



Random North Development Association
Hand in Hand with Our Communities

- George's Brook
- Milton
- Harcourt
- Gin Cove
- Monroe
- Waterville
- Shoal Harbour
- Random Heights
- Snook's Harbour
- Aspen Brook
- Burgoyne's Cove
- Clarenville
- Elliott's Cove
- Petley
- Britannia
- Lower Lance Cove
- Deep Bight
- Weybridge
- Hickman's Harbour
- Lady Cove
- Robinson's Bight
- Adeytown
- Hillview
- Hatchet Cove
- St. Jones Within

Ireland's Eye

Random North Development Association is pleased to provide a historical and contemporary overview of the communities within the regions of Random Island, Smith Sound, Clarenville/Shoal Harbour and Deep Bight to St. Jone's Within.

This document has been compiled with the assistance of published writers and descendants of the pioneers of our area. The information contained in this document has been gathered through interviews with local residents and writers and highlights the origin of each community. It also will provide information on present day amenities found in our area.

Random North Development Association would like to extend their appreciation to all that were involved in this project. Special thanks are extended to the many authors and individuals who readily gave of their time and knowledge to make this project possible.

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THE BEGINNING

The Rural Development Movement began in the 1960's. Communities on Fogo Island, the Northern Peninsula and on the tip of the Burin Peninsula banded together with others in their areas to try to solve their own problems. At the same time, Memorial University was offering an Extension Service to rural communities and they assisted in the organization and promotion of the local groups.

In the late 1960's, the provincial government decided to support this movement by providing an operating grant for postage, telephone calls and travel. In 1972, the Department of Rural Development was created and funding, cost shared by Provincial and Federal Governments, was increased to assist with the cost of an employee's salary and operating expenses.

In 1980, the communities within the Smith Sound and Random Island area experienced a change. The communities within the area gathered together to try to establish a committee to address the needs and wants of each community being represented.

On March 11, 1980, a group was established and it was agreed that each community that was part of the organization, would have it's own representatives. The Association was appropriately named Random North Development Association, as it would be serving the communities in the Random North Region.

The first Executive of the newly formed Association consisted of;
President-Allison Bugden
Vice President-Ellsworth Penney
Secretary-Fenwick Currie
Treasurer-Gordon Smith

There were 22 additional members representing the communities of Random Island and Smith Sound (Milton-Burgoynes Cove). Clarenville & Shoal Harbour was represented but did not officially become part of the Association until the 1990's.

The Association's members developed a Mission Statement and objectives that they felt the Association was trying to accomplish. They suggested that the Mission Statement should be as follows:

"To improve the livelihood and well being of all persons living in rural Newfoundland and Labrador by developing the strengths of members and communities, and co-operatively building, through regional organizations, a viable and independent social and economic base."

To accomplish this, the following objectives were identified:

- To improve the quality of life in Newfoundland & Labrador.
- To establish a self-sufficient economic base.

- To act as an agent for progressive change.
- To maximize the benefit of resource development to local & provincial people.
- To ensure that local people participate in making the decisions that affect them.
- To provide a network of information, resources and services for local people.
- To foster co-operation and communication among all communities and organizations.
- To develop a long-term plan for the region. To ensure that short-term employment programs complement long-term development.
- To promote the development of local leadership.

Membership in this Association was open to anyone living in the area over the age of 19 years. A person could become a member by signing the registration form available at the Association's office. Members were eligible to attend all meetings at the community, regional, and provincial levels. Members became one of the owners of the Association and were eligible to discuss and vote on all issues discussed in meetings. Additionally, members could be asked to serve on Association Committees and participate in forums to determine Association activities. Members could nominate representatives to the Executive and Board of Directors and vote on elections and other motions made at meetings. Members gave direction to the Executive and/or Board of Directors through monthly Board meetings. Members were eligible to run for election to the Executive or Board of Directors. The amount of time, effort and commitment that members gave to the Association's objectives ultimately determined the effectiveness of the Association.

The governing body that managed the Association on the Community's behalf was called the Board of Directors.

