became the first president. Today, six years later, Pauline is Coordinator of the Southwest Arm Development Association which includes 15 communities and has 250 members. In its relatively short life, the Association has received grants totalling \$2.5 million.

"We have a sub-committee working on an iron foundry," says Pauline warming to her subject. "Atlantic Consulting in St. John's did a study for us and say it's feasible. It would produce four jobs plus office and management jobs. We've got federal funding for it but nothing from the provincial government yet."

Pauline says that while the provincial government has not rejected the project, government officials are worried that a foundry in Southwest Arm producing things like bolts and zinc alloy castings would give them the

potential to compete with other small Newfoundland businesses in allied fields in what is a limited market

"They are worried about what we might do," says Pauline. "But anchor bolts and zinc allovs are things brought in from the mainland now and just making them would create some long-term jobs without competing with other Newfoundland businesses."

Long-term jobs are Pauline's real interest. Despite the Association's success at getting grants. Pauline is not very happy about how the grants are used.

"We're caught in a make-work trap. Last year we had a Special Fisheries Response program to help fishermen and plant workers get enough stamps for their unemployment. We spent \$248,000 on community halls, slipways, and wharves-I think we've got enough slipways to haul up the entire Newfoundland inshore fleet now. Yet for two years we've been looking for \$350,000 to build the forge to create permanent jobs and we can't get it."

The \$350,000 would be for plant and machinery. The Association would then have to attract an operator with about \$200,000 to invest. She's convinced private enterprise is the only way to operate such a venture. "We're a volunteer organiza-

tion. Can you imagine us running a business? We'd have to have meetings every second night."

Another venture the Association is pushing is the development of a local fish market in the large vacant space below the Association's offices. Hodge's Cove has only eight fishermen (and one fisherwoman) and the residents often have trouble buying fish.

"There's always people looking for fresh fish. You can't buy it off the fisherman because he wants to sell it to a plant to get his unemployment. So it's go to Sobeys or the Co-op. We've got somebody who wants to start a fish market here but he has to come up with \$100,000 for equipment. That's not easy to get from a bank. Now if they put some of that government money used for make-work projects into a revolving fund, we could help. There are some people that a bank might not take a chance on, but we would, because we know them.'

Being cast in the role of a social worker rather than an economic developer is one of the less pleasant parts of Pauline's job.

"There's a committee that does the hiring for make-work projects, but I'm the most visible." admits Pauline ruefully. "I had to come up here one Christmas Eve because people had moved into the office and wouldn't leave until they got jobs. We didn't have the jobs to give them. The government gets the glory for passing out a few dollars and we get all the headaches. It seems no matter who you give a job to, there's always somebody



The wharf at Hodge's Cove that Pauline helped find funding for.

worse off than the fellow who gets the job."

One social chore Pauline did enjoy was the new Southwest Arm Seafood Festival that began this

August.

"We couldn't get a lot of seafood but we got a good crowd and we took in \$6,000. We had a mock jail and a couple of students dressed as policemen. You could pay 50 cents to put somebody in jail for 15 minutes, and it was full all the time. When a real police officer came down a couple of kids had him put in jail the moment he stepped on the beach. Morrissey Johnson the MP spent most of the day in jail. They could have bailed themselves out for a dollar, but hardly anybody did." The Festival also featured local entertainers and Pauline vows it will be bigger and better next year. In the meantime, she works through the piles of papers in her office which overlooks two longliners tied to a wharf she helped find funding for.

"I loved fishing. You feel so healthy on the water. We used to leave Monday morning and go down around Old Bonaventure and didn't get back before Saturday night. It was pretty cramped with five of us sleeping in the boat, but we had fun."

If Pauline hadn't decided to try to improve the wharf she probably wouldn't be sitting where she is now.

A

#### Caplin Cove

#### Only a boy yet

Eric Stringer has the confident step and smile of a man who has been around a long time.

"If I live until March I'll be 70, but I only considers myself a boy still," he says, his eyes twinkling with amusement. A woman passes and calls good-naturedly to us

"Don't you put down too many lies there!"

Eric laughs as he stands overlooking Random Sound by his home at Caplin Cove where he has lived all his life, a life that's been a mixture of fishing and woods work.

"In 1934 I started going to Labrador. I worked at what they called 'the plant' on Sandy Islands. The next year I went down on a schooner. That was the year the 'Commission' schooners were built. Ift was the year the Commission Government first provided aid to fishermen to build boats.] Every little place around here built one: Long Beach, Is-

land Cove, and I think there was one in Hodge's Cove. I went with someone from Long Beach, Uncle George Vey. He had an older boat but there were lots of new Commission schooners ranging between 60 and 90 tons. Things began to brighten up a bit then.

"I never had too many years at the Labrador though," he adds. "I changed over and went into the lumber woods down at Badger with the A.N.D. company. I got 90 cents a cord the first year and you had to be a good hand with a bucksaw to cut three cords a day. The next year I went over to Howley with the International Pulp and Paper Company-that was before Bowater-and got \$1.50 a cord. After we got the power saws you could cut four and sometimes five cords a day. You'd be away all summer cutting wood. Then you'd go away in the winter to haul it, and in the spring you'd drive it. Now it's all done by trucks'

Eric spent 30 years in the woods, taking a brief break for two years again to go to Labrador on a schooner. Then, about 15 vears ago, he finally abandoned the woods and went fishing full time.

"I bought two or three cod traps and got a boat of our own. I'm retired now the last four years. The fish is completely gone. I think cod nets were the ruination for that. They caught up all the old breeding fish, great big thingsyou'd have a job to get 'em up over the side of the wharf. They gradually went."



Eric Stringer

Eric is standing in his coveralls. He doesn't look very "retired". He grins.

"Yes, well you've only got to look at me to see what I'm doing? he says as he leads us to a barn that houses his sawmill. It has a 31" saw blade powered by a 13-h.p. Briggs and Stratton motor.

"It's a small rig but you can saw good stuff with it.'

Eric and his sons literally built the barn around the saw with lumber they cut on it. Outside the barn is a jet-black goat with the unlikely name of "Blossom"

"I don't know how they came to call her Blossom," he admits as she is joined by her two white

"She's getting old, she must be about 12, and we didn't think she'd have any more kids. Then she had those two last spring. The father was white" he adds as an afterthought.

Turning away we come across a grazing white horse. And his name?

"Tan!" says Eric, roaring with laughter. "He was named before we got him." he explains. "He came from Random Island although we got him from Bonavista Bay, He's 20, getting old, but a good old horse. I can't abuse animals. I talk to him almost as if he were a youngster."

Some people retire to faraway places like Florida. Eric doesn't need to go anywhere-he's already living surrounded by the kind of scenery city people pay money to visit two weeks a year. He's also surrounded by his children and he has a brother. Bill. nearby (who is cutting spruce logs with a chain saw held in one hand as though he were conducting a marching band). With such great surroundings, no wonder Eric still considers himself a boy.



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Caplin Cove

#### Little Hearts Ease

### Fewer schools, more graduates

The Integrated all grade school at Little Hearts Ease has Grades 3 to 12, a student population of 340 and a staff of 18. It serves the 8-mile stretch from Long Beach to Southport under principal Bill Russell who assumed the position in 1969.

"When I first came here to teach in 1965, there were 11 schools in seven communities and about five denominations. Over the years, we've got it down to three schools—there's two primary schools at Gooseberry Cove and Hodge's Cove with 30 and 52 students respectively."

The largest denomination is the United Church, followed by the Anglicans, Salvation Army, Pentecostal and Roman Catholics. Besides putting aside religious differences, the school has also broken down community differences too.

"There used to be a distinct division between what we called Up the Arm-Long Beach, Hodge's Cove. Little Hearts Ease-and Down the Arm-Southport. Gooseberry Cove, and Butter Cove. There were community rivalries with one group uncomfortable eating in the cafeteria with another. You could pick them out in the playground. One would be the Long Beach group, over there would be the Gooseberry Cove group. That's broken down entirely, I think mainly due to the gymnasium, sports, extracurricular activities. You no longer see the same community distinctions."

Slightly less successful has been the attempt to unify parents. A fledgling PTA formed a few years ago failed to fly.

"It's very difficult to sell the idea to a parent in Long Beach or Southport that this school at Little Hearts Ease is their school. It's hard for them to have the same lovalty as they did to their



Bill Russell

smaller community schools. But I think that will improve as our children grow up and become parents. Only this morning, we were discussing the idea of an alumni association with a graduate of a few years back."

As in many schools across the province, enrolments have dropped, but so far Bill has been able to retain his staff. Where bigger schools might have two or more classes of the same grade, Bill's school has just one, so even if the class drops from 30 to 20 students, he still has a class requiring a teacher. His biggest fear is that he may eventually be forced

to put two grades in one class.

With fewer teaching jobs available, too, there is less mobility among teachers.

"Most of our teachers are setted permanently nearby. We used to get two or three young teachers out of university each year. Now without that movement, the students get to know the teachers better. But you have no new blood coming in and you can become stagnant. You need new people to get new ideas."

An advantage of one large school over many small ones is improved facilities. One improvement is a fine gymnasium.

"We've done well in sports, particularly when you realize we're competing with schools that have had gyms for 20 years. I remember the first few years the kids were a bit ashamed to compete with other schools. But now they do well and no longer feel inferior to anyone."

Bill is proud of the school's science program.

"I think we're the only school our size in the district offering a three-phase science program: physics, biology, and geology. In fact, I'm very pleased all round with the new senior high pro-



same loyalty as they did to their Little Heart's Ease Integrated all grade school with Salvation Army Citadel in foreground

gram. It's affected our retention rate quite remarkably.

"When they first brought in Grade 12, I thought we'd only get the few kids who were university bound, or going into nursing or some higher institution. But the whole group came and it's continued. Now it may be the program is more appropriate—we've got one or two practical courses like typing and marine industries, and a credit course in phys. ed., things that give more kids a chance to shine-but it's also affected the drop-out rate dramatically. We would get kids repeating Grades 7 and 8, then as soon as they were 15 they'd be gone. Now those kids are getting to Grades

11, 12, and some are graduating. Bill has much to be happy about, even if he has less time to pursue other pleasures.

"I do a lot of reading now but years ago I got into the hunting and fishing. I was captain of a tuna boat out of Long Pond for seven seasons. I even caught a tuna at Sunnyside and another off Dildo when very few were being taken in Trinity Bay.'

For the time being, Bill is content to catch pupils.

'We moved four grades out of Gooseberry Cove just this year. We met with the parents first and explained the advantages their kids would have. There was no problem and I think they feel good about the school. I hope in a few years we can bring all the students on the Arm under one roof," he concludes.

#### Fishing from St. Mary's to Jacksons Arm

Dennis Marsh, 24, lives at Little Hearts Ease, a community with unpayed roads. The road is pretty good today, the grader went through during a storm. However, the combination of grading and rain has left Dennis' car with a seamless covering of mud

"When it rains they put the graders on the road, they figure the surface is softer, easier to grade," speculates Dennis as he hoses the mud off his car outside his brother Stewart's house.

Stewart is captain of the 65-ft. Mackmariner IV and Dennis is one of the five crew members. They have just returned from 9 weeks' fishing for mackerel at White Bay.

"It wasn't a good year for White Bay, not like other years," says



Dennis Marsh

Dennis, "They had an East German boat and two Russian boats buying, but we were selling to the



"The herring quota for this bay is only a million pounds, but with 40 or 50 boats after it, that lasts about one night. And there's no money in it, only 6 or 7 cents a pound. The only money we made was at the caplin, we got a month out of that, and for us that was a long season. That's covering the whole east coast in a month starting from St. Mary's Bay and ending up in Jacksons Arm. But then again, you've got to live six or seven months on that money. You're barely keeping on top and if you happen to have a major breakdown, then you're in debt.'

The Marshes use purse seines to catch caplin and mackerel and gill nets for cod, but there hasn't been any cod for them this year.

"There's no groundfish except off St. John's, but they're talking about going 100 miles offshore for it. This time of the year that's dangerous, these boats are built for inshore. Out there you're talking about where the draggers are, too."

The 21-year-old Mackmariner IV is a big boat, originally from Nova Scotia. Keeping her at sea



Stewart Marsh's Mackmariner IV

from June 1st to October continu- | ally chasing fish costs a lot in fuel and human effort. After four months at sea, Dennis doesn't

seem to be too unhappy about I having to clean a little mud off his

"If I don't get it clean, my girl-

friend won't get in it," he jokes, scrubbing with renewed vigor.

A

#### Never too old

Theodore Martin, 70, has a workshop by a saltwater inlet at Little Hearts Ease. He is cutting parts for wooden roof trusses when we arrive, parts that his son Howard is nailing up. They hope to build another 14 by 24-ft. workshop, if they can get the land.

