

The Bell Island Community

Policing Newsletter

The Royal Canadian Mounted Police
Avalon East District - Bell Island Detachment
Executive Editor: Cherie Bennett

January 2005

From the Corporal's Desk

Recent Incidents Concerning Commuter Traffic

There is no doubt a good majority of commuters and other travellers have found themselves frustrated with not being able to travel across the Tickle when they wish. In addition the line ups and rules surrounding the organization of the commuter system can be overwhelming especially if you are not aware of the rules. Basically I am going to try to dispel some rumours and clarify some issues to try to alleviate some of the anxiety that some are feeling.

There is no doubt that our boats are a provincial government operated ferry system for Bell Island. The

rules of operation do stem from government policy and regulations. These rules include schedules, fares etc. In addition to this, the government has delegated its authority to a Ferry Users Committee to develop rules for local commuter traffic. This community consultative group is made from elected residents/past residents who care about the affairs of this system. Anyone can run for a position on this committee! Between the two groups rules have been established to protect residents and visitors from being treated unfairly. Every rule in place has a purpose. Each rule came from a democratic vote within the committee.

It has been my experience that 95% of the residents of Bell island agree with the rules as they are and 98%

of the commuters and other travellers follow these rules.

In addition to these rules there are laws that apply to travel across the Tickle. When travel is on the roadway to and from the vessel the Highway Traffic Act and its regulations apply. These rules start the second you are departing a vessel, and the boat becomes a highway as soon as you leave the Mates direction and it includes the time you are loading the vessel up until the time you cross the ramp and enter the mates direction. In the Cove the direction from the Mate starts at the ticket booth and not the ramp.

Once on the boat you are subject to numerous federal laws including the Criminal Code. The law

that governs abusers of the commuter line up system most commonly is the law found in Section 430(1) of the Criminal Code being that of Mischief. The Captain of the vessel has a legal right to operate his vessel and anyone who does anything to hold up this right by blocking traffic, jumping in line, refusing to abide by the mates direction, behaving in an inappropriate manner, anything to hold up the vessel from running; is breaking the law. This offense is a serious arrestable offense similar to if you boarded a plane and started a fuss. (That is certainly not advisable is it?) Well our vessels are the same. There is no difference.

I know this topic has arisen in the past and there were some different spins put on it from time to time but no one ever challenged same. Recently they did. We cannot tolerate and will not tolerate this any more.

If you are unaware of the rules concerning commuting there will be copies made at the Cove office soon if not already. If you wish to check out the provincial legislation of

Federal laws check the internet or get copies from the NL government or come see me. Thanks for being so patient during trying times. Those that do abuse the system should be reported and we will deal with them. Our goal is to ensure everyone has a safe and enjoyable trip.

Thanks You....Boyd

Firearms Licence Courses

Approximately 24 people have signed up as interested in these courses. We have been in contact with a trainer who has advised us he can train 12 people per session so we have enough for two groups. Cpl. Merrill will be contacting all persons who signed up to determine which session each person can attend. It appears the courses will be in or near the end of February. Other details will be shared when persons are called. Thanks.

Annual Kiwanis Bonspiel 2005 March 5th - 7th

It is time again to get your team ready for a fun and exciting time at the Bell Island arena. This year promises another great event of curling, laughter and friendship. Team applications must be received one week prior to the Bonspiel to be considered. The applications with the registration fees can be accepted by any Kiwanis member. For further information please contact President Gary Gosine or Gord Skanes. Posters will soon be out in the community with more details.

Boyd MERRILL - Club Secretary

Crime Stoppers January 10, 2005

Today there are some 1,200 Crime Stoppers programs in 20 countries around the world and each January they mark the success they've had by celebrating Crime Stoppers Month.

The event will be officially kicked off in various communities on January 5,

2005 and through the month Crime Stoppers programs will release statistics, honour donors and business partners, thank local media outlets and recognize the law enforcement agencies for keeping our streets safe by solving crime.

The theme of this year's Crime Stoppers Month is Caring for Your Community which is something local programs do each day when they take calls from anonymous tipsters that assist in solving crime.

Steve Walrath of Beloit, Wisconsin, who serves as president of Crime Stoppers International, said the past year has been "historic" and accumulative figures compiled from programs around the world show tips have resulted in the seizure of more than \$5 billion in illicit drugs.

Walrath said Crime Stoppers programs worldwide have put some 564,727 criminals behind bars as well as recovering more than \$1.7 billion in stolen property.

He called the \$5 billion

seizure in drugs "an unbelievable milestone" and said it shows the value of Crime Stoppers.

"It is gratifying that Crime Stoppers is responsible for taking such a massive quantity of drugs off the streets," Walrath said.

The savage shotgun killing of Michael Carmen in 1976 wouldn't have been solved without Crime Stoppers. In fact, it was the murder of the 21-year-old college student during a gas bar robbery that brought Crime Stoppers to fruition.

Almost three decades later Crime Stoppers is responsible for solving thousands of homicides, sexual assaults, robberies and other crimes.

It was Detective Greg MacAleese who came up with the concept of Crime Stoppers in Albuquerque, New Mexico while trying to solve the slaying of Carmen. At that time MacAleese realized there was a great deal of fear and apathy in the community and no one was prepared to come forward and assist police in identifying the killers.

MacAleese convinced television station KOAT to produce a re-enactment of Carmen's murder and he personally put up a reward if anyone would call him anonymously and provide the names of those responsible.