The Directors were responsible for making decisions and representing the Communities at regular meetings. They provided leadership for resource development through a strong committee system set up to deal with specific programs of the Association. The Directors could be asked to sit on committees depending on the amount of time and interest they have for the specific program.

The Development Association was completely independent in its actions but was somewhat restricted by its incorporation under the Corporations Act of Newfoundland and the conditions that could be attached by any public funds the Association would receive.

The Articles of Association, the Memorandum of Association, and the By-Laws of the Development Association governed the Board of Directors. These documents provided direction to the Executive and Directors regarding proper protocol during the meetings, as well as, direction for day-to-day operations of the Association's Office and Staff.

During the Association's inaugural year, meetings were held in various communities throughout the region using community buildings and the Association often had meetings in member's homes. After receiving their first administrative grant of \$16,500.00 to help pay for an employee and operating expenses, the Association began actively seeking office space. The Association decided to hire a Coordinator. After resigning his position as Treasurer of the Association, Gordon Smith was hired on July 1, 1980. At first, the new Coordinator worked out of his home office until suitable office space was secured. Ted Adams was elected as the new Treasurer to replace Mr. Smith. Records show that in it's first year, Random North Development Association submitted 7 Canada Community Development Projects applications with one being approved for Lower Lance Cove at a value of \$100,000.00.

After a suitable building was identified, a proposed contract was offered to the controlling body, The Women's Institute of Milton. The conditions were accepted and plans were made to occupy the building in the near future. On May 19, 1981 the Association moved into their new Headquarters at Milton.

In 1981, the Association sponsored their first Craft Display and had 98 entries in 7 categories. There were also many other ideas that the Association membership were interested in pursuing. Many of these ideas were researched and found to be unfeasible at the time because of lack of funding but would be pursued at a later date. Throughout the next 9 years, the Development Association applied for and administered many projects that benefited the communities that were represented by their membership.

In May 1983, the Association hired an Administrative Assistant, Ina Marsh to aid the coordinator in the office.

In 1990, the Development Association ran into some difficulties with the Board of Directors tendering their resignations therefore this resulted in the closure of their office. During 1990, Mr. Clarence Williams worked to keep the Associations affairs in order.

In 1991 the Association was reactivated and Clarence Williams was elected as President. Shortly after, the Association began discussions on securing new office space, which led to the opening of The Development Cottage in 1992 and is still in use to this present day.

In 2001, Random North Development Association took over management of the Employment Service offices in Bonavista and Chapel Arm. The Association also

secured office space and established the Youth In Site office in Clarendville which was renamed to Employment In-Site. These offices are still managed by Random North Development Association.

Random North Development Association has had 7 coordinators and 1 Office Manager in its twenty-seven year history.

Gordon Smith, Coordinator 1980-1983

Ellsworth Penney, Coordinator 1984-1986

Llewellyn Holloway, Coordinator 1986-1987

James Cook, Coordinator 1987-1988

Gordon Smith, Coordinator 1988-1989

Thomas O'Keefe, Coordinator 1991-1995

Heather Clarke, Coordinator 1995-1996

Ina Marsh, Office Manager 1996-present

The Office Manager is responsible for developing proposals for projects that have been brought to the Association by various community groups. The Office Manager seeks appropriate funding and oversees each project. In 2007 a Financial Manager, Tina Bailey, was hired to oversee and implement all aspects of Random North's financial obligations.

In June 2003, the Board of Directors made a motion to extend their Mandate, so that projects can be managed and administered within all jurisdictions of the Province and not just on a regional basis. This extension also included implementing projects on a national and international level.

The Development Association, in attempting to fulfill its objectives, receives support from a number of Government Departments including the Department of Innovation, Trade and Rural Development, Service Canada, Human Resources, Labour and Employment, Social Strategic Unit, Eastern Health, Atlantic Canada Opportunities Agency, as well as, the Community College System. They also assist with the development of proposals that are being submitted for funding. Over the years Random North has discovered that the most successful project initiatives have been those, which include the Funding Agencies throughout the proposal development and implementation process.

In the association's twenty-seven year history, Random North has sponsored approximately 164 projects that have employed over 700 individuals. These projects have generated over eight million dollars in revenues to the area. Random North Development Association has also sponsored five Linkages and four Skills Links programs. These programs have provided training and work experiences to forty-four individuals, with barriers to employment.