"My grandfather John Martin came here first from Grates Cove in the last century," says Theodore. "My dad was born here in 1886. I think the family was from the Channel Islands-Guernsey or Jersey. There was good fishing when they came, like in John Cabot's time. The fish was eating rocks. It's not like that now."

Theodore has had two or three careers. It depends how you count.

"I spent 20 years in the bush as a lumberiack for the A.N.D. Company, places like Deer Lake and Terra Nova. I used to go in for five or six months, maybe make three trips in the run of a year. That's how I raised my six children. We had three of each-some people can't get it to work like that.

Theodore had another career in construction which started with his building a house after his own was burned down in 1936. In 1949 he left Newfoundland and took his family to Montreal, built another house, and worked on big construction projects like the Queen Elizabeth Hotel

"I learned some French, the names of tools, but if I went into a meat market I'd have a job to ask for a pound of beef.'

After 10 years Theodore returned to his birthplace and built his third home.

"Coming back took some getting used to, smaller pay and no electric lights. But this piece of land I have is the best around here. Fellows have often asked me, 'Why have you got good land?' I reply you would have



Howard and Theodore Martin

first.'

Now Theodore is retired vet he still manages to build a boat a

"This one's 16 foot, all two-inch plank put together with 300 3-in. nails. It's made with steamed laths from juniper-cutting timbers is too hard at my age- and spruce risers. But wooden boats are getting harder to sell, people are coming up with fiberglass boats that are more expensive but there's no maintenance on them."

At 70 Theodore looks sprv. He

taken the best too if you'd got here | credits his good health with daily walking.

> "I went three miles up there this morning," he says, pointing to a hill behind his home. "Last summer when I started walking I found it hard to get over the hill. I had to use the walking stick. But when I get a few trips I get my wind back-and I lose a bit of weight," he adds brightly.

You're never too old to get fit. Theodore cuts around seven cords of wood most years even though his house has electric

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### In remembrance of boats gone by

Time was when men built boats and sailed them, with only the wind and a compass to guide them. Such a man is Titus Spurrell, 83, of Little Hearts Ease who with his five brothers laid the keel of the schooner Spoon Wright in September 1939, the second day of the Second World War.

"She was 35 ton, built off the same model my father used to build the *James Spurrell*, but smaller. That one was 70 tons," says Titus as he takes down photos of the two boats from his liv-

ing room wall.

The big hulled boats with rakish stems and gleaming white sails are crewed by small figures who stare at us from a different era. Titus looks at them affectionately.

"My father, James, modelled the first boat. She was 90 foot but he didn't finish her. He took sick so my brother finished her and launched her in 1934. I only ran her one year, then Baine Johnston took her up and sold her. A fellow bought her down Wesleyville way in Bonavista Bay for \$11,000."

Deprived of their boat, the Spurrells decided to build another. The family owned a lumber mill at Deer Harbour where Titus worked intermittently for 60 years.

"I was 11 years old when I went



Mary and Titus Spurrell

up sawing. I had to slab a junk and get up on it to see," he laughs.

The mill contained not one but three saws and the six brothers—Barnett, Lewis, Uriah, Solomon, Eli, and Titus—cut over 100,000 feet of lumber to pay for their new vessel. They cut bent boughs of fir and juniper for timbers, and spruce for boards, so that a year later they were able to launch the Se-ft. schooner. One of the brothers ransacked a dictionary to come up with the name, Weather Spoon.

"I sailed her right through the war to St. John's and Conception Bay. We carried lumber, junks, whatever you could get at the time. We had 27 men on that one and paid out 27 dollars a day—a dollar each, 10 cents an hour," recalls the old mariner.

After 16 years the Spurrells fi-

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Weather Spoon

nally laid the Weather Spoon to rest by the point in Little Hearts Ease near where she had been built. There she gradually rotted

"I couldn't get a captain's ticket. I didn't have the education see, so I wouldn't be able to pass," concludes Titus who had made countless journeys before an anonymous, desk-bound government official devised exams to see whether sailors could sail.

Titus' wife Mary folds up the Weather Spoon's registration papers and looks at the two photos.

"He worships those two schooners," she smiles. "Every time anybody comes in he gets them down and shows them."



# Offering encouragement, especially to young people

For more than 50 years Little Hearts Ease has had a strong nucleus of Salvation Army families. The integrated high school was originally a Salvation Army School and Southwest Arm's only Salvation Army citadel is situated here. During the last year the resident officer has changed a couple of times, but with the latest appointment of Captain Gerald Fifield, a new stability should be obtained.

"I think we have been moving officers about a bit too much. The Army is trying now to make appointments for at least four years," says Captain Fifield who has just accepted Little Hearts Ease as his fifth appointment.

"I started in 1975 at Deadman's Bay—that's near Wesleyville—as their first full-time officer and was two years there. Then I moved to Lower Lance Cove on Random Island for two years, Blaketown in Trinity Bay for four years, and finally Monkstown, Placentia Bay, for four years. I spent the two months prior to coming here in Germany with the Red Shield Services ministering to the Canadian Armed Forces."

Captain Fifield's stint in Germany was covering old ground.



Captain Gerald Fifield

Before becoming a Salvation Army officer he spent over eight years in the Royal Canadian Engineers, three of them in Germany. He has been an engineering instructor in the Canadian Army and for five years he worked underground for the International Nickel Company of Canada, first in Ontario, later in Manitoba. He knows how to get things done. In his last appointment at Monkstown, he built a new citadel, and a new citadel is high on his list of priorities at Little Hearts Ease.

"At every corps I've had I've ended up building either quarters or a citadel. The one here is only 20 years old, but it was built with

rough lumber, it's not particularly well heated, and the walls and roof aren't too strong. We're having a consulting engineering company advise us, but I've heard it may cost \$80,000 to rehabilitate the building and we can probably build a new one for around \$160,000."

The magnitude of the figure does not seem to dismay Captain Fifield

'In Monkstown we had only 21 families, roughly 80 people, and nowhere to go to raise money. What those people did was provide things to sell and then bought them back. Sometimes I'd ask them if it wouldn't be easier to put a \$20 bill in an envelope and give that in. But they'd say, 'No, we feel we are fulfilling something this way.' Who'd want to change a good thing like that? There's 80 Salvation Army families in Little Hearts Ease, about 250 people, and they seem to be very energetic and co-operative. I don't think we'll have any trouble raising the money."

Ever since Captain Fifield worked as an army instructor with new recruits, he has enjoyed working with young people.

"I think we've neglected young



Interior of the Citadel at Little Hearts Ease

people to a certain extent. There are families today that don't take the time, to raven't the time, to talk with their children. Maybe the parents both work and the children are left alone. The children become bored and that can lead to other things like vandalism. I've found children still need a firm hand and direction, although they might not come right out and say it."

He is also worried about the fu-

ture of youth in the work force.

"You frequently hear about government helping different groups in the work force and I often wonder what the young person thinks. He may have just got out of school with Grade 12 and he's got nowhere to go. He may have gone into debt to go to university and be living with his parents for years not able to get a job. Then he hears of industries being supported by government

because they've had a bad year. How about the young people who haven't yet had a chance in society, who can't join the work force? They must take it rather hard."

The Salvation Army has a youth group for people aged 12 to 19 and despite the wide range of ages, Captain Fifield thinks it works rather well.

"It's not all young people. Everybody has problems and counselling is part of my ministry. I encourage people to face problems, not push them under the rug or look for solutions in a bottle. I had a drinking problem myself and if it hadn't been for a spiritual change in my life, no one knows what I might have been like today. In 12 years of ministry, I've also experienced first hand what drinking can do to homes and families—it isn't worth it, not even social drinking.

"I may not be able to solve a person's problems but I can be a source of encouragement and get him started on the way back," he concludes.

1

#### Cecil Jacobs



Cecil Jacobs of Little Hearts Ease is sitting on top of a root collar he has just constructed. Measuring 6 by 6ft. and 5 ft. high, the cellar will hold 50-60 sacks of potatoes. On the outside it is covered by alternate layers of sods and clay to keep the wind out. "If you put potatoes in the basement its only a little while and they get soft. You don't see many new root cellars, only old ones. But the potatoes you grow yourself taste better. I suppose you're not putting as much chemicals or fer-tilizer on them as store bought ones."

#### Joey and Max Drodge



Joe and Max Drodge fish at Little Hearts Ease. They catch caplin, squid, lobster—a bit of everything. The lobster was small this year, the caplin was good and bad: good for the bigger boats but not so good for the smaller boats that Joe and Max fish in.

#### **Butter Cove**

# Wandering Welder

Clyde Spurrell, is taking in the air by his home at Butter Cove. He's 38 but could pass for being 10 years younger. The effort of moving his family of four children and wife Florence back and forth to Toronto doesn't seem to tell on him.

"I'm a welder. I had to go to the mainland for 10 months last year,

building a hydro plant at Darlington, Ontario. The two younger kids were OK there, but the two older ones wanted to come back here. So we had no alternative but to come back. I'm building a home now, in the next community, Little Hearts Ease. I'd rather be here, but you've got to go where the work is."



Clyde Spurrell

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Building 81, Argentia Phone 227-5603 Telex 016-3109 Harvey Industrial Estates Torbay Road, St., John's Phone 576-4722 Telex 016-4907 Clyde learned his trade at the vocational school in Clarenville. He'd like to get a job locally but believes he will probably have to move back to Ontario for a while.

"If I got work in St. John's I'd probably get \$12 an hour. By the time I've paid the board in there and got back here, I'd have nothing left. In Ontario I was getting \$22.50 an hour, but it's a job to save money when you've got your family up there, and I was doing two jobs a lot of the time. Come the spring, I'll probably go uthere again, but alone this time."

Butter Cove is a collection of a dozen or so houses clumped on a steep, grassy hillside above a sheltered inlet. Most of the homes are older, two-storey houses with narrow, wooden clapboard.

"One thing about this place is that the lights never go out. If one fellow moves out of a house, another immediately moves in. When I move out of mine to Little Hearts Ease, somebody will move in. If you're bringing up a family, this is the best place to be."

# Mainly salmon and lobster



Harrison Spurrell, 60, lays a spruce log on its side and neatly splits it with his axe.

"I cut three or four cords each winter. It's cheaper than oil or electricity and it gives me something to do," he acknowledges now that the short fishing season is over.

Harrison fishes mainly salmon and lobster, although when his father became too old to fish he took over his cod traps for a while.

"The cod's been no good these last few years. You want a good lot of cod traps to catch many cod and you might not do it then. No, since I've got older I've cut back to salmon nets and lobster pots."

Last year was Harrison's first at salmon and he admits it was fairly successful.

"There was times when I was making \$1800 a week with only myself at it. This year wasn't so good and the season didn't start until the 5th of June. I got \$2,50 a pound for the large and \$1.75 for the small ones. Still, I got my stamps out of it. The lobster was pretty scarce."

Harrison fishes from a 19-ft. fiberglass boat.

"One hundred per cent better than wooden ones," he declares. "I've had it five or six years and





I haven't done anything with it since. Haven't had to paint it either. Great boats for ice and that," he concludes, picking up his axe and resuming his log splitting.

#### Gooseberry Cove

### Caplin's the cash catch

Kevin Fitzgerald of Gooseberry Cove fishes from his 35-ft, boat the Joanne and Blair named after his two children. His was one of the boats not fishing for mackerel when we dropped by

"We've been out looking for it, not fishing for it," he says. "We did go down as far as Trinity in August and got around 15,000 lbs."

There's no quota on mackerel, but the price is low and fishermen debate whether it's worth the cost of steaming around to find such a low value fish. The cash catch this year was caplin.

"We started caplin in June and it went on about four weeks. This year it fetched \$1750 a ton, a lot better than last year when it was



Kevin Fitzgerald down to \$1035 a ton. The trouble last year was they didn't want the

caplin, there was no market for it and they only took what was over 13 centimetres. This year they weren't so particular."

Kevin is also area chairman of the Fishermen's Union. With so many fishermen depending on caplin for such a large part of their income, the Union wants fishermen to get the best deal possible from this short fishery. One thing Kevin would like is dockside grading.

"We did it one year with Terra Nova Fisheries in Clarenville. We helped pay the guy doing the grading and we figured we did better by it."

At present, grading is done at the plant. Some of the fish may be damaged during transportation. Some may be dumped depending on the estimate of the amount of red feed plankton inside the fish. A buyer will accept only a certain per cent of red feed in the caplin's stomach, the figure varies, and it is subtracted from the overall weight of the catch.

"You get one fellow checking the caplin and maybe he will say you've got 10 per cent red feed; another fellow from a different company will say it's 40 per cent. That would be a lot of dollars in our pocket gone. I sent caplin to the plant and found out the next day it had all been dumped. If they had told me at the wharf, I would have sent them something else and made a dollar that day."