The first caller didn't have information about the killing, but gave MacAleese information that assisted police in solving a brutal rape. The second call was from an individual who knew two men who were driving a car similar to the one that had sped away from the gas station moments after Carmen was fatally wounded by a blast from a 12-gauge shotgun.

A team of Albuquerque detectives followed up on the anonymous lead and some 72 hours after the re-enactment was broadcast two suspects were arrested for the killing.

Other communities began setting up Crime Stoppers programs after the initial success in Albuquerque and established partnerships with the community and the media to help clear up some of

the cases that seemed almost unsolvable to investigators.

The record of success is continuing and just last month Sergeant Craig Sarver, the Crime Stoppers coordinator in Kansas City, Missouri, said tips to their program allowed detectives to arrest a suspect in connection with the murder of a 19-year-old college student some two and a half years earlier.

The victim, Ali Kemp, was found beaten and strangled June 2002 in the pump room of a neighbourhood swimming pool where she was working for the summer.

In South Africa last month, Superintendent Attie Lamprecht, said Crime Stoppers tips led police to two brothers in Pretoria who were being sought in connection with the killings of four police officers and numerous cash-in-transit heists.

The brothers, who vowed not to be taken alive, died during a Nov. 18 gun battle when police closed in on their hide-out. It wasn't

immediately known if the suspects had committed suicide or where shot during an exchange of gunfire.

Crime Stoppers has also been responsible for tracking down killers who have been on the run for years.

In October 2000, David Hodel was captured in Anchorage, Alaska. The fugitive had escaped from prison in St. Cloud, Minnesota after being sentenced to a life term for the 1976 killing of his wife.

Anita Shell, a crime prevention specialist with the Anchorage Police Department, said they received a dozen tips that Hodel was living in a makeshift shelter near a local library after Crime Stoppers featured the case.

"Crime Stoppers is a program that works," said Cst. Georgina Short Provincial Police Coordinator of Newfoundland & Labrador Crime Stoppers Program. "There have been successes like this in our community and with Crime Stoppers

programs around the world."

Thank You

Thank you to all family and friends of the late Alphonsus Littlejohn who passed away in his home on December 29, 2004. Thank you to Father Wayne Dohey and all who took part in the funeral mass. It was a beautiful service and thank you to all who attended. Heartfelt thank you from Shirley, their son Clarence and three grandchildren, Holly, Kyle and Kelsey in Cambridge, Ontario.

Missing

The family of the late Phonse Littlejohn would like to speak to anyone that has knowledge of the location of Mr. Littlejohn's red piano accordion. It was his most treasured possession and the family would like to locate it. Please call Shirley at 488-3220.

St. Michael's Parish

Dear Parishioners and Friends:

We are well advanced into the new year and the memories of the Christmas season are fading as we do the ordinary activities of family life and community. I sincerely offer thanks to all who supported our many parish activities and church liturgies during the year 2004 and I trust we will continue to share in the wonderful works of the church and community during the year 2005.

During the month of November 2004, volunteers of our parish completed a parish census which will be used solely for the parish. I thank all volunteers who completed the census and I truly appreciate the many parishioners and friends to supported our cause by your participation. These statistics of our parish census will be registered and a more detailed update of the census will be acknowledged during the coming months.

During the days of March 12th, 13th, 16th and 18th, our parish will celebrate the great event of the St. Patrick's Weekend. During this weekend,

we will host the following:

March 12th: Dinner and Dance : Tickets on sale: \$10.00 single. (Dinner & Dance included). Music for the dance is offered free of charge by George McLean.

March 13th: Concert at St. Augustine's School: Admission: \$3.00

March 16th : Card game

March 18th : Parish Bingo

We encourage you to purchase your tickets for the dinner and dance and hopefully offer your talent to help with our great concert during the coming weeks.

Also, I wish to remind you of our annual Dinner Theatre which will be held on Saturday, July 23rd, 2005. This event is in the initial stages of discussion but I hope you will support our efforts.

With reference to the Home Religion Program for our parish, I remind the parents and candidates participating in the various programs that all

information concerning the meetings are scheduled in our weekly church bulletin. I trust that all concerned will be faithful to our Sunday mass if you are seeking to celebrate the sacraments of Eucharist, Penance and Confirmation in the church. I am very pleased with the work we have done thus far and I look forward to a positive effort in the future weeks.

In conclusion, I wish to thank you for your support and I offer you my continued pastoral care during the new year. May God continue to bless our families and help us all to be faithful to the great work of the Gospel.

**Sincerely:
Father Wayne Dohey**

***Bell Island Ferry
Users Committee***

Minutes of Meeting

January 18, 2005

The meeting was convened at 7:15 pm.

A quorum of current

executive members were present including:

Chair: David Brazil

Treasurer: Keith Kent
-Absent

Vice Chair:
Mayor Gary Gosine

Secretary:
Dr. Alexa Laurie

Member:
Corporal Boyd Merrill

Member:
Tony Power

Consultant:
Ed Kent

Ferry Manager:
Ben Hammett

MHA's Office
Myrle Vokey

Minister Whalen-absent

AGENDA

The agenda was tabled and Chairperson Brazil opened the meeting.

**UPDATE ON
PRE-BUDGET
PRESENTATIONS**

At the request of the Chairperson, Ed Kent provided an overview of the 2005 briefs presented to Minister Sullivan at the Pre-Budget Hearings at the Fairmont Hotel on January 11,2005. Copies have been forwarded to appropriate Government ministers etc.

Presentations made by Chairperson Brazil and Mayor Gosine was well received by Ministers Sullivan and Dunderdale. The ministers made encouraging comments in support of the ferry service. A strong commitment to favourably consider a new ferry vessel construction program was given.