OUR REGIONS

Historical Clarenville & Shoal Harbour

Clarenville was first settled around the mid 1800's. During that time, five areas, Lower Shoal Harbour, Dark Hole, Brook Cove, Broad Cove and Red Beach, were settled around the lumbering industry. Each small settlement, dependent upon the lumbering industry, had sawmills operating in the area. Families were self sufficient, raising their own animals, growing their own vegetables and catching meat and fish to supplement their diet.

In an interview with a local resident Geneva Cholock, she related information about the areas that eventually became Clarenville. Her grandfather, Levi Stanley, was the first Stanley to settle in Red Beach, originally from Hant's Harbour, moved to the area for the abundance of rich timber. Around the same time the Tilley's lived in Lower Shoal Harbour, the Balsoms in Dark Hole, the Burseys in Brook Cove and the Strongs in Broad Cove.

According to Mrs. Cholock, when a request was made for a post office, the people were told that communities would need to join together to justify an office for the entire area. The five areas amalgamated and became the town of Clarenceville around 1892. The origin of the town's name most likely came from a memorial to the Duke of Clarence, the eldest son of King Edward VII, who was Prince of Wales at the time of amalgamation. By 1901 the spelling had changed to Clarenville and has remained that way.

Clarenville's rich history has had many important highlights. In 1891 the railway reached Clarenville and a station was constructed. In 1909-1911 the Bonavista Branch line of the railway was completed and Clarenville became the first of 5 main terminals between St. John's and Port aux Basques.

In 1933 Clarenville Power Station was built by Mr. Edgar Stanley and supplied electricity to 14 families over a three-mile distance. Over the next two years it expanded as far as the Brickyard in Milton. Clarenville Light and Power was sold to Union Electric of Port Union in 1952.

In 1937 Colas Roads opened. The plant supplied creosote for the runways being built at the Gander, Stephenville and St. John's airports. Over the years it also added a creosote plant for preserving wood for utility poles and railway ties. In 1955 it became Newfoundland and Labrador Hardwoods Ltd. and converted to liquid asphalt for pavement used in all government road construction in Newfoundland.

In 1942, the Commission of Government of Newfoundland established a shipyard in Clarenville. In 1944, the Department of Natural Resources provided its first large scale contract, the commissioning of 10 wooden, 300-ton freight-passenger boats, all to be named for Newfoundland communities. The "Clarenville", was the first passenger boat to be launched on July 12, 1944.

In 1947 a library was opened as a memorial to the War Veterans of the area.

Clareville was incorporated in 1951. In the municipal elections in 1957, Dorothy Drover was elected as the first female mayor in Newfoundland, however this election was voided in 1958.

In 1955 the first Trans Atlantic cable from Oban, Scotland was laid along the Atlantic floor to Clareville, a distance of approx. 2,250 miles. Eastern Telephone and Telegraph Company was established in Clareville at that time.

In 1957 the first Regional High School and a stadium were opened, along with a Vocational School, which was opened in 1963.

Before Confederation, Newfoundland was part of the British Commonwealth. During those years it was common to have Customs Houses and Justices of the Peace in communities. Such a house is still standing in Clareville. The house, owned for 99 years by the Janes family is still standing with its original slate roof. The slate for this building was probably obtained from a slate quarry in Burgoyne's Cove or Random Island. This house is presently being used as a Bed & Breakfast.

Clareville had seen the construction of churches for the Methodist (United Church), Church of England (Anglican), Salvation Army, Pentecostal and Roman Catholic faiths. The steady increase in population and destruction of the first church, caused by forest fires, led to the construction of larger worship centers within the town.

Kevin Elliot, on his "Unofficial Clareville Website" has researched and gathered information on Clareville. This website (<http://clareville.newfoundland.ws>), gives in-depth information on much of Clareville's historical significance.

The town of **Shoal Harbour** was believed to have been visited by people from the Trinity Bay area in the early 1800's. These people came to the area, during the winter months, to access the rich timber stands in the area.