Kevin's other catch is turbot caught in gill nets, but very little was caught locally this year. He would like to see a return of the excellent squid catches of 1978 and 1979. He wouldn't mind catching mackerel, either, if there were



Gooseberry Cove

more of it.

"A few years ago we had Bulgarian boats here all fall buying mackerel as fast as we could take them out. We ring seine and bar seine mackerel here, but they never came into the bars this

year.

"Td say the future for the fishery is all right, but the price is the killer. Td be out in the bay at the mackerel now but at 5 cents a pound it doesn't pay me to go out there.

#### A future for the small-boat fishery?

Gooseberry Cove is tucked between high cliffs. It has two churches, a grocery store and a post office that also serves neighboring Butter Cove and Southport. The government wharf is almost empty today as most of the boats are out looking for mackerel. Farther out, four men and a crane are assembling crib work for a new breakwater to protect the battered wharf. The short beach is tightly packed with fish stores and behind it runs a dirt road. Two old men watch two young girls bump slowly along on a red, motorized tricycle. The chill, autumn air has driven most other people inside to watch TV via a network of antennas that form a straggling circle on the cliff tops above. Newer homes form a line along the road that winds up the hill out of Gooseberry Cove. Halfway along, we meet Dan Seward, chairman of the local fishermen's committee who ushers us into his warm house to

discuss the fishery.

"The fishery this season was pretty down overall," says Dan. "The cod was fair in the spring, but then it tapered off after June. The fishermen here did good on the caplin, but they never caught it in this area. They had to go to Bonavista and Trinity Bays. Right now, most of the longliners



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from here have gone to the Dildo area looking for mackerel."

Gooseberry Cove has about 10 longliners and a dozen smaller boats, but it's becoming increasingly difficult for the smaller boats to catch mackerel.

"It seems the bigger your boat and the better you're equipped, the better chance you have. Boys with 80-and 100-fathom seines can't put up against a 200- or 250-fathom seine. The smaller boats have also got to see the mackerel while the bigger boats with sonar can catch them even if they can't see them. The groundfish have been quite different. For fellows with longliners it's not been worth putting their nets out for cod and turbot these last few years because there's none there."

Dan speculates part of the reason might be many lost nets that drift along the bottom and continue to catch fish.

"Those nets are good for years and they can still catch fish and there must be hundreds of nets on the bottom. A couple of years ago, the fishermen's committee and I asked Fisheriers and Oceans for some kind of boat to clean up the bay. Then I spoke to Morrissey Johnson our MP, and he was surprised we didn't get any results.



Dan Seward

That was over a year ago and we haven't heard anything from Morrissey Johnson or Fisheries."

Gooseberry Cove has a fish supply station that handles about 600,000 lbs. of groundfish a year. It's owned by Fishery Products International who buy, weigh, and wash fish before trucking it to Charleston. But this year Terra Nova Fisheries in Clarenville bought all the cod, a bonus for Gooseberry Cove fishermen as Terra Nova accepts fish under 16 in. for its surimi process that other processors don't want.

Another bright spot for Gooseberry Cove is that Small Craft Harbours is spending over a \$1 million on building the community a new breakwater.

"Until now Gooseberry Cove had no harbor. Longliners could never tie up in winter like they



Building new breakwater at Gooseberry Cove

# QUINLAN BROTHERS LTD. EXPORTERS & WHOLESALERS OF SEAFOOD PRODUCTS

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Arnold's Cove

463-2340 though. "I worked as a truck driver,

Ease—there's no protection, especially from a northeast wind. But the least bit of frost at those places and they freeze solid, not here. So with this new breakwater we will have a little harbor and I see the possibility for some winter fishing."

can at Southport or Little Hearts

Dan, who was born at Gooseberry Cove, fished until the mid-1960s. "I gave up when it got that bad. Off Catalina and Bonavista, the bay was lit up like a city at night by draggers dragging. When I bought a cod trap from a fellow in Catalina in 1964, he laughed. He said in a few years there'd be nothing for a cod trap and no reason to have one. My three brothers are still at it though. then at Come by Chance when it was building, and for the department of highways. Ten years ago I got arthritis and it put a stop to me, there and then.

But Dan still keeps his hand in the fishery, helping get projects like the new breakwater. This vear, most of the fishermen at Gooseberry Cove got enough stamps for their UIC, but Dan is a little doubtful about the future.

"I'm not sure the inshore fishery will come back," he concludes.



Jack Seward, Gordon Seward, Kelly Smith and Patricia Seward all of Caplin Cov

# Not the good old days

We meet George Langor by the beach at Gooseberry Cove while we're taking photos. George is a bit of a photographer himself. When the canopy on the government wharf was washed away in a storm a few winters back. George was on hand to record it. He's also interested in historical things and he invites us back to his home, itself an interesting artifact.

"This place goes back about 70 years," says George showing us his home. "I bought it in 1951 for \$350 from some people who were resettled from St. Jones Without. I went there, took it down, and rebuilt it here. What I'm looking at now is all antique. Take those doors, "he says, pointing to some nicely painted, panelled doors, "This day and age with the money people have on the go, they don't have these doors. They chuck them out in the garbage."

George lives with his wife Mary. He recalls his earlier

"I fished six summers on the Southern Shore and one summer on the Labrador. It wasn't for me. Maybe if I'd been making money at it I'd have stayed at it, but in 1945 it wasn't worth much. I was getting 21/4 cents a pound splitting cod to sell to a buyer who would salt it, and I wasn't a very good splitter. So in 1951, I gave it up.

"I then went ship's carpenter for about 20 years, not steady, but whenever there was work. I started at Clarenville Dockvard when they were building the splinter fleet. When I went there I was getting 40 cents an hour and when I left in 1969, I was getting \$1.90. Not much of a raise in 20 years.

"Now people will say that years ago the dollar was wonderful, you could get so much out of a dollar-some will say you could get a barrel of things out of a dollar. Well what I say to that is, how come we never had no rich people around in the 1930s and 1940s?

"In the 1930s when you lived on welfare, you got 6 cents a day. A pound of sugar cost 5 cents, a pint of paraffin oil was 5 cents, and a gallon of molasses was around 40 cents. Rich indeed! Things got much better once the Commission of Government come along.'

George is retired now. A carpenter is only as strong as his back and a slipped disk at the shipyard in 1958 put him in hospital for a month.

"They patched me up, but in 1973 it gave out completely. I haven't been in the labor force since.

The last two years George has been having some trouble with his blood pressure but the doctor has given him some pills and he still gets around, at a reduced speed.

"If I get up too quickly, I get dizzy. I thought you only had ears to hear with but I understand now you need them for balance, too,"

George did profit from one thing-his fishing licence.

"I paid \$1 for it in 1950, and in 1984 I sold it for \$750. A good investment that," he remarks with satisfaction



George and Mary Langor



Darren Seward is re-burying the water line to his brother's house in Gooseberry Cove after the grader tore through it. Darren has been working in Toronto making costume jewelry. He says there's plenty of work in Toronto-if you look for "You won't find work there if you just sit in an apartment all day

#### OUICK CHEESE SAUCE FOR FISH (for the microwave)

Cal./serving: 100 Preparation time: 10 min. Cooking time: 3 min.

- 2 tbsp. butter
- 2 tbsp. flour
- 2 tsp chicken broth concentrate
- 1/4 tsp salt
- 1 cup milk
- 16 cup grated medium cheddar cheese

Melt butter: blend in flour. Add chicken broth, milk and salt. Cover and microwave at HIGH 3 min. Stir. occasionally. Let stand covered 1 min. Add cheese and stir until melted. Makes 6 servings 1/4 cup

#### Southport

### Southport Products Ltd.

Southport suddenly appears around a bend in the road, a collection of wharves and fish stores crowding the water's edge with neatly painted homes perched on rocky outcrops. Farther on, the Mary Ruth, a magnificent old two-masted schooner once the pride of the Hiscocks at Brigus, lies partly beached. Nearby is a modern wharf with space for about 20 vessels, and a fish plant with a split personality. It processes fish for Southport Products Ltd. and Clarenville Ocean Products, depending on the species.

"We buy fish and own the facility." explains Fred Dean, 29, president of Southport Products. "But we lease it to Clarenville Ocean products who process groundfish-cod. turbot, flounder-and caplin. It's filleted and put in trays with ice then along. We're packing pickled



Fred Dean

shipped to Clarenville where they have freezers.

"Southport Products, our company, does pickled herring and mackerel, and squid if it comes mackerel for the West Indian market now, 50 lbs, per pail, and we've done in the region of 4,000 pails so far."

Fresh fish delivered to Clarenville is carefully orchestrated to arrive at the same time as fish from other plants, like Leading Tickle, so it can all be dealt with in one shift. But it's a task hindered by rough, unpaved roads that can ruin tires and damage fish in transit if not handled carefully.

"It's been a poor year for fish, the worst yet in this area. At one time we averaged about 31/2 million pounds of groundfish a vear, but this last year we were down to half a million pounds." says Fred.

We remark that the Northern Peninsula and Labrador has had excellent cod catches this year.

"The theory on that is that

Labrador, the Northern Peninsula and White Bay get their cod from the Hamilton Banks which. because of ice, didn't get fished much the last few years. Bonavista Bay, Notre Dame Bay, Trinity Bay, and Conception Bay get their supplies from the Funk Island Bank and they've been overfished because the deep-sea boats haven't been able to get up to the Hamilton Banks, or so the biologists tell us. They've also introduced these middle-distance vessels which is going to hurt the inshore fishery.'

Fred also thinks the eastern Canadian deep-sea fleet is partly to blame, too.

"They dump an enormous amount of fish. I had a nephew went out on a dragger for a load of steak cod-fish 26 and 28 inches long. He said they brought back 300,000 lbs., about 20 per cent of the catch, and dumped the rest."

Yet, Fred notes, it is usually foreign boats that are accused of ruining the fishery.

"I feel sorry for the poor Portuguese and Spaniards. They get blamed with overfishing and because their boats are small and old, they seem to be the only ones commandeered by the Canadian fishery protection vessels.

The plant employed around 25 people this year, half the number they employ in a good year. Even then, it meant using small crews to ensure they could work enough hours to qualify for UIC benefits.



Southport

But on the whole, Southport in- | broke." habitants manage to get by without resorting to Social Assistance.

"There's five crews in boats less than 40 ft, and four in boats 40 to 58 ft. That takes care of most of the men in Southport. Most of the plant workers are women, that includes my three sisters: Ivy Lambert who does the bookkeeping. Dorothy Spurrell the weighmaster, and Margaret Spurrell who's been helping with production this year as well."

One man noticeably absent is Arthur Dean, Fred's father and founder of the company.

"Oh, he lives in Clarenville. He comes down once in a while to show us how it's done-as he says. And he calls once a day to see if we're making any money or going

At 29, Fred is a young company president although his success isn't entirely surprising. (His former teacher, Silas Avery, credits him with being probably the brightest boy in his class.) But Fred is wondering what "old" is.

"My daughter asked me the other day, 'What was it like, Dad, in olden times when you were growing up?" "

Fresh Newfoundland chicken cooks up beautifully moist and tender in the microwave in a few short minutes. For best results, cook chicken pieces on high. For whole chicken, start on high and complete cooking on medium. Check the instruction book with your oven for cooking times.

Newfoundlanders love chicken, so be sure you buy enough to satisfy everyone. When serving chicken breasts, allow 1/2 breast per serving. A leg will serve one person but you will need 3 or more wings to satisfy one person's appetite. If you are serving thighs only, count on 2 or 3 per person.

Chicken should be thawed completely before cooking in the microwave. If the chicken is not totally thawed, it may cook unevenly. For thawing chicken, follow the directions that come with your oven.



The Mary Ruth abandoned outside Fred Dean's front door.

## Taking time to teach

Soft-spoken Silas Avery, 67, has a mass of bushy white hair and pale blue eyes. For almost 38 years he was, teacher and principal at Southport then Gooseberry Cove, taking over the United Church one-room school at Southport in 1937. At that time, the teacher and clergyman were the two figures of authority in most outports, policemen rarely being seen. Silas, however, is remembered with affection by many of his pupils and doesn't seem much like an authoritarian figure.

"When I was a pupil I remember having a terrible feeling of fear of teachers. Some were bullies who used the stick and the strap. Some put the child in a corner, made him stand on one leg, degraded the child, made him a laughing stock. That child wasn't learning anything. I decided I could never be like that."

When Silas started teaching at Southport, he assumed responsibility for 42 students, Grades 1 to 11, in a building just 16 by 22 feet.