It was noted that the Committee brief had been posted on the Bell Island web page at www.bellisland.net.

A summary of the key budget issues was reviewed and discussed. Urgent need for new vessel replacement program. As a minimum for ferry rates to be frozen and planned increases set aside. Significant need for life safety and dock rehabilitation funds
Commitment to adequately

fund current schedule.

**FERRY SCHEDULE
PROTECTION**

Committee members emphasized the strong case and need to preserve the current ferry schedule to protect the Bell Island economy, which has been revitalized with the ferry service investment and improvements supplied in recent years.

Over 460 commuters used the service in the Fall in 2004. Declines in Government income support are being experienced.

EI and income recipients are at record lows while employed Bell Islanders now exceeds over 1000. The Bell Island mine tour is now one of the top 10 visited sites in the Province with 15,000 visitors in 2004. The fish plant employs 80 and other businesses are expanding and being attracted possibly including a mine operation.

The Committee continues to be supportive of

Government efficiency measures and has offered a substantive list of options that can be considered to avoid schedule cutbacks.

The Committee cannot support unilateral cuts to Bell Island's schedule whilst other services either retain or expand their existing schedules.

The Committee was particularly pleased that Minister Whalen and Minister Rideout have taken a leap of faith and supported the extra runs by the ferry in the early morning and the improved economy and employment levels demonstrate it was a wise investment.

SERVICE EFFICIENCIES PRESENTED

The Committee continues to seek Government support for service adjustments to provide a more efficient service including:

Acceptance of an option to have the vessels dock at lunch time in Portugal Cove to save \$120,000 or more by avoiding paying a

fuel truck premium to fuel on Bell Island. Agreement to improve vessel turn around times and allow for more maintenance time during the sailing day with reduced overtime demands by recognizing that having the ferry sit idle for up to 20 minutes per round trip on Bell Island where no tickets have to be sold is counterproductive.

Provision of allocated alternate times each weekend morning for the vessels to have preventative maintenance 3-hour periods in the regular sailing day versus having to perform the work at overtime rates during rates after hours.

Renewed efforts to work with the union and Treasury Board to resolve noon hour vessel tie-ups, which leave business, tourist and other travellers stranded with wait times of 2 to 3 hours. Recognition that the early morning extra sailings by the second ferry are crucial to sustaining Bell Island's commuting workforce and economy and have to be continued for the 5 weekday mornings. Implementation of a mandatory advance ticket purchase system for

commuters to streamline vessel loading and reduce abuse. A commitment needs to be made to establish and fund a terminal snow-clearing plan for the ferry docks.

CRISIS IN VESSEL REPLACEMENT AVAILABILITY

A crisis situation has now developed due to the poor state of the Provincial ferry fleet with frequent and expensive breakdowns and lack of availability of support swing vessels. The Committee's brief lays out a strong case for replacement vessels with no new vessels having being built in 16 years. For the past several months every other day Bell Island's 2-vessel service has been curtailed by ferry breakdowns with no replacement available to allow our ferries to go to dry-dock.

Specifically:

The replacement of the Hamilton Sound with a new 28-car ferry has to remain as the top priority. As the 3 swing ferries have been unavailable for

months and pending delivery of a new vessel in 2006 Government secure additional charter ferries to avert a worsening crisis. That Government recognize any consideration of supplying Bell Island with 1 large 60 car ferry would not be financially or technically practical and would contribute to a lower level and a less flexible service to deal with breakdowns, refits etc.

That any new ferries to be built should be Government owned to protect Government's investment and interests and maximize options for fleet deployment flexibility.

FERRY DOCK SAFETY DEFICIENCIES AND NEED FOR URGENT ACTION PLAN

Most recently in light of Marine Workers Union complaints to the Occupational Health and Safety Division, directives have been issued with respect to significant lack of maintenance and acceptability of the docks from a life safety perspective. The Committee as well has been

urging improvements in the docks safety for several years so as to protect the safety of ferry users and the crew as well as to protect Government vessels from damage and Government from liability claims.

The need for a sizeable block of dock rehabilitation and maintenance funds begs to be addressed and life safety cannot be ignored as the docks are now operating in breach of Government's own safety regulations.

The Committee urges prompt action and funding allocations in Budget 2005 and a speedy assessment by engineers on an action plan.

Senior officials in the Occupational Health and Safety Division have agreed to meet with the Committee Chairperson to discuss our mutual interests in improving safety for both workers and ferry users who both share the same environment.

ELECTRONIC SIGNS STILL INOPERATIVE AFTER 18 MONTHS

The Committee continues to register its frustration that the new signs have still not been made operative. Manager Hammett agreed and advised he is continually trying his best to secure initiatives to have this matter addressed.

COMMUTER ISSUES UPDATE

Manager Hammett provided an update on the current commuter list. The current list shows an impressive 450 plus registered commuters.

The applications for the winter session are being processed and the deadline for new passes is January 20.

The Committee assessed recent complaints over abuse of the commuter line-ups causing ferry sailing delays. Officer Merrill of the RCMP advised that individuals breaching commuter rules and taking actions to block ferry boarding or boarding out of turn would constitute public mischief and abusers could be expected to charged as

such in future. The alleged recent abuser has been written to that effect.

Manager Hammett also suggested enforcement would be beefed up.

PRESENTATION BY OFFICER MERRILL

Officer MERRILL was granted time to table issues made known to him by the general public (including commuters and non-commuters). These issues have been subjects of controversy on Bell Island for some time.

Some Government bureaucrats have characterized the Bell Island transportation system as a service of convenience and even a Cadillac service. Nothing could be farther from the truth. The reality is the service is at best minimal and in major need of an overhaul. Only outsiders to Bell Island appreciate how this region needs an improved system. Locals have become used to waiting hours in line for hours to get to and from work. Waiting days to get to the City to purchase

necessities or to attend routine medical care not available on this isolated but bustling community. This local thinking has made some to believe, as some have suggested, that Bell Islanders only deserve a second-class system.

In 2005 we are still using vessels created before women were accepted into the RCMP. (14 of the 19 ferries are over 30 years old and some over 40 years old)

He offered suggestions including making the service more user friendly, a commitment by Government to a stable level of service for fixed periods of time, the need for a communications strategy, a need for a ferry transportation plan, making a published list of commuter rules available for ferry users, the setting up of a suggestion complaints box, an assessment of commuter priority rules flexibility when the second ferry is disabled, more frequent public committee meetings, a review of possible abuse of commuter priority medical passes etc.

Discussion ensued and the Committee agreed to give further consideration to Officer Merrill's issues at future meetings.

COME HOME YEAR-2005-EXTRA TRAFFIC

Chairperson Brazil identified the need for extra ferry service for the 2 weeks Come Home Year period. Senior ferry executive Tom Prim committed earlier that Government has and will continue to provide extra funding and service in support of Community Come Home Year celebrations in all services as has been past practice.

Manager Hammett advised of his full support and cooperation within the resources available to him. He further advised that he had requested that the deployment of the Beaumont Hamel as a refit replacement to Fogo Island this spring be delayed until the Fall of the 2005. The Department has now approved this request. It should allow the Beaumont Hamel to have its own refit completed by early June. This would

help ensure that the 2 vessels would be fully available this summer.

FERRY RATE FREEZE SOUGHT: 4 YEAR PLANNED INCREASES VS PROMISED 5-YEAR DECREASES IS A COMMITMENT UNFILLED

The principle of having ferry rates based on the equivalent cost of road travel was studied and adopted in the 2003 election Blue Book of the PC Party. It was a well thought out and studied policy commitment and specifically it was agreed that the rates would be lowered and phased in over 5 years. Budget 2005 flipped-flopped and a 27.5 percent 4-year increase was approved breaching the policy principles.

The Committee recognizes Government's financial woes and to that end is prepared to have the lowering set aside in favour of a freeze and with the 2005 to 2007 planned increases set aside.

Bell Island's users gave up \$550,000 per year in

concessions and cuts in 1996 after accepting a Government trade-off offer. Today we have a reduced 2-vessel service and certain rates such as seniors carry only a 10% discount versus 50% offered on other services. This trade-off has to be honoured.

Rates in other services are significantly out of line and renege on a commitment to base rates on the equivalent cost of road travel will ruin island economies and contribute to an unaffordable ferry service.

Users of ferry services in addition to taxes on gas, insurance premium taxes, vehicle and licence fees, HST on car purchases etc. have to pay user rates as well. Other taxpayers benefit from significant tens of millions spent each year on road and bridge maintenance and construction, which is not recovered by tolls etc.

Government must recommit to this principle of basing rates based on the equivalent cost of road and apply this principle to its

stance with the Feds on the Gulf service where today rates are 50% higher than the equivalent cost of road travel.

The per kilometre base cost for a vehicle runs between 35 cents to 45 cents per kilometre. CCRA, Runzheimer International (independent rate setters) and Governments throughout Canada set mileage rates that all fall in that range.

Based on a cost of 50 cents per kilometre the 10 km Bell Island round trip ferry run would see equivalent cost of road travel rates

New rate vs. Existing rate
50 ct/km-Jan 2005

Regular vehicle
\$5.00 vs.\$5.50

Commuter vehicle-50%discount
\$2.50 vs.\$2.25

Senior vehicle
\$2.50 vs.\$5.50

Regular passenger (1/2 vehicle)\$2.50 vs.\$3.50

Student/child over 2 years
\$1.25 vs.\$2.25

Commuter passenger
\$1.25 vs.\$2.25

Senior passenger
\$1.25 vs.\$3.25

In Government's brief to the Feds in January 2005 on the Marine Atlantic Gulf service the same principles were espoused and affordable rates identified as the key to Newfoundland's economic survival.

The Committee agrees with Government's conclusions on rates as set forth in January 2005 brief and seeks an Intra-Provincial rate freeze

PROVINCIAL FERRY COMMITTEE NOT RECOGNIZED

Members expressed concern and disappointment that Government had not yet scheduled a promised meeting with the Coalition executive to discuss their concerns and address their mandate issues.

The Executive was pleased to learn that in October 2004 the Wabana Town Council had a ferry issues resolution submitted and approved at the Provincial Federation of

Municipalities Convention.

PRIVATISATION RUMOURS

At the Pre- Budget hearings and elsewhere of late there has been talk that Government is evaluating privatization of certain Government services. Despite a specific commitment in the 2003 election to not privatize the privatization rumour is also circulating with respect to ferry services.

The Committee spoke out against privatization at the Pre-Budget hearings and reiterated its position at the meeting.

Despite current frustrations of dealing with the Marine Worker's Union and difficulties in delivering the service due to restrictive clauses on benefits and practices in the collective agreement, privatization is not a viable option because:

Past experience in terms of excessive cost and poor public service was a trademark of previous private operations
The Marine Workers Union

have a successor rights clause which compels Government to offer job security and existing benefits to current workers thus restricting savings opportunities. Past private operators based their operations on their own private bottom line at the peril of the taxpayer and the user. Private operators work on management fees and profit margins and these represent additional costs to ferry services and range from 10 to 20% of operations-an added cost with no benefits.