"There was just room to get in and out, and an old wood stove in the centre aisle. The children brought the wood for the stove and their parents washed the wood floor—no linoleum. Some pupils used a slate from the quarry nearby for their exercises. Others bought a slate with a wood brought a slate with a wood floor.



Silas Avery

den frame on it. They used exercise books for homework.

"I don't know how we managed to teach all those grades in one room, but that was the way it was. We thought it was possible to do it, so we did."

In 1941, not being entirely sure he had chosen the right career, Si-las abandoned teaching and went to work for the Newfoundland Railway as a guard then a brakeman. His section ran from St. John's to Grand Falls where he met Audrey White. The track ran past her house and they were married in 1944. In August 1945, Silas resigned and returned with Audrey to Southport to resume his teaching career.

"In 1946 the school was

36 feet—considerably larger. The Anglicans also built their first school that year with a Miss Mitchell as teacher. Then about 10 years after, we added another room and our school became a two-room school. Frances Adey came from Clarenville as the second teacher."

With twice the space, twice the staff, and half the pupils to teach, Silas probably felt he had gone to heaven. He had time to devote to slower pupils, too.

"You found pupils that worked hard but did not have the ability. and you found others who had ability and didn't have to work. Some would spend nights and nights working but didn't have the talent. It was like putting a fourcylinder and an eight-cylinder motor at the bottom of a hill. The four-cylinder would strain itself and still not do near as well as the eight. You'd try to help the fourcylinder pupils, work with them after hours and at recess. Of course, this was before the bus system started and you had to watch the clock and the buzzer."

In 1967 it became evident that having duplicate school systems for Anglicans and United Church children in Southport was a waste of resources. The chairmen of the United Church and Anglican school boards and Silas met with the superintendent of schools at St. John's for discussions. This led to an amalgamation of the two schools in what was called a Joint Service—two years before educational integration became the norm for the rest of Newfoundland

"We got three rooms then, while Grades 9, 10, and 11 moved out to Gooseberry Cove. We got a little bus for them—it was the start of the bus system—and the students were given a monthly cash bonus. They had to live a mile from the school and we just squeezed in a mile."

In 1970, Silas was moved to Gooseberry Cove as principal and finally retired from there in 1980.



Two young girls pass the building where Silas once taught.

"I motored back and forth for 10 years, slipped and slid in wintertime. They gradually moved the grades from there to the new Integrated High School at Little Hearts Ease, so with fewer pupils my job became a little easier."

Silas enjoyed teaching, but he admits he had his moments of worry and frustration. It perhaps didn't help having his own chil-

dren as pupils.

"I had two brilliant students in one class, Fred Dean and our own daughter, Cindy. But marking their exams used to really bother me. You had to be just and fair regardless of who it was, but you couldn't afford to mark your own child up either, even if she did deserve it. Fred and Cindy were both good, but if there were a mark to split between them, I suppose Fred would have got it. I couldn't put myself in a position where people thought I had shown favor to Cindy."

Silas laughs in retrospect at the

dilemma of not just being fair but appearing to be seen as fair. These days he has less demanding things to worry him, like his garden and repairing his home.

"Yes, Southport has grown the last 20 years. This past summer, up the road, a couple of new houses were built," he pauses, his love of English still with him. "Let's call them houses, they made them homes afterwards," he says, his eyes twinkling with amusement.

# editorial

The first thing a visitor will notice about the Southwest Arm area is its scenery. The spectacular views from the hilltops are the kind that people go on vacation just to see. Sleepy coves, small boats tied up at weathered wharves, houses nestled on rocky cliff faces—all are part of the panorama. Not readily visible, however, are the problems residents must face.

Problems include seasonal employment and unpaved roads. Historically, people settled to take advantage of the lumber in the area. Others went to fish on the Labrador and there was always a small inshore fishery. Fires and uncertain markets all but destroyed the lumbering, and the traditional Labrador fishery has disappeared as it has in other areas. While the inshore fishery hasn't been of prime importance in all communities in this area for many years, it is on the verge of collapse. Some say the offshore industry catches the fish before it has a chance to reach the inshore grounds, others claim discarded nets are ghostfishing the waters, but whatever the reason, the inshore sector is in trouble. This year, cod and turbot were notable by their absence, and herring and mackerel fetched a mere five cents a pound. Fortunately, the caplin were plentiful, and prices paid were much higher than last year, although fishermen had problems with the amount of red feed.

Roads are a major concern. There are sections of unpaved roads around most communities. School buses must travel these roads twice daily as do residents working outside their home communities. Fish that must be trucked over these roads suffer a loss of quality.

Residents have found a variety of solutions to their employment problems. Some fishermen go elsewhere to fish, as they say, "We go where the fish are." This entails long absences and travelling far from home. Even then, there are no guarantees they will find the fish they so earnestly pursue. Nonetheless, they manage to make a living overcoming difficulties many would find daunting. Others have abandoned the fishery and found work

mostly in nearby Clarenville. Still others have travelled as far as Toronto for jobs. Some men take their families with them; some leave their famillies at home reasoning that they can save more money that way.

Most residents want to stay in the Southwest Arm area and they are taking steps to make this possible. But the problems are not, for the most part, new ones. One man recalls that as long ago as 1964, people were already finding the cod trap fishery was failing. Over 20 years later things haven't changed that much. Another man points out that until the late 1970s the area had survived without government funds—whatever they had, they achieved through their own efforts.

For a long time the region was dependent on boat then rail transportation. With the completion of the Trans-Canada Highway in the sixties, Southwest Arm changed dramatically. Existing local roads developed into major links between what had always been independent communities. This independence which served so well in the past has likely been why there are no community councils today.

Residents now realize they must organize to take joint action in their area. The development association now only six years old has had remarkable success in attracting government grants but firmly believes that make-work projects have little or no long-term benefit. There are some signs of planning for long-term projects, but this will take a lot of time, effort and money. The question of pavement could be one such project.

Other good support systems are evident. Students are staying in school longer, people are very supportive of their churches, community spirit is high. The re-opening of the Come by Chance refinery is expected to bring a return to the optimism and prosperity of the late 1960s and early 1970s when many residents made the daily journey there to work. A promising future appears to be on the horizon for the people of Southwest Arm.

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# extra

# 100 years of The Salvation Army in Newfoundland

#### Early years

The Salvation Army has never straved far from the evangelical methods of its founder in England, William Booth, who was ordained a Methodist minister on his 23rd birthday in April 1852. In 1865, he left Methodism to found the Christian Mission as his personal response to help the poor residents of London's East End. The provision of soup expanded to include hostels, shelters and farm colonies, and salvation was preached by an army of officers working in the slums. In time, the slogan of "soup, soap and salvation" became well known wherever the Army battled against social injustices.

Early meetings ressembled a battleground with a hail of bad eggs, over-ripe tomatoes and bags of wet flour from opponents. The familiar wide bonnet was first designed as a protection against mob missiles and even policemen's billy sticks. In 1878, William Booth's Christian Mission became The Salvation Army in name as well as deed.

The story of the name is related in A burning in my bones, the autobiography of Clarence Wiseman, a native of Moreton's Harbour, Newfoundland, who was the



General William Booth

first Canadian to become General of the International Salvation Army in 1974. He relates that George Scott Railton was reading a report on the Christian Mission's work to William Booth, As soon as Railton read the words, "a Volunteer Army", young Bramwell Booth, William's son, vowed he was "a Regular or nothing!" upon which William Booth scratched out the word "Volunteer" and substituted the word "Salvation". The Salvation Army had been born. In 1878, the Annual Conference became a Council of War and the war against Satan began in earnest.

From the beginning, women were an integral part of The Sal-vation Army, and its public image owed a lot to William Booth's wife, Catherine, who designed the flag and female uniforms, and also provided many of its valued principles. Their daughter, Evangeline, spent eight years as Canadian Territorial Commissioner from 1898.

The first mention of The Salvation Army in Canada is of the street preaching of James Jermy in Hamilton, Ontario, from 1870 to 1872. George Scott Railton also preached in the streets of Halifax. Nova Scotia, in 1881. The first open-air meeting in Canada was led by Jack Addie, Joe Ludgate and Jim Cathcart at Victoria Park in London, Ontario, on May 21, 1882, an event commemorated by a 1982 centennial stamp issue. Over the objections of local residents, the square became the regular meeting place. A city bylaw was introduced and arrests were made for "beating a drum on a public street", but the Supreme Court threw out the bylaw and the problem never arose again. It was at one of these meetings that Emma Churchill. who became the Newfoundland founder, was converted. first Army services were held in buildings regularly used by others for Saturday night dances or socials. The building would be sanctified for the next day and meetings would often carry on well into the night, attended by members of other churches after their own church service had ended. To allay misplaced fears that the enrolment was a form of oath to a secret society, members were not required to sign the "Articles

of War" and could remain mem-



Grand Bank Citadel photo courtesy The Salvation Army

bers of another church during the first five years of the Salvation Army's existence in Canada

Newfoundland has always been a stronghold for The Salvation Army. Robert Collins wrote in his history of the Salvation Army The Holy War of Sally Ann:

Nowhere in Canada is the Army so revered, nowhere is Salvationism more fervent and fiery than in one of the provinces that hated it most—Newfound-

Captain Emma Churchill, a pioneer officer in Ontario, married Charles Dawson and returned home to Portugal Cove for a short time. The couple placed an ad in the August 31, 1885, issue of The Evening Telegram detailing a meeting the following day in Victoria Hall, St. John's, This marked the start of The Salvation Army in Newfoundland. The hall. though condemned for public use. was often "so crowded that Mrs. Dawson had to be carried into it over the heads of the congregation", as Arch Wiggins reported later in The History of The Salvation Army.

On January 31, 1886. The Salvation Army's No. 1 Corps (now known as the Temple Corps) was opened in a former furniture factory on Springdale Street in St. John's. The first open-air meeting was held on the Parade Ground in 1887, and the next year the No. 2 Livingstone Street Corps opened in a former Church of England building, General William Booth made his only visit to St. John's on September 18, 1894. The meeting hall was packed to listen to him. "His sincerity, concern for people and Newfoundland's English traditions must have had a very positive effect," Dr. Otto Tucker tells us. The next visit to Newfoundland by a General of The Salvation Army was not until the visit of General Edward Higgins 35 years later. Both Corps continued to grow and the No. 2 Corps was transferred from Livingstone Street to the new Citadel on Adelaide Street in 1919 when it first became known as the

Citadel Corps.

The early Salvationists in Newfoundland were mostly converted Methodists, and other adherents came from the ranks of other denominations rather than from British immigrants as they did in Canada. Many of the early converts were fishermen and sealers visiting St. John's to buy supplies and sell their catches. On their return to the outports they established new corps, built their own barracks, and developed a unique style of Salvationism. The schooner Glad Tidings was already in service among Newfoundland fishermen off the coast of Labrador when the 32-ton Salvationist put out from St. John's for similar service in Newfoundland waters. Brigadier Cecil Patev remembers those days fondly. "The Salvation Army would hold services on the larger fishing vessels on the Sabbath. and in return the fishermen would sell fish for The Army on returning with their catch," he recalls.

Education in Newfoundland was the responsibility of the various denominations, but The Army pupils attended schools of other denominations until Education Acts allowed the Salvation Army to employ non-Salvationist teachers and to operate separate schools. The first schools were opened in St. John's and Seal Cove, Fortune Bay, in 1900. By 1904, 25 new schools had opened

and at its height The Salvation Army owned and operated well over 100 day schools in Newfoundland. These separate schools lasted until the Integrated School system was formed.

Music played a major role in the international activities of The Salvation Army. The first band congress was held in Toronto's Horticultural Gardens in the fall of 1884 with 2,000 uniformed officers participating. The enthusiasm of the instrumentalists was apparently not matched by the quality of the music. The first British band to visit, however, received rave reviews on its fivemonth tour. The 39-member Household Troops Band arrived on the SS Polynesian and created a demand for brass bands throughout Canada. The first Newfoundland Corps band was started by Stephen Hewitt in 1902 and held its first music festival in June 1903. A Canadian Staff Band was formed in 1907 and was aboard the SS Empress of Ireland when she went down in the Gulf of St. Lawrence in May 1914. Only eight members of the band were rescued and altogether 133 Salvationists on their way to an international conference in London. England, lost their lives.

Social work offered by the Salvation Army in Newfoundland was similar to that in England and Canada. In 1894, the Salvation Army opened the Anchorage, a rescue home for girls on Cook



Salvation Army parade in St. John's, circa 1930. Photo courtesy Brigadier Cecil Patey



General and Mrs. Edward Wiggins arriving for their 1929 visit to Newfoundland photo courtesy The Salvation Army.