The Committee agreed it would oppose any attempts to move to privatization of the service.

LETTER TO MINISTER RIDEOUT

The Committee agreed that a letter be sent to Minister Rideout thanking him for his efforts and support in 2004 and seeking his continuing support for the issues identified in 2005 and beyond that need to be addressed.

UPCOMING MEETING

DATES

The Committee agreed to set Monday Feb 21 at 7:30 pm at the Wabana as the date for the next Ferry Users Public meeting with a special invitation for our MHA to be present.

The Committee set the date for Annual meeting and election of officers for Monday April 11 at 7:30 pm - Wabana Complex

**MHA'S OFFICE UP
DATE**

Executive assistant Myrle Vokey outlined the continuing efforts of MHA Minister Whalen and him self to seek support to sustain and improve the Bell Island ferry service and ensure investment in the service was maintained to support Bell Island's employment levels and economy and continue to achieve reductions in Government's income support payments for Bell Island.

Meeting Adjourned at 10:15 pm.

Submitted by Ed Kent

***EARLY HISTORY OF
BELL ISLAND -
PART 5***

The origins of some of the purely local place names on the Island are interesting in themselves. A servant of James Pitts was driving a horse among the cliff path on his way to the brickyard at Lance Cove when it slipped and rolled over the cliff to its death on the jagged rocks below. The horse was named Rattler and was especially prized by its master. The place of its fall has been known ever since as Rattler's Droke.

There is also such recess or opening in the cliff near the Dominion Pier which is known as Harrigan's Droke, a family name which has now disappeared from the Island.

At the extreme western end of Bell Island, facing the head of the Bay, lies the sheltered settlement of Freshwater. It was settled by the Parsons of Freshwater, Bay de Verde, at a later date than the others. In the course of fishing off that part of the island they used to come ashore on the beach there

and following the valley came to higher ground, which was well watered and wooded. They too took notice of the rich soil and eventually made their homes there. This settlement is now officially known as Parsonsville.

A man named English made his home at Lance Cove around 1750 and is said to have been driven out by the French in 1762 after they captured St. John's. He then moved to Bay de Verde. He was an ancestor of Mr. Arthur English who was curator of the Newfoundland Museum.

The French were prowling around the coast again in 1796 when they made their last invasion of Newfoundland. A fleet under Admiral Richery appeared off St. John's but was deterred from attacking the capital by the strong defences of the narrows. The French ships then sailed to Bay Bulls and burned the houses and boats of the fishermen.

One foggy morning that Summer, two residents of

Bell Island were fishing from their small boat off Bauline. They were two brothers named Thomas and Daniel Dwyer, sons of William Dwyer of Stradbally County, Waterford, already mentioned. The thick fog lying over the water lifted after a time revealing a French frigate with double rows of guns and the tricolour flying from her peak.

They tried to row ashore but a gunshot from the French ship brought them to a stop. The frigate came alongside and they were taken aboard.. Its crew had a fine meal of fresh fish that day. The Bell Island men were taken prisoners to Toulon and from there to Paris. They were uncles of Michael Dwyer. Thomas returned home many years afterwards and the residents did not know what to make of his foreign manners and dress, with his hair tied behind in a queue with a black ribbon, his tricorne hat and high tasselled boots.

It used to be a common sight at Portugal Cove to see small boats, numbering

as many as fifteen at a time, coming to the wharf there from Bell Island loaded to the gunwales with potatoes, turnips, eggs, wool and small vegetables. At one time as many as ten sail of bankers were moored off the Beach waiting for their fish to be made on ashore and were supplied with vegetables from gardens on the Beach Hill. A man who could not raise fifty barrels of potatoes was not counted much of a farmer. The Bell Island potatoes were noted for their dryness and cleanness.

In 1872 three farmers alone shipped to Harbour Grace 300 barrels of potatoes. All the land from Granny Fisher's Hill in Lance Cove to Long Harry at the East End was under cultivation, and fine crops were being raised as well at Lance Cove and Freshwater.

Only ten years before ore was discovered, one resident was making forty pounds of fresh butter a week for customers in St. John's. At Lance Cove one resident who was also a school teacher grew 150 barrels of potatoes a year. The farmers at the Front

and East End were famous for the turnips and potatoes they grew and the butter their wives made. They always had a plentiful supply of wool from the sheep they raised. Large quantities of oats were grown by them as well as hay.

Even in 1934, forty years after mining began, 12,000 barrels of potatoes were raised on Bell Island when the people were forced to go back to the land during the depression. In that year 66,000 gallons of milk were also produced. There were at that time 303 horses, 227 cows, 236 pigs, 586 sheep and 7746 hens. By 1961 the number had dwindled to 5 horses, 6 cows, no pigs or sheep and 55 hens. The agriculture figures tell the same story of decline. In 1934, 771 acres were set out in hay, 338 in potatoes, 13 in grain, 47 in turnips and 60 in cabbage. By the early sixties only 24 acres were producing hay, and only two were set out in potatoes.-----to be continued.....

**MORE NAUTICAL
BITS**

Do you know the answer?

1. What do we call a small Newfoundland fishing boat, propelled by oars?

2. If the rear of a ship is called the stern, what's the front of a ship called?

3. What do we call the marker used for mooring a vessel?

4. Sailors tie a score or more of difficult knots. What is the most common knot used?

5. Unfortunate seamen lost at sea are said to reside where?

6. On the other hand, the happy and imagined by sailors where there is unlimited grog and tobacco, perpetual mirth and a fiddle that never stops playing is called?

7. Water depth is measured in fathoms. How many feet are there in one fathom?

8. What heavenly body affects the tides?

9. The width of a vessel is called what?

10. What colour is the port light?

Choose from these answers:

- a. moon
- b. beam
- c. punt or dory
- d. Davy Jones Locker
- e. prow
- f. Fiddlers Green
- g. bowline
- h. red
- I. buoy
- j. six

Answers will be found at the end of the newsletter....

Submitted by Don Squires

***Wabana Boys & Girls Club
"Every Kid Has Potential"***

We are currently in our 50th year of operation to serving the children of Bell Island. It all started in 1955 when Mr. H.P. Dickey, Vice President and General Manager of Dominion Wabana Ore Ltd., together with businesses and organizations on the island at the time, called a

meeting and recommended a formation of a Boys Club. A Board of Directors was formed and a Boys Club was opened. The first Executive Director of the Boys Club was Ernie Cotton who was recruited by the Board while he worked with a Youth Center in Montreal. Mr. Cotton left his position as Executive Director in 1962 and was replaced by Mr. Jim Hearn, who retired 38 years later. There are many great names that go with the many years of operation of the Boys & Girls club and their 50 years, people such as Lloyd Pitts, Wayne Sheppard, Carla Ash, Irene Rees, Wince Barrett, and many other workers and volunteers who made the difference in the lives of many children on Bell Island. Many former members today still visit the club when on holidays asking about the former staff.

The club started as a Boy's Club and was only opened to the young men of the island until 1975 when the doors were first opened to the girls and then became

the Wabana Boys & Girls Club. The membership increased from 600 in 1974 (Boys Club) to 900 in 1975 (Boys & Girls Club). The club served thousands of Bell Islanders in their 50 years of operation, many who still remember their roots and donate to us on a regular basis through our Alumni Club.

With little funding from Government, many organizations have been great supporters of the Boys & Girls Club. We have had 2 Mini Vans donated to us, one from The Kinsmen Club in 1980 and another by the Molson Men's' Slo-pitch League in 1993. The local businesses have always played a big part in the operation of the club with their many donations for the different fund-raising projects that was put off by Board, Staff, and/or the members. Former Bell Islanders still keep the club in their minds and still give so graciously each year. We thank all and we hope that your continued support will help reach our 100th year. As many of you already know, there is a schedule of events to take place for our

50th Anniversary this summer starting Friday July 22nd and ending Sunday July 31st. For more info contact the club. All Winter programs will be starting on Monday February 7th. We remind all members that they must have their membership fees paid and they must also have a change of footwear.

Some of the programs that are offered are Volleyball, Basketball, Soccer, Hockey, Soccer Baseball, and many other low organized games. Congratulations to Boy (Shane Lahey) & Girl (Nicole Rees Decker) of the month for December. Shane & Nicole did a great job helping out with our programs during the Christmas Holidays and Kiddies Dances.

We would like to inform the parents of our members that once your child leaves the club it is up to you, the parent, to ensure that your child is to go directly home. The club will not be responsible for your child once he/she leaves the building.

Submitted by Joe

Somerton

***BRIGHTER
FUTURES
Family Resource
Centre***

**NOTICE OF CHANGE:
The Parents & Tots
program has been
changed to the following:
Tuesday at 12:15pm -
2:15pm during this time,
starting at 1:00pm the
Public Health Nurse will
be here to weigh babies
for anyone in the
community.
Wednesday and Friday
program will be held from
10:00am to 12:00pm each
week.**

This change will now allow for program to be held three times a week for your convenience. There are a lot of families on the island with young children and I encourage each of you to come see what we have to offer. The center is ran by parents with all expenses provided by Brighter Futures. With that said why not attend our programs with your child, a friends child, a grandchild, or a child you care for. To help you with

some of your questions or concerns about the centre I have answered a few that have been asked of me like:

Q: I don't need anyone to show me how to be a parent!

A: Nobody is saying how to be a parent to anybody. Parents and children get together, share ideas, have leisure time, and develop friendships. These are programs for you and your child to have time together playing and laughing in a friendly environment.

Q: Are you part of Social Services?

A: ***NO*** we are not, we are funded by the Federal Department of Health Canada.. Things said in the Centre office are confidential and kept within the building, it is your choice what you say to others. We offer programs that are suggested to us by parents with health and nutrition kept in those programs.

Q: If I go once will I have to go all the time?

A: You can come to the programs that interest you,

you can come as often as you want and get involved as much as you would like. Also you can have another adult bring your child/ren for you if for some reason you cannot attend with them..

Q: I have no way to get to the Centre?

A: Transportation is provided, if you would like to come for the first time and need a ride call the Centre and arrangements can be made. After that transportation will be made possible to you for programs.

Q: Do I have to pay for programs?

A: All programs costs are taken care of by the Brighter Futures Coalition. The only thing you provide is yourself and your child/ren. This is a program funded fully by the Federal Government. What a great deal.

Q: How can I get more information?

A: You can call the Centre and speak to myself or the Public Health Nurses. We

would be glad to help you and if you would like to see the Centre before a program just call and arrangement can be made to show you around.