Street in St. John's, which later housed elderly women and retarded children. The Grace Hospital dates from 1920 and is now a major acute-care general and teaching hospital. In 1965, Glenbrook Lodge was established as a residence for elderly women. The premises were expanded to include male residents and nursing care in 1974. More recently, the Harbour Light Centre on Springdale Street opened its doors to alcoholics in 1974, and the Haven of Hope has provided shelter for battered wives and children from the fall of 1984.

All these programs are in response to The Salvation Army's mission statement which is motivated by a love of God and a practical concern for the needs of humanity. This is expressed by a spiritual ministry, the purposes of which are:

To preach the Gospel, disseminate Christian truths, supply basic human necessities, provide personal counseling, and undertake the spiritual and moral regeneration and physical rehabilitation of all persons in need who come within its sphere of influence regardless of race, color, creed, sex or age.

The aims are the same as those of William Booth who vowed:

While women weep as they do now, I'll fight;

now, I'll fight;
while little children go hungry
as they do now. I'll fight:

while men go to prison, in and out, as they do now, I'll fight. "I'll fight to the very end!

FRE

#### The modern Army in Newfoundland

Worldwide, the Salvation Army has over 3 million members in 86 countries. There are nearly 400 Salvation Army corps across Canada. The largest regional concentration is in Newfoundland where the total of more than 45,000 Salvationists is the highest per capita of any other province or country.

The Salvation Army retains its dual social and evangelical role. Harbour Light Centres for alcoholics, Sunset Lodges for seniors, the League of Mercy for the elderly and sick, missing persons networks, camps, prison ministries, drug addiction counselling, family services, language classes for new Canadians and development programs for the Canadian International Development Agency are all offered in response to the Salvation Army's motto, "With heart to God, and hand to man."

The early methods are adapted to modern life, but there remains a strong evangelical thrust in The Army's spiritual and social work, as Captain Wayne Pritchett of the St. John's Citadel Corps explains.



Captain Wayne Pritchett

"The St. John's Haven of Hope operates in a similar way to the original London East End programs," he tells us, "and the practical traditions of The Salvation Army are very important to people who prefer the lack of trappings. Corps officers take part in all aspects of the total ministry

from pastoring to hospital and home visits, to teaching."

The Citadel Corps administers to 425 Army families, many of whom have joined because they prefer The Salvation Army's simple style of worship. The many services offered continue to put a strain on officers.

"The greater complexities of modern life and the glamorous alternatives offered on television create new problems and new standards," Captain Pritchet explains. "Our strength lies in dealing with the total person, but the stress entailed requires a very special kind of teamwork."

That teamwork is achieved ear-

ly in an officer's life during the two-year training program. In the early years training was provided on an apprenticeship basis until the first college was established at 91 LeMarchant Road in 1943. In 1964, a new college was opened at 21 Adams Avenue and this facility operated for 20 years until the opening of for 20 years until the opening of

the new College for Officers

Training at 50 Tiffany Lane, St.

John's in December 1984.

"Applicants are carefully screened and cadets come from all across the province and from every walk of life," comments Major Shirley Rowsell who has been in charge of the new college since it opened, "At the moment we have 12 married couples (with 28 children), 13 single men and 12 single women all living on campus. The average age is 26, but there are cadets from 19 to 40. Most have Army backgrounds with 11 cadets in this session heing fourth-generation Salvationists, but eight are from other backgrounds."

Cadets spend three semesters each year in residence for study and practical work with summerterm appointments at various corps, either in spiritual or social work. Throughout training they have two-week internship periods with a corps officer. After being



Major Shirley Rowsell

commissioned, officers may do specialized work or go on to university or other institutional training. Appointments could take them anywhere The Army is active.

"Our young people are highly motivated and excited about what's going on," Major Rowsell reports. "The calibre is very high—to me, it's an annual miracle getting cadets. Many believe strongly enough to sell their home, give up a job and bring their family here."

Later, we meet three cadets with different backgrounds but a



The Training College cadet band in rehearsal

common zeal for The Army.

Nelson Watkins was born in Benton and moved to Glenwood. He was influenced by his grandparents who were active in The Army.

"I went to Sunday School when I was 10 months old and I've been involved ever since," Nelson tells us. "I'm 32 now, which is a little old to start training, but it's something I felt I had to do, and my family backed me up. As an Army officer, I believe you can speak to young people other people avoid and the continuous contact is a big step towards helping them."

Donette Green of Greens Harbour, 19, is the second youngest first-year cadet. Her family background includes several denominations, but she felt attracted to The Army as a young girl and

sees her training as a chance to serve others.

"I'm open to whatever the Lord has in his will for me," Donette says. "I've served at the Haven of Hope and in the tavern ministry. My work with those people has made me more comfortable in crowds. You have to be open and honest to be prepared to step into a club every week."

The third cadet is second-year trainee Harvey Pritchett who was born in Gambo but grew up in Grand Falls. He sees his commitment as a lifelong one.

"You never really retire, although there might be an R' after your name—the only real retirement is when you're Promoted to Glory," Harvey suggests. "The life of an Army officer is still full of stress and there are



Cadets (I to r) Harvey Pritchett, Donette Green, and Nelson Watkins.

now more crisis situations to deal with as marriage breakups and child abuse rise. You need a special gift to counsel. Seeing someone who's made good progress revert back to his original condition—that's when you have to start all over again to try to get back to the same point and beyond, without feeling depressed

yourself."

Nelson finds training provides a new perspective on other people, making a cadet more sensitive and receptive to their needs. Donette agrees and points to a growth in her own ability to help others.

"People do things they wouldn't have dreamed of," Nelson comments.

"Above all you must be a servant with hand outstretched to anyone in need," Walter adds.

"Life is full of obstacles or opportunities, but if you always take a positive attitude what might look like problems are turned into possibilities." Donette concludes.

L

#### The Salvation Army Hospitals

The Salvation Army has always been active in women's issues. Its tradition of hospital service stems from the "rescue" of unwed mothers and prostitutes, and much of the early work in Canada and Newfoundland consisted of taking women off the streets and lodging them in small dwelling houses. Rescue Homes for "fallen" women opened across Canada, and the first Prison Gate Homes, and both children's and men's hostels soon followed. The first Grace Hospital was opened in Winnipeg in 1906, followed by others in the 1920s

Dr. William Roberts returned to Newfoundland from postgraduate work in Scotland after the First World War. He first used the top floor of his house on Duckworth Street in St. John's as a women's hospital, later moving to the corner of Brazil Square and New Gower Street. When the venture closed for lack of space. Dr. Roberts asked The Salvation Army to sponsor a women's hospital. A fund-raising campaign started under the chairmanship of Sir Marmaduke Winter, and in 1921 the cornerstone was laid at today's site on the corner of LeMarchant Road and Pleasant Street. The Governor's wife, Lady Allardyce, opened the 20-bed Grace Maternity Hospital on September 19, 1923, with the first patients admitted on December 20, 1923, by two nurses from Saint John, New Brunswick, with Dr. Roberts in charge.

Four maternity nurses were trained in 1924-1925, when an extension was built to the hospital.



Major Edith Taylor checks out the progress of a newborn baby under the watchful eyes of nruse Doris Gillard and student nurse Lynn Cooze (r).

A school of nursing was added in 1929, when the 100-bed hospital also acquired a children's ward. With these and later additions, the facility came to be widely known as the Grace General Hospital. A further expansion took place in 1954 with a 220-bed capacity. A new School of Nursing opened in 1964, and further extensions and modifications increased the size and scope of the Grace General Hospital. The Salvation Army also operates the Captain William Jackman Memorial Hospital in Labrador City.

Major Edith Taylor is the Executive Director of Grace General Hospital which has just opened a perinatal unit, the first in Newfoundland. This will provide services to high-risk mothers until delivery through medical staff at Grace General Hospital and St. Clare's Mercy Hospital.

Grace General Hospital has a full range of services and is a teaching hospital affiliated with Memorial University's Medical School. Its medical staff are of all denominations, although there are more Salvation Army members than at any other hospital in Canada. The Grace has recently opened the first handicapped adult dental services for the City of St. John's and surrounding areas, and has the only oral surgeons in the province in its ear, nose and throat department. Medical equipment is more advanced, and computers are more prevalent for statistical and diagnostic purposes now, but the human touch has been retained.

"There is a spiritual emphasis in the hospital with two married couples as chaplains, as well as visits from chaplains of other denominations who are members of the hospital committee,"explains Major Taylor who has been in charge of the hospital for five years. "The executive directors are being left longer in the hospitals now and that's good for continuity of policy."

The Captain William Jackman Hospital in Labrador City has 38 adult and 5 pediatric beds under the care of 160 staff providing primary care. Named by the Newfoundland government for a sea captain who rescued 27 people from a sinking vessel off the coast of Labrador in 1867, the

hospital was set up in 1961 when mining activities started.

"The original intent to cater to a rough and tumble mining community did not materialize as Labrador City grew up as a very orderly community with good community spirit and participation," comments Captain Joanna Davidson who has administered the hospital for the last two years. "The hospital provides the first level of care for residents of the Labrador City area with the help of five general practitioners, a

surgeon, two technical staff and 30 visiting specialists, some of whom come from Quebec. Anyone requiring further medical attention is transferred to St. Johns or Quebec City. The hospital is 300 miles from the LG.A. Hospital is 300 miles from the LG.A. Hospital in Goose Bay and another 100 miles from Curtis Memorial Hospital in St. Anthony, where similar services are provided to residents of the Labrador coast and Northern Peninsula.

1.

#### The Wiseman Centre

The most recent Salvation Army facility is a renovated building on Water Street owned by the provincial government and run by The Salvation Army as a temporary centre for the homeless.

The idea of the Wiseman Centre started two years ago when existing boardinghouses were considered to be inadequate to meet the needs of those requiring help and counselling. Major Ron Braye moved from the Harbour Light program in May 1985 to supervise the project.

"We held our first meeting on June 10th, 1985, and that's when the groundwork was laid," he tells us. "The building at the west end of Water Street became available but it needed extensive renovations. After a number of meetings the contractor was called in on January 16th, 1986, and by June 23rd we had our official opening and dedication. Our first client moved in on July 8 and we have accommodations for 40 men, although 25 or 30 residents is more normal."

The Salvation Army operates the program for Social Services who provide the referrals. There is a professional social worker on staff and the idea of the emergency housing centre is to try to discern what the individual's problems are and how he can be placed in a better situation.

"There are no specific restric-

tions and anybody referred to us can stay here," Major Braye explains. "There is a maximum of three months—some people just stay overnight but the average is about six weeks. Anyone staying longer than two nights receives counselling, and we encourage residents to take part in our religious program with services four



Major Ron Braye beside a portrait of General Clarence Wiseman after whom the centre was named.



Day 1918 our getting a quintal of fish, 22 pounds of Avalon creamery butter and a fourbushel sack of white oats for the horse."

Travel was something early officers found particularly tiring and it explains why burnout was so common among officers.

There were 40 families at Fairhaven equally divided between the Salvation Army and United Church. We had people at Haystack on the north side of Harbour Buffett Island and it meant a two-day trip in a rowing boat on the weekend because I was teaching during the week," Ross explains. "I would walk to Whitbourne for special events leaving early in the morning, resting at Long Cove or Chapel Arm, and arriving at Whitbourne at 6 in the evening to conduct the service. I'd leave the next morning and it would take two days to get back home. This would happen until the snows came in November or December."

By the time Ross had met and married his wife Beulah, the terms of duty were longer and transportation was a little easier. They met in the training college in St. John's in 1930 and Ross kept in touch while Beulah spent four years teaching at Seal Cove, Fortune Bav. close to her birthplace

at Burin.

'That was just after the Tidal Wave in the fall of 1929," she tells us. "Everything we had was lost, except my father's schooner which was out fishing at the time-the family organ was found 60 miles away. Only one life was lost and that was a neighbor who tried to rescue her cat asleep on the rocking chair. The cat was washed out to sea but it made its way back three weeks later and sat by where the house's back door used to be. It was weak but none the worse for wear after treatment."

Army officers improvised whatever they needed. Ross, always a practical man, can remember building his own version of a Model T Ford with his sister Ada when they were small children. Later, while stationed at

Springdale as school board chairman and district officer for Green Bay, he needed a boat. Naturally, he decided to build one.

'I didn't have time to look for crooked timber so I went to Timothy Matthews' mill and got straight timber. The boat was finished before school started but I needed an engine. Frank Boyles, who ran the taxi service in Springdale, was scrapping an old Pontiac. When I went to see him the engine was in pieces all over his barn but he gathered them all together and donated them to me. I was short piston rings so I wrote to the A.N.D. Company at Badger and they sent 100 of all shapes and sizes which I cut down to fit the six-cylinder engine. On Labor Day the whole community turned out to see the launching of the Oriole. She was probably the only Pontiac-powered yacht in existence but she did 10 knots. When I travelled to Little Bay Islands where Beulah's sister was married to the United Church minister I had no bilge pump, so Uncle Mark Small donated onemy boat was complete.

After his retirement in 1958, Ross became involved in leading tours of The Holy Land, something he has done each year until the recent spate of hijackings stopped the trips in 1985. It's the Coles' way of continuing their ministry after retirement.

Today, there's a thirdgeneration officer in the family— Ross and Beaulah's son, Orville, now 43. After completing officer training in 1965, his first posting was as a teacher at Seal Cove, White Bay. Now he is The Salvation Army's Provincial Public Relations Director in St. John's.

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# features

#### **Home Gardening**

by Ross Traverse

Q: I have a problem with mushrooms popping up all over the lawn, even though we pick them, they seem to come up over night. What can I do about it?

Mushrooms grow on decaying organic matter. The mycelium or root-like threads spread underneath the sod and when the weather is warm and moist the mushrooms push their way above the ground. The best method to control mushrooms in a lawn is to remove the organic matter where the mycelium is growing. This may not be easy. Remove the sod in the area where you see the mushrooms and dig up any roots or dead plant material that may be underneath the surface. Mushrooms will usually disappear in a few years after all the organic material is used up, but if you used manure on the lawn this would contribute to the problem. Punching holes in the sod with a digging fork can help. Applying a good application of lawn fertilizer in the spring and mid-summer will help the grass compete.

How do I get a poinsettia to flower again? The flowers on the poinsettia are really not flowers but colored bracts. After the color has faded from the bracts cut the plant back to stumps about 4 ins. high. Keep the soil fairly dry and place the pot in a mild, well-lit area. In early May, water and re-pot the plant. Feed regularly with a diluted solution of 20-20-20 soluble fertilizer, about a tablespoon in a gallon. After September it is important to control light. Cover the plant completely with a black polyethylene bag from early evening and remove the next morning to keep the plant in total darkness for 14 hours. Continue this daily for 8 weeks. Then treat the plant as you normally would. Your poinsettia should again show color and be in full bloom at Christmas, but it may be a bit taller than the original plant. It's important to keep the poinsettia away from any dry air. Poinsettias need warm, moist conditions to perform best, but overwatering can be a problem. Ensure there is good drainage in the pot, and always punch holes in the decorative foil wrap to allow water to drain away properly.

Q: This year my carrots were very small with little holes, like little worm holes, in the roots. What is the problem and how can I prevent



Ross Traverse

A: You may have a problem with carrot rust fly.

The carrot rust fly lays its eggs near the carrot plant and the little maggots hatch and tunnel into the root. To prevent damage use Diazinon granular mixed with the soil before planting the seed. You can also use liquid Diazinon for a drench when you thin out the carrot. Always follow the manufacturers directions very carefully.

Q: What is the best material to cover a greenhouse?

The covering for a greenhouse depends on the amount of money you wish to spend, if it is a permanent or temporary structure, and the type of plants you are growing. Generally speaking, glass is the best material because it lets the most light in. Light is an important consideration. Fiberglass is good but sometimes it will reduce the light a bit. Greenhouse plastic is widely used as it is cheap and easy to apply. When buying greenhouse plastic make sure it is specifically for greenhouses. The construction-grade plastic will last for only one season, whereas greenhouse plastic will last for up to 3 years. There is material on the market called chloroplast that has been used on greenhouses. I don't recommend if because it will eventually turn milky-white and reduce the light intensity, but it's OK for the sides but not for the roof. Can I transplant the native squashberry?

A: The native squashberry can be easily transplanted by taking up the plants early in the

mornings a week and a public service on Thursday evenings, although participation isn't compulsory."

The Wiseman Centre also offers entertainment and three meals a day for its residents, many of whom use the temporary accommodation to try to find a new purpose in life. For the time being, it accepts only single men, although there have been suggestions that fathers and children might be accepted in the future. Friends are allowed to visit and the lounges on each floor provide a relaxing place for residents to meet. The social aspect is a very important part of the program and a natural extension of the centre's policy of assimilation into the mainstream of society.



E

#### A three-generation Army family

Ross Cole is the second generation of a Salvation Army family. His experiences, which he has chronicled in All Through The Years, a nostalgic and absorbing book about his life with The Salvation Army, are typical of those of the early Salvationists.

In the 1890s his mother, Miriam Noel, had moved to Toronto where she came into contact with The Salvation Army. Her first appointment was at Old Perlican in 1900, close to the family home at Harbour Grace, where her father was a shipbuilder. In 1904 she was appointed to Elliston, Trinity Bay, where she met and converted her future husband, Nimshi. After their marriage he entered training and in 1908 they were appointed to Campbellton, near Lewisporte.

Ross can remember the early days after the family moved to St. John's during the First World War. He was only a small child, born at Exploits Island in 1911, but he carried his father's song book and Bible and sometimes his concertina.

"There was no band at the time," Ross recalls, "but Dad was a powerful singer and the big bass



Beulah and Ross Cole

drum would be placed in the centre of the ring of people who pitched their money onto it. Dad's leg had to be amputated in 1915 and I can remember the arrival of a parcel just after we moved to Carbonear in 1918—when Dad opened it there was a brand-new wooden leg. When I was at Famish Cove (later renamed Fairhaven), Placentia Bay, I was able to make an artificial foot for an old gentleman. He was astonished a Salvation Army

officer could do it, but in truth I was teacher, doctor, social worker, prophet, priest and king, like every other outport officer."

There was no salary until quite recently, but the community adherents saw to it that food and fuel were always available.

"The first time I experienced this system was when Dad was stationed at Seal Cove, White Bay. People would leave food by the door and you never went hungry. I can remember on Armistice



Fish, an important element of Canda's Food Guide, is highly recommended by nutritionists, physicians and food professionals around the world because of its contribution to healthy eating patterns.

Both fish and shellfish contribute high quality protein to build and maintain body tissues; and in addition they supply vitamins A and D, several B vitamins and valuable minerals.

For low-fat and low-carlorie diets, fish and shellfish are good foods. Fish is an ideal choice for people who wish to reduce their weight, to decrease cholesterol intake and to maintain good cardiovascular health.

#### TASTY MARITIME PIE

Cal./serving: 275 Preparation time: 20 min. Cooking time: 40 min.

> 1 package (700g) frozen haddock fillets, cooked\*

25 mL butter

125 mL chopped onion

1 garlic clove, crushed

250 mL diced zucchini

25 mL flour

2 mL salt

Dash of pepper

2 mL thyme

2 mL basil

500 mL tomatoes, peeled, seed-

ed, chopped

1 pie crust (23 cm)

Break fillets in chunks. Sauté onion, garlic and zucchini until vegetables are tender. Blend in flour, seasonings and herbs. Add tomatoes and cook 5 min. or until sauce is thick. Add fish and pour into a 23 cm (9 in.) pie plate. Cover with pastry; trim and flute. Bake at 200°C (400°F) 25 to 30 min. or until pastry is golden brown. Allow pie to stand 10 min. before serving. Makes 6 servings.

\*or Boston bluefish, cod, or turbot

#### RING SALMON LOAF

(for the Microwave) Cal./serving: 265 Preparation time: 15 min. Cooking time: 8 to 10 min. Standing Time: 2 min.

1 can (440 g) salmon\*

125 mL croutons 125 mL chopped celery

50 mL chopped green pepper

25 mL finely chopped onion dash of salt & pepper

2 mL grated lemon rind

15 mL lemon juice

2 eggs slightly beaten

50 mL sour cream

Drain salmon: crush bones and break salmon in chunks. Mix with remaining ingredients. Press in a greased microwave

ring mold or a round casserole with a small glass in the centre. Cover and microwave at MEDI-UM 8 to 10 min. Let stand covered 2 min. Makes 4 servings.

\*or 2 cans 213g (71/2 oz.) each salmon

#### CREAMY CRAB SOUP

Cal./serving: 275 Preparation time: 20 min. Cooking time: 20 min.

1 package (200 g) crabmeat

thawed

25 mL butter

125 mL chopped onion

125 mL chopped celery 25 ml. flour

dash cayenne

2 mL salt

500 mL milk

250 mL whipping cream

15 mL pale dry sherry

5 mL lemon juice

chopped parsley

Drain crab and remove any bits of shell or cartilage. Cut the legs in pieces. Sauté onion and celery in butter about 10 min. Blend in flour and seasonings. Add milk: stir and cook until smooth and thick. Purée soup in blender. Return to pan and add crab and cream. Stir and reheat. Remove from heat and mix in sherry and lemon juice. Sprinkle with parsley and serve. Makes 6 servings of 175 mL (3/4 cup) each.

Fish and shellfish are valuable foods, well-suited to the nutritional needs of everyone. For all ages and lifestyles, for all activity levels, choose fish and shellfish for healthy eating.

spring before they leaf out. It is best to plant squashberries in a sheltered damp area, but they can be grown in dry soil if they have some shelter. Squashberries make a nice ornamental. You can train them into a small hedge or grow as individual plants. The growth on squashberries can be increased by application of a general purpose fertilizer early in the spring. If the soil is dry or sandy, it is best to apply a heavy application of peat moss worked into the soil.

Q: Î tried to grow European seedless cucumbers for the first time this year in the greenhouse, when I planted them outside they seemed to rot at the stem. What was the problem?

A: Seedless cucumbers require relatively high

soil temperatures to get established. The first few days after transplanting the temperatures should be regulated at 24 degrees C. After the plants are established the night temperatures can be lowered a few degrees but it should never drop below 20 degrees C. With cold soil temperatures, organisms will quickly attack the plant. Some people like to grow the plants in containers until they are 18 inches or so tall. This helps control the soil temperature better and enables the plant to get well established before planting outside. The plants can be supported in the pot by the means of a thin wooden stake. Always use a good clean sterile potting soil especially for greenhouse plants like seedless cucumbers

#### Seafood — better than ever

November is Seafood Month, and the fishing industry is encouraging people to eat more fish. Recently, the Seafood Advisory Council hosted a breakfast at the Hotel Newfoundland in St. John's. Chef Gerard Aucoin prepared a menu featuring seafood crepes and the more traditional fish and brewis. In attendance were fisheries specialists who stressed the fact that today's lifestyle is toward health and exercise. People want to get fit and stay that way.

"People are becoming increasingly aware that what they eat makes a big difference to their health," said Cathy O'Brien, seafood consultant with federal fisheries in St. John's. "Did you know that every 5th man and every 17th woman in North America will have a heart attack before they reach their 60th birthday? But I have good news for you. A recently discovered ingredient of fish, called Omega-3, actually reduces the risk of heart disease."

Cathy points out that eskimos in Greenland and Japanese fishermen have almost no heart disease, little arthritis or hypertension, and diabetes is virtually unknown.

It appears that people are beginning to discover what Newfoundlanders have known for generations—fish is good to eat and good for you. Canadian consumption of fish is 13.7 lbs, per capita, for a total of 382 million lbs. a year. But before we get complacent, note that the Japanese per capita consumption of seafood is 77 lbs. There is a lot of room for growth in the Canadian fish market.

"In recent years Canadian consumption of fish has increased by over 8 per cent as compared to a decline in beef of 7 per cent and a half per cent for pork," explained Ern Bishop of the Seafood Council. "The emphasis is on dieting, fitness and nutrition. Do you know that I've been to a restaurant called 'Skinny Haven' where the number of calories per serving is given right on the menu?



Hotel Newfoundland chef Gerard Aucoin receives applause for his breakfast of fish and brewis and seafood crepes.

There's no question that people are becoming more conscious of what they are eating."

Provincial fisheries deputy minister Ray Andrews practises what he preaches.

"In the last two days I've eaten caplin for breakfast, mackerel for lunch and here I am eating fish and brewis and seafood crepes for breakfast. I should live indefinitely," he quipped.

Ray says the future for seafood is bright but he adds a word of caution to the industry.

"Right now we're on a high, but in over 20 years of involvement with fish, I have been on the mountain tops, but I have also been in the valleys. We cannot afford to get complacent. We must plan for the future. We have to ensure that consumers are getting the best and the most consistent quality.



Cathy O'Brien seafood consultant with Fisheries and Oceans says, "Remember, fish used to be called 'brain' food - now smart people are eating fish."

If you eat fish in a restaurant you have the right to expect the best every time you go."

Many of you may have questions about fish: What are the different ways seafood can be pur-

chased? Are there interesting ways to prepare fish?

Are there any basic rules for cooking seafood? Is fresh fish the best way to buy good quality

fish? Are there advantages to buying frozen fish?