Now with all that said I would like to tell you about our upcoming family event. On February 11th at 2:30pm we will be hosting a Valentine's dance/supper at St. Michael's hall. There will be live music, games, dancing, food and most of all families enjoying each others company and the company of others. **If you have child/ren six years of age and younger** and would like to start taking part in programs please call or drop by to one of our parent's & tot's sessions to register for this great day of fun. There is much that can be offered by the center, but it is up to you as parents to start participating.

REMEMBER All the programs are offered FREE OF CHARGE with transportation and child care being provided for programs if needed. In simple terms take advantage of a

wonderful time to spend special time, out of the home, with your child and other parents complements of the government.

Take that first step and drop by or call and always remember children have a “brighter future”.

**Thank you.
Hollie Neary
Program Coordinator**

***BELL ISLAND
COMMUNITY CO-OP
SOCIETY***

Greetings from your new Board of Directors of your Co-op elected at the AGM who are as follows:

Ken Kavanagh
Carol Bennett
Marie Cummings
Geraldine Fitzgerald
Boyd Merrill
Ned Bowdring
Wayne Flight
Kay Coxworthy
Patricia King
Mary Murphy
Keith Kent
Pat Rose

**Strategic Planning
Session**

We started the year off with a “Strategic Planning Session” for all Board members and the Bakery Manager held at the Battery Hotel on Friday/Saturday January 21/22 with facilitator Pat Curran and very special guest Lorraine Michael who played such a big part in the formation of our Co-op. The weather on Saturday played havoc with our plans and we were forced to abandon the session at 10:00 a.m. and head home through one of the worst storms to hit the region this year. Thankfully we all made it across the Tickle and up over the beach hill to our homes. However, our sessions on Friday night and early Saturday morning certainly got our collective brains working as our Facilitator led us through the sessions and group planning. We’re all looking forward to an early continuation of the session which will be held on Bell Island when we hope to come up with a Work Plan for our Co-op including the Bakery and the Senior’s Complex. Thanks to all who have committed to working for our Co-op during 2005.

20th Anniversary of the Bell Island Co-operative

Coincidentally, our “Strategic Planning Session” on the weekend coincided with the 20th anniversary of the incorporation of the Co-op on January 21, 1985! Throughout the coming year, and especially during Bell Island’s “Come Home Year” this summer, we plan several events to commemorate the hopes and dreams we had as a community back in 1985 when we incorporated our cooperative. Hopefully we can reignite this enthusiasm for the benefit of this community.

Thanks for your Support during Christmas 2004!

The Board and our two wonderful bakers, Elaine and Georgina, thank the wonderful people of this community for your support during Christmas 2005! Our baked goods can compete with the best available anywhere, and your continued support keeps your bakery going. Best wishes to everyone on Bell Island for 2005 from the Board and staff of the Bell Island

Community Development
Co-operative.

Kay Coxworthy
Secretary
Bell Island Community
Development Co-
operative

Charges and
Convictions

**The following charges
and convictions should
have been in the
December newsletter. We
apologize for this
oversight.**

On 2004-12-13, a 24 year old East End male appeared in court from a 2004-10-04 incident at his parent's residence. He was charged with Mischief and Possession of a Controlled Substance. The matter has been set aside until 2005-01-07. (See Jan/05 for update)

This same 24 year old male also appeared in court on a charge of Assault and a charge of Mischief from a May 19th, 2004 incident at the medical clinic. Those charges were also set aside each time and are now set aside until 2005-01-07. (See Jan/05 for update)

On 2004-12-15, a 59 year old male from Lance Cove, appeared in court charged with having Care or Control of a Motor Vehicle While Impaired and having Care or Control of a Motor Vehicle With a Blood Alcohol in Excess of 80 mg. The charges arose from a 2004-10-15 incident outside his residence. The matter has been set aside until 2005-01-12. (See Jan/05 for update)

On 2004-12-15, a 25 year old Wabana male charged with Break and Enter into Belle's Bar on 2004-11-15, appeared in court. The matter has been set aside until 2005-01-13. (See Jan/05 for update)

This same male also appeared on a charge of Possession of a Controlled Substance from a 2004-10-13, search of his residence on Bennett Street. This matter was also set aside until 2005-01-13. (See Jan/05 for update)

A 32 year old woman from West mines has been charged with 9 counts of fraud by having in her possession/using credit

card data. These incidents occurred in July 2004 at two different Bell Island businesses. Her plea date is set for 2005-01-19. (See Jan/05 for update)

Here are the charges and convictions for January, 2005:

A 41 year old Wabana female plead Not Guilty to one charge of Theft Under \$5000 and one charge of Breach of Probation from a 2003-10-18 incident at Byrne's Easy Save. The trial was set for 2005-01-05 but the charges were withdrawn.

On 2005-01-05, a 13 year old Wabana male was sentenced to one year Probation and 40 hours of Community Service for vandalizing three vehicles and breaking into a residence in the East End in March, 2004.

On 2005-01-05, a 21 year old male from St. John's appeared in court for one charge of Breach and Probation from a 2004-05-09 incident on The Ridge. The matter has been set aside until 2005-02-04.

On 2005-01-05, a 32 year old male from the Green, appeared in court on a charge of Impaired Driving from a August 1, 2004 incident. A plea of Not Guilty was entered and the matter will be set aside until 2005-03-01 when a trial date will be selected.

On 2005-01-06, a 34 year old male attended court on a charge of Assault With a Weapon from a March 7th, 2004 incident that occurred at the West Mines Sports Bar. He changed his plea from Not Guilty to Guilty and was given a Suspended Sentence and two years Probation.

On 2005-01-07, a 43 year old male from the Valley, charged with one count of Impaired Driving and one count of Failing to Provide a Breath Sample appeared in court. The charges arise from an ATV accident that occurred on 2004-10-24 near the intersection of Iron Ore road and No. 2 Road. His plea date was set aside until 2005-01-31.

On 2005-01-07, a 24 year old East End male appeared in court from a 2004-10-04 incident at his parent's

residence. He was charged with Mischief and Possession of a Controlled Substance. The matter was set aside until 2005-01-26 and then again set aside to 2005-02-10.

This same 24 year old male also appeared in court on a charge of Assault and a charge of Mischief from a May 19th, 2004 incident at the medical clinic. Those charges were also set aside each time and are now set aside until 2005-02-10.

On 2005-01-10, a 44 year old male from the East End, appeared in court on one charge of Uttering Threats, and one charge of Intimidation from a July 23rd, 2004 incident that occurred in an East End residence. He entered a Guilty plea and was received a 30 day Conditional Sentence, Probation for one year and \$100 in Victim Fine Surcharges.

On 2005-01-11, a 46 year old male appeared in court for trial on a charge of Uttering Threats from an August 1st, 2004 incident on Grammar Street. The trial did not go ahead and is

now re-scheduled for 2005-04-26.

On 2005-01-12, a 59 year old male from Lance Cove, appeared in court charged with Having Care or Control of a Motor Vehicle While Impaired and Having Care or Control of a Motor Vehicle With a Blood Alcohol in Excess of 80 mg. The charges arose from a 2004-10-15 incident outside his residence. The matter has been set aside until 2005-03-23.

On 2005-01-12, a 24 year old Wabana male, charged with two counts of Assault and one count of Mischief from a 2004-10-01 incident at a residence on the Ridge appeared in court. His plea date was set aside until 2005-02-01.

On 2005-01-12, a 30 year old male from the East End, appeared in court for a charge of Cruelty to Animals arising from two separate incidents on 2004-11-09 in the East End. The matter has been set aside until 2005-02-02.

On 2005-01-13, a 25 year

old Wabana male charged with Break and Enter into Belle's Bar on 2004-11-15, appeared in court. The matter has been set aside until 2005-02-04.

This same male also appeared on a charge of Possession of a Controlled Substance from a 2004-10-13, search of his residence on Bennett Street. This matter was also set aside until 2005-02-04.

On 2004-09-24, a 26 year old male from St. John's was scheduled to appear in court on a charge of Breach of Probation. This same male was also charged on 2004-08-03 for Failure to Appear for Identification Act which was also being heard before the judge at the same time. This male failed to appear in court on that day and a Warrant of Arrest was issued. On 2004-12-05, this male was then arrested and brought before a Judge and released to appear back in court on 2005-01-13. This male failed to appear on this date as well and another Warrant of Arrest has been issued.

On 2005-01-13, a 42 year

old Wabana female was arrested and charged with one count of Assault, two counts of Causing a Disturbance, and one count of Public Mischief. The plea date is set for 2005-03-30.

On 2005-01-17, a 41 year old male from the East End was set to go to trial this date but the trial is postponed to 2005-05-27. The charges are Assault, Causing a Disturbance, Mischief and Obstructing a Police Officer from a May 17th, 2004 incident in the East End residence of his girlfriend.

On 2005-01-18, a 26 year old male from St. John's, charged with Assault With a Weapon and Causing a Disturbance from a June 29, 2004 incident outside West Mines Sports Bar and his father's West Mines residence, attended court for a charge of Failing to Appear under the Identification of Criminals Act. He entered a guilty plea and received a \$250 fine. The other charges are being heard before a judge on 2005-02-14.

On 2005-01-18, a 14 year

old female from the Green, appeared in court on one charge of Assaulting a Police Officer from a 2004-12-10 incident at St. Michael's High School. A plea of Not Guilty was entered and a trial has been set to 2005-03-18.

On 2005-01-19, a 27 year old male from the Green, appeared in court for trial for one charge of Uttering Threats from a 2004-04-13 incident that occurred at Dominion Pier. He was placed on a Peace Bond for six months and ordered to pay a \$200 fine.

On 2005-01-19, a 32 year old woman from West Mines, charged with 9 counts of fraud by having in her possession/using credit card data, appeared in court. These incidents occurred in July, 2004 at two different Bell Island businesses. The matter has been set aside to 2005-02-08.

On 2005-01-24, a 23 year old male from The Green was set to go to trial for a charge of Breach of Probation. The trial was rescheduled to 2005-02-08.

**Correct answers to
'MORE NAUTICAL
BITS':**

Detachment at 116
Memorial Street.
or (709) 488-3312.

1. C, 2. E., 3. I., 4. G., 5.D.,
6. F., 7. J., 8. A., 9. B., 10.
H.

Thank You

Many thanks to all the
businesses who are kind
enough to allow the
newsletter to be displayed
for pick-up.

The newsletter is also
available on the internet at
website:
www.bellisland.net

Thanks to Reg Durdle for
his help in doing this and
for the excellent job he
does on the website.

Closing

If you have any comments,
concerns, or questions
about the newsletter please
contact us Cpl. Boyd
Merrill at
[boyd.e.merrill@rcmp-
grc.gc.ca](mailto:boyd.e.merrill@rcmp-grc.gc.ca) or Cst. Colleen
Noble at
[colleen.noble@rcmp-
grc.gc.ca](mailto:colleen.noble@rcmp-grc.gc.ca). We can also be
reached at the RCMP