These and many other questions are answered by the Seafood Advisory Council. If you have any questions, just call their new FISH HOTLINE: 1-800-263-7405. The line is open Monday through Friday. Meanwhile we hope you'll try these recipes.

Elegant East Coast Chowder

1 lb. fresh or frozen fillets (cod, haddock, sole, turbot, etc.) chopped parsley

1 tsp. finely chopped onion

1 Tbsp. margarine

1 10-oz. can cream of potato soup

1 10-oz, can clam chowder

1 soup can milk

3/2 c. water

Partially thaw fish; cut into 1-inch pieces. In a large saucepan, saute onion in margarine until tender; stir in soup, milk and water; bring to a boil; reduce heat, add fish and simmer gently 6-8 mins, or until fish is opaque and flakes easily. Garnish with parsley. Serves 6-8.

Stuffed fillets with lemon

2 lbs. fresh or frozen fillets

2 tbsp. margarine

1/4 c. chopped onion 1/4 c. green pepper

1/4 c. chopped celery

2 c. bread cubes 1 tsp. grated lemon rind

1 tbsp. lemon juice

dash salt and pepper 1 tsp. parsley flakes

1 tsp. melted margarine

snipped chives Arrange half the fillets in a greased casserole dish. Saute onion, green pepper, and celery in margarine until tender. Stir in next 6 ingredients, toss

well. Spoon stuffing over fillets, top with remaining fillets and brush with melted margarine.

Sprinkle with chives; cover, bake at 450°F. allowing 10 mins, per 1 inch of thickness. Uncover during last 5-7 mins.

Garnish with parsley and lemon slices. Serves 6.



Eric Dunne, Director-General Newfoundland Region, Fisheries and Oceans explains that eating seafood fits in perfectly with today's trend toward health and exercise.

#### Another outstanding fisherman honored

Four years ago, the St. John's Jaycees decided to recognize the free enterprise efforts of fishermen and to create a greater public interest in today's fisherman and his problems. The result was the Outstanding Fisherman Award, which was awarded for the third time at a Hotel Newfoundland banquet recently.

Rick Penney and Kevin Dunphy were on hand to make the award to Mark Small of Wild Cove, White Bay, who has been fishing since the age of 13. Mark has operated a longliner since 1979 and has been directly involved in many aspects of the northeast coast fishery both as a fisherman and as a member of many committees and associations. He is currently president of the Canadian Sealers Association.

On accepting the award, Mark paid tribute to his wife and family and to the many other people who have stood by him as he did what he believed in.

"I was born in a family of six boys and five girls whose father fished until he was 70," Mark told the invited guests. "It was easy to live together, but working together was a real problem, so we went our own ways and became captains of our own lon-



Ray Andrews

gliners creating jobs for other people. My brother Harold decided to get a community stage for White Bay and invited National Sea Products in to run the fishplant. Now we're a prosperous community and I'm happy to accept this award as a recognition that fishermen contribute to the economy, not just in their own communities but in urban areas as well when they buy equipment and supplies."

Life hasn't been easy for Mark in the last three years with no seal hunt to bolster his income.

"In 1982 I earned \$10,000 from seals, but in 1984 it was down to \$150, which is why the Canadian Sealers Association was born," he remarked. "Now we're waiting for the Royal Commission report to be made public and the code of silence that started with Greenpeace to be broken. I'd like to take this opportunity to let the Minister of Fisheries know that the sealing industry is not dead and can still be a viable part of the economy. We will see our industry come back."

Following the presentation, Ray Andrews, the Deputy Minister of Fisheries, spoke about the past, present and future of the Newfoundland fishery.

"We have to accept the fact that our fisheries are cyclical, highly seasonal and variable," Mr. Andrews told his audience. "This year has had two big stories—the high profits in the offshore and the suggestion of failure in the inshore. In fact, some areas have had their best inshore fishery in years—only northern cod stocks have failed from Cape John to Cape Race.

"Success in the offshore is a measure of successful fishermen, and the increase in midshore vessels from two to seven, five of them in the hands
of private enterprises, is an indication of healthy
stocks. Capin landings this year were extremely
high, and lumpfish, lobster, salmon, shrimp and
char landings from small boats were all up. Fish
prices were up and interest rates were down and
result was a significantly better payment of accounts at the Fisheries Loan Board—another indication of fishermen as good businessmen."

Mr. Andrews continued in the same vein about the future.

"We must catch more turbot, halibut, redfish and shrimp and make better use of cod roes, cod tongues and fish frames," he suggested. "Better education and training is needed to encourage fishermen to move farther afield. There are markets for Labrador crab and St. Pierre scallops. Fishermen must be more mobile, more flexible and more diversified if they are to replace the foreign offshore fleets," he concluded.



Mark Small, Rick Penney and Kevin Dunphy

#### Centre for Earth Resources Research

On a chilly October day, parking lot 16 at Memorial University echoed with the sound of a jackhammer jointly wielded by federal Minister of Transportation John Crosbie and Premier Brian Peckford.

The occasion was the symbolic turning of a piece of asphalt to mark the site of the new building for Memorial's Centre for Earth Resources Research (CERR) financed by \$25 million from the Canada-Newfoundland Offshore Development Fund. Construction will not begin until the spring of 1987, but the architects have already begun to work on the detailed design.

Dr. G.G.L. Henderson, chairman of the CERR

Advisory Board for the last three years, told the crowd of guests and onlookers that the CERR building should be ready for occupancy by mid-1989 and will be linked to the main campus by an overhead walkway.

Dr. Leslie Harris, Memorial's president and vice-chancellor, suggested that the university was literally and figuratively building upon a rock against St. Matthew's advice—even to the point of having to use a jackhammer to turn the sodbut nowhere was building on rocks more appropriate than in Newfoundland. He welcomed the start of the new building which will provide a new home for geoscience programs already underway at the



A sizeable crowd was present for the ceremony

university. He expects the new centre to contribute significantly to provincial, regional and national development.

John Crosbie brought a smile to the faces of those present by remarking that his only experience with rocks was dodging them during elec-



John Crosbie and Premier Peckford break new ground

tion campaigns. In a more serious vein he proceeded to tie the monies provided for the new centre to the long-term future of the province and suggested that this decision, and others involving monies for skills training, career development, and offshore survival facilities, were wise uses of the fund resulting from the Ottawa-Newfoundland Atlantic Accord.

Premier Peckford agreed the fund should be spent on employment needs while strengthening research and technical infrastructure to ensure long-term provincial development. He pointed to



(I-r) Premier Peckford, John Crosbie, Dr. Leslie Harris, Dr. G.G.L. Henderson and Dr. Christopher Barnes.

the recent gold discoveries an an indication of a healthy and growing mineral industry that would benefit significantly from the new facility.

Dr. Christopher Barnes, head of the Department of Earth Sciences and acting director of CERR, thanked Dr. Henderson and others on the Advisory Board for the role they had played in securing funding and concluded the ceremony by asking Mike Basha, president of the Alexander Murray Geological Club, to fire a seismic signal gun to symbolize the new scientific shock waves to be created by the next generation of earth scientists.

#### Fur Institute of Canada prepares for battle

by Vera Ayling

The Fur Institute of Canada is coming out fighting against the actions of the animal rights lobby that effectively stopped the sealing industry four years ago.

Kirk Smith, communications director for the FIC, Toronto, told delegates attending the 67th annual convention of the Canadian Fox Breeders Association in Moncton last month, that the Institute won the first skirmish at an anti-fur rally at Toronto City Hall.

"We mounted a well coordinated program with solid, proven information on fact sheets and in brochures handed out to

the media, and we exposed the attempted takeover of the Toronto Humane Society by animal rights activists," he said. "The media welcomed the opportunity to speak to the other side."

He explained that an ad hoc coalition of trappers, native peoples and their organizations, medical researchers and an alliance of Anglican, Roman Catholic, United churches and Lutherans, with their Bishops as spokesmen, used the occasion to release supportive public statements. "A wide range of groups are willing to speak out against the activist who would endanger the livelihood of a great many

Canadians."

He added that the anti-fur activists are even trying to give the animals souls.

Both the public and the press had been warned that the activists were on the attack. "The FIC supports animal welfare and the traditional role of humane societies, but we cannot allow the animal rights industry to move in and abuse the credibility of those institutions," Smith said.

He added that Stephen Best was fired as executive director of the Toronto Humane Society, by its board when they had the facts, presented by the FIC.

"Best was the chief architect of

the European anti-sealing campaign and one of Canada's most formidable animal rights activists. The Humane Society had over \$8 million in assets which Best planned to use on antitrapping campaigns and other issues."

Smith says the animal value of Canada's fur industry is from \$678 million to \$1 billion. "If the liberationists are given their way, they will do irrevocable damage to the Canadian culture and economy."

Smith said Best's removal and public discreditation is a preventative action significant to the furindustry's future. "The misleading and emotional campaigns of the animal rights lobby have had a disastrous effect on vulnerable and innocent people, particularly the Inuit and peoples of the North."

He added the FTC plans national and international polls to help guide its course of action. Internal changes will be accelerated and broad-based industry action will include dialogue with moderate humane society members. The public and the press will continue to be educated and the results from the FTC's Trapper Education program and Trap Research program will be released. "A film, with back-



Admiring a Beautiful Creation — New Brunswick Agriculture Minister Hazen Myers (right) joins the president of the Canadian Fox Breeders Association on the left and the president of the New Brunswick Fur Fox Association, Lois Lynn, in admiring a fox fur coat from the Chiasson Furs collection. New Brunswick has gone from only six fur ranchers in 1974 to over 250 today in a remarkable industry turnaround. The province is among the top fur producers in the country and ranchers have adopted new color varieties, high health standards and modern feeding techniques to ensure a top qualify product. Farm Focus photo.

ground clips for the media and public service announcements to help people learn something about fur ranching will be ready soon."

Speaking for the Native Trappers' Association, Alan Herscovici of Outremont, Que., said he met recently with the Inuit on Baffin Island and at James Bay. "They have been badly hurt by the loss of sealskins by the animal activists.

"Now they face a campaign against all trapped furs. Trappers, fox ranchers, wholesalers and retailers are meeting for the first time to stage a counter-attack by stressing that what the activists are saying is not true. The Inuit culture has an affinity and reverence for animals. The hunt does not contain the cruelty the animal rights groups attach to it. The northern native kills only for food and clothing.

"That's why the Fur Institute of Canada is important. Fur retailers are setting up a new proanimal use campaign. The biologists, too, are coming forward, because it is the trappers who make use of the resources who report the first signs of trouble to them."

Herscovici said new trappers' regulations will be out soon. Fox ranch research is underway in Europe and better nesting boxes are being developed. "And a new program is being developed for Canadian and American schools on conservation and the proper use of natural resources. This is a long-term thing, launched by the Canadian Wildlife Federa-



Fox Association Directors-Three new directors of the Canadian Fox Breeders Association, shown examining a quality fur coat made in Edmundston, N.B., are from left: Lloyd Macinnis, Breton Cove, N.S., Donnie Thompson, Dunstaffnage, PEI, and Graden Young, Salisbury, N.B. The directors were attending the 67th annual meeting of the Fur Institute of Canada, held recently in Monotton. Farm Focus photo.

tion. It is geared to all age levels and will be translated into French."

He added some native people are into fur ranching on their reserves, and some are starting fur manufacturing. He said there could be a resurgence of the seal fur industry in the next five years, both utilizing and conserving the resource.

Bob Stevenson, executive director of the Aboriginal Trappers Federation of Canada, told the convention they need more support from the fur industry, from trappers, ranchers, buyers, auction houses, dressers, dyers, manufacturers and wholesalers, right down to the consumers.

"We must co-exist and work together. The lobby who speaks against our way of life seriously threatens our economic, cultural and spiritual well-being.

"We need support from as many people and companies as possible to help us plan an educa-



Fur Institute Annual-The 67th annual meeting of the Fur Institute of Canada was held recently in Moncton, N.B. The FiCt rappers, ranchers, wholesalers and retailers are banding together to battle the actions of the animal rights activists. Some of the speakers at the annual meeting are pictured. They fichtude from left: Bob Stevenson, executive director of the Aboriginal Trappers Federation of Canada; Alan Herscovici, Native Trappers Association, Kirk Smith, communications director for the Fur Institute of Canada and Bruce Williams, president of the Canadian Fox Breeders Association. Farm Focus photo.

tional campaign in Canada, the United States, Europe and possibly Japan. This will consist of pamphlets, books, slide presentations, movie productions currently available, and other displays for various functions, to tell our side of the story, in an expansive Pro-Fur Campaign."

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## Agriculture in the Classroom



#### Introduction:

All across Canada, agricultural and educational leaders are calling for more information on farming and food production to be incorporated in the school curriculum. In Newboundland and Labrador, further development of the agriculture sector in future years will depend somewhat upon the information presented to the youth of today. Efforts are well underway to develop educational programs and materials which will make young people aware of agriculture and the potential for increased food production in this province.

#### **Advisory Committee:**

In 1984, correspondence between the Ministers of Education and Agriculture led to the formation of an Advisory Committee on Education Programs in Agriculture. Members of the committee represent:

- the Agriculture Branch, Department of Rural, Agricultural and Northern Development
- the Department of Education
- the Department of Culture, Recreation and Youth
- Social Studies Co-ordinators
- Memorial University of Newfoundland

This committee is responsible for developing and co-ordinating programs and materials which promote agriculture in the classroom, kindergarten to grade 12.

#### Committee's Approach:

The Advisory Committee's approach to promoting agriculture in the classroom is to provide support for the existing curriculum which already contains units on farming and food production. Resource materials will be developed specifically for these units. This is referred to as a "supplementary enrichment" approach.

#### Activities:

- listing of agricultural information and resource people available to teachers
- listing of dates for agricultural events throughout the year
- preparation of a guide to farms available for student tours
- preparation of audio-visual material
- arranging for teacher workshops
- networking among teachers, farm women's groups and the farming community in general

#### Become Involved:

It is hoped that members of the general public will contribute to the objectives of this committee. If you would like to become involved in promoting agriculture in the classroom, please contact:

Training Co-ordinator Provincial Agriculture Building Brookfield Road P.O. Box 4750 St. John's, NF ATC 5T7

Phone: 576-3793







#### letters

In the July-August issue of your magazine on page 4, I read an article about Minnie Lane-whose picture appears on the top of the page. Her attitude about making a living so impressed me, I just had to write and tell her how much I admire her courage. So much so I thought that she would like this copy of "My Creed" by Dean Alfange. I keep one over my desk in my office to remind me how my parents worked hard to bring up 12 children in Springdale, Newfoundland. They never took dole money, it was all neighbor helping neighbor, and a true sense of selfrespect.

My family left Springdale in 1923. I was 15 years old. The education I received up until that time has helped me all through my life. So much so I have written a book (Reflections on the Hill at Springdale) now being published. When it is completed, I will send Minnie a copy. I think she will enioy it.

"My Creed" by Dean Alfange
I do not choose to be a common man.
It is my right to be uncommon—if I
can. I seek opportunity—not security.
I do not wish to be a kept citizen, humbled and dulled by having the state
look after me.

I want to take the calculated risk; to dream and to build, to fail and to succeed.

I refuse to barter incentive for a dole. I prefer the challenges of life to the guaranteed existence; the thrill of fulfillment to the stale calm of Utopia.

I will not trade freedom for beneficence nor my dignity for a handout. I will never cower before my master nor bend to any threat. It is my heritage to stand erect, proud and unafraid; to think and act for myself, enjoy the benefit of my creations and to face the world boldly and say, this I have done.

All this is what it means to be an American.

Eric E. Jenkins Medford, Mass

Having spent many years at Point Amour in the Straits of Belle Isle I thoroughly enjoyed reading the issue on the Labrador Straits.

However, I should like to make a correction re Sam Jones of L'Anse au Clair as being the owner of the first motor vehicle on Labrador.

T.J. Wyatt who was lightkeeper at Point Amour for many years was actually the first car owner on Labrador having bought a Model T Ford in the 1920s. He used it for some time, then sold it to my father, William F. Barrett, who was officer in charge at the Wireless Station at Point Amour from 1929-46

My father being quite a handyman converted the car into a pickup, which he used to transport personal and station supplies, which were delivered twice yearly from Canada (pre-Confederation) by supply ship to LAnse Amour a mile distant. That was as far as one could drive at that time.

My father later bought a 1940 Ford pickup, which he brought back to Bay Roberts when he retired in 1946.

I feel quite strongly also that a picture showing wreckage of the H.M.S. Raleigh which went ashore in August 1922 is really not that of the Raleigh but rather that of two freighters, the South Wales and the Empire Kuder, which were part of a large convocoming out of the Gulf of St. Lawrence with various supplies for overseas. Both of these ships ran ashore at the same time in the exact location as that of the Raleigh in the summer of 1941.

I was living at Point Amour on each occasion. Wreckage from the Raleigh had long since disappeared.



The first two vehicles on the Labrador coast—a 1940 Ford pickup and a Model T. Photo courtesy Mrs. Hersilia Barrett Moores.

The first Ranger Station was built at Forteau, quite near the Grenfell Nursing Station as I recall, and I think the first ranger stationed there was lan Glendenning. The customs office was also located at Forteau and John Butt of Harbour Grace was the customs officer at the time of my stay on Labrador.

Mrs. Hersilia Barrett Moores Brigus, Conception Bay, NF

ED: We thank Mrs. Moores for this information.

I am writing this letter to request a favor. I was talking to a friend of mine, Joe Hughes, who mentioned your name. He informed me that you might be of some assistance to me.

I am planning a trip of an extended period of time around the middle of next year. I am looking for a peaceful place in which to visit and quite possibly to relocate myself and business. I am adventurous and also looking for a place of simplicity and what I call "Do-it-yourself living".

I would like to correspond with a few of your students or faculty. I have found in the past, to learn about a new place it is best to talk to the people who live there.

Any correspondence and/or help in this matter would be gratefully appreciated. Thank you for your time. David Thompson

A-73482 P.O. 4002

P.O. 4002 Danville, IL, USA, 61834-4002

Congratulations on your July-August issue focusing on small businesses in Newfoundland. More such stories are needed, emphasizing that a good idea and hard work can make a small business go ahead in this province, and that you don't need to leave the island to make a living as an entrepreneur! Here's my renewal for another two vears.

> M.G. Rochester Centre for Earth Resources Research Memorial University

Your last issue of Decks Awash was to me a special edition when I saw featured the Labrador Straits communities bringing back a flood of memories, going back 45 years, when as a young man I disembarked from the Northern Ranger at Porteau to spend a school term at L'Anse au Clair. Like many young leachers in "Them Days" it was quite an adventure, coupled with a certain degree of apprehension; however, a very enjoyable

year with the most hospitable people in the world was in store for me.

Who could ever forget watching convoys of up to 58 ships en route to war-torn Europe, or walking to Forteau to see two ships which had gone ashore at Point Amour, only to find another ship ashore at Grassy, near the base of a cliff with a bosum's chair in operation taking ashore food and supplies.

Î remember the thrill and frustration of being thrown from a komatick while going down Forteau Hill on the way to a Christmas concert at L'Anse au Loup, and a weekend spent in the interior, partridge hunting.

The area across the Quebec boundary, over which we smuggled goods duty free had a special interest for me as well. Greenley Island with its flashing light had thrown its rays on my father, who had fished in that area as a young man, and I could imagine my former teacher at Eastport, Bonavista Bay, together with two First World War veterans crossing the Straits from Flowers Cove in mid-April 1928 in a small open boat. The purpose was to visit the scene of the first plane to cross the Atlantic from east to west, the Bremen, a German craft which had crash landed on the island after 34 hours flying

I recall the toe tapping music of the fiddle, and the hustle and bustle of the spring harvest of seals, and on a more serious note, the extracurricular activities of keeping church and Sunday school, and conducting funeral services, which that year took me from Lourdes-de-Blanc-Sablon (Long Point) to L'Anse au Loup.

Wishing your magazine continued

success, and I may add I have all your copies bound and am eagerly awaiting the next issue.

> Eldon G. Penny Grand Falls, NF

I recently received a copy of the September-October 1985 issue of Decks Awash.

I am sending \$9 for a year of your wonderful magazine. In my 61 years here in the United States I have never seen anything in print so accurately portrayed in research and detail. Your issue was a classic. I devoured every line.

I was born in Salvage, Bonavista Bay, on September 16, 1902, and came to Boston in 1925. I lived in Saugus until I married my wife from New Brunswick in 1928. We built our home in West Peabody in 1935 and have lived here ever since.

We've made several visits to Newfie and enjoyed every minute. We love the people down there and are always treated as special. We look at things a different way than when we were young. At that time Salvage was nothing but a lot of hard work and no compensation. We longed to get away then, but now it's so beautiful and friendly we hate to say goodbye.

Keep up the good work. I'll be looking forward to the next issue. Until then, good sailing and good luck.

Martin Brown Peabody, MA

While I am not a Newfoundlander, I enjoy visiting Newfoundland and Labrador and I have been down your way annually (except for 1986) since 1979.

### Newfoundland & Labrador Federation of Co-Operatives

Supporting Community Initiated Economic Development in Newfoundland & Labrador.

> P.O. Box 13369 St. John's, NF A1B 4B7

I got started on my trips when I was the States Naval ships that went ashore near St. Lawrence in 1942. I discovered the book "Standing into Danger" by Cassie Brown. I think she is a fascinating lady, an outstanding mitter and the only woman I know who really understands the sea and its terminology.

I heard of Decks Awash through the Newfoundland Quarterly, the Newfoundland Historical Society and Bobbie Robertson, but I had never seen a copy. I had no idea what a fine publication it was until a friend in Ottawa (but from Badgers Quay) gave me a back issue when I visited him in Ontario last summer. It was the issue about the Lewisporte area. Your Labrador Straits issue is the best guide of the area I have ever seen. Ditto for Lewisporte!

Have you written up the following areas:

- 1. Baie Verte, Pacquet, La Scie
  - St. Lawrence
     Channel, Port aux Basques, Rose Blanche
  - 4. Grand Bank, Fortune

If you have any back issues for sale I would very much like to see an inventory of your copies that are available, and charges.

Robert C. Morton Key Largo, Florida

ED: We have covered all these areas in the past, the only issue you requested available is the one on St. Lawrence which has been forwarded to you. We do, however, have a limited number of copies on other areas:

Clarenville and Shoal Harbour, Plum Point to River of Ponds, Alexander Bay and the Eastport Peninsula, the Humber Valley, Stephenville, Burgeo to LaPoile, and St. Lawrence to Point May. The cost per copy is \$2.

May I please use your magazine to solve the mystery of a Isunami or tidal wave in Bonne Bay apparently in 1925. I have been doing research into historical seismicity of the Atlantic region as has Professor Michael Staveley of Memorial University. He found reference in a report on the 1929 earthquake of a similar incident at Lomond and around Bonne Bay four years earlier. Letters to community officials and an older resident of Woody Point have not confirmed the event. Can your older readers help?

I would like answers to a number of questions. Did this event actually occur? Where was it seen? What was the date, time of day, weather at the time, and area affected? Was there a very low tide and how fast did the tide rise? Were there several pulses, how many and at what intervals? Was there damage to property, vessels, the fishery? Do such events occur regularly in Bonne Bay.

I also have some questions for residents of other parts of Newfoundland. Did anyone notice an excess pulsing of the tide on September II, 1908 in extreme southwestern Newfoundland? Or a similar occurrence at night in May, 1914?

I would welcome readers' comments and recollections no matter how brief. I expect the human ex-

perience will be better than any instrument. All responses should be sent to Alan Ruffman, President, Geomarine Associates Ltd., Box 41, Station M, Halifax, Nova Scotia, Canada, B3J 2L4. All responses will be acknowledged and placed in the appropriate archives.

Alan Ruffman Halifax, Nova Scotia

A friend recently gave me a copy of Decks Awash, the issue about Alexander Bay and the Eastport Peninsula. As I came from Glovertown I thoroughly enjoyed reading about the history of Glovertown and the surrounding areas. But I was surprised there was no mention of the Feltham family in the issue on Glovertown as there are so many Felthams in Glovertown especially Glovertown South

Congratulations on a good magazine. Keep up the good work.

Mrs. Ivy Levoy Pembroke, Ontario

Decks Awash is a paper that I would not want to be without, it's so informative with news of the present and items of interest about the communities of years ago. It brings back many memories. I really look forward to receiving Decks Awash and I wish you all the best in the future and many new subscribers.

Mrs. Annie Crocker Greens Harbour, NF

I think Decks Awash is a lovely little magazine. Flove it. I hope you will carry on for a long time as a lot of people seem to enjoy it. I am enclosing a cheque to cover one year's subscription for a friend as a Christmas gilt. I know she will enjoy it as much as I do.

> Elsie Oldford Port Blandford, NF

I wish to extend my subscription to Decks Awash for another two years. I thoroughly enjoy reading about Newfoundland being born in Badger's Quay, although I left in early 50 years ago. I think I am still a Newfie at heart. I visited two years ago, I expect I'll visit again soon. Keep up the good work. Your magazine is really worth reading.

Mrs. Mary A. Keats Barrie, Ontario

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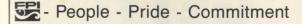


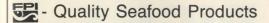
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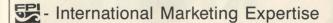
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