During the winter of 1847-48, Joseph and John Tilley, from Hant's Harbour, came to the area and decided to settle. Joseph settled in the Lower Shoal Harbour area (now Clareville) whereas John is considered to be the first permanent settler of Shoal Harbour. Families of Palmers also came to Shoal Harbour, with the Tilley's. David Palmer married Scholar John's daughter, Catherine.

Edna Butler, a descendent of the original Tilley family, recounted local lore about "Scholar John" who is reported to have been self-taught by the age of 26, hence the name.

Scholar John built a watermill on the Shoal Harbour River in 1853. This mill which was used to produce lumber needed for building homes for his family, was destroyed by a forest fire in 1860 but was quickly rebuilt. John established farms to

provide his family with needed vegetables as well as for raising animals to provide other necessary staples. He also established a blacksmith shop, engaged in fox farming and became involved in the salmon fishery in 1862. John sent some of his canned salmon to the International Fishing Exhibition in Copenhagen and won a prize for his product.

Other families joined the Tilley's in their community and by the late 1800's, the railway was built through Shoal Harbour. This provided better access to the rich timber around Thorburn Lake, which was supplying the local mills around Shoal Harbour. People also began working on the construction of the Branch Line. By 1911, the Bonavista Branch Line was opened.

Shoal Harbour received mail by boat until 1866 when mail came by train. Aaron Tilley was the first postmaster and operated the post office out of his home.

Shoal Harbour has been predominately a Methodist (United Church) community. In 1866, the first Methodist Church was opened being constructed by John, Aaron & Moses Tilley and David Palmer. Other denominations had to travel to Clarenville if their chosen faith was other than Methodist.

The community of Shoal Harbour has witnessed two forest fires, one in 1892 and the other in 1903. Both fires caused extensive damage to the surrounding forest. The earlier fire also destroyed the church and several other community buildings.

In 1933 General Italo Balbo and his fleet of 24 hydroplanes landed off Shoal Harbour on his return trip from Chicago to Italy. The crew received a traditional hearty welcome from the residents of Shoal Harbour therefore the present day school was named in honour of this visitor

The "Unofficial Clarenville website" (<http://clarenville.newfoundland.ws>) maintained by Kevin Elliot, a former resident of Clarenville, has more information on the history of Shoal Harbour.

Contemporary Clarenville & Shoal Harbour

In the early 1990's, the Provincial Government, trying to maximize the benefits of government funding and to reduce the duplication of community services, encouraged towns to consider amalgamating under one local council. Through a series of consultations with local officials and town meetings, the decision was made to join the two towns under one local government. In 1993 the towns of **Clarenville and Shoal Harbour** officially became one, using one town hall and sharing of community services.

The town of Clarenville/Shoal Harbour, nestled near the bottom of the North West Arm of Random Sound, is protected from the open waters of the Atlantic Ocean by Random Island. A deep, well-sheltered harbour provides an excellent location for commercial shipping and dry dock facilities are available for maintenance and repairs. The town also has a marina for recreational boating needs.

The geographic location of the town, between the Bonavista and Burin Peninsulas, has led to Clarenville being considered "The Hub of the East Coast". Clarenville is linked to the Bonavista Peninsula, by route 230, which passes through the community. It is situated on the Trans Canada Highway, which provides a link to the rest of the province. Located 180km from St. John's and 149 km from Gander, Clarenville is serviced by two International Airports within close proximity.

Clarenville is a very diverse area and is considered a service center for the surrounding communities. It is the center for major government services, medical facilities, educational institutes, retail and professional services as well as a variety of recreational and tourist attractions. Clarenville is also the site for the Provincial Court serving the Trinity Bay area.

The town is in close proximity to The North Atlantic Refinery Ltd., the Bull Arm Fabrication Site, Hurley's Slate Works Ltd. and fur farms, sources of some of the outside employment for the area.

The Clarenville Chamber of Commerce (www.clarenvilleareachamber.net) represents many of the business establishments within the area and has a list of business partners on their website. The Clarenville Town Council (www.clarenville.net) also has a business directory on their website

Clarenville is a town that has much to offer families wishing to settle in this region. The town has water, sewer and garbage services, snow clearing provided by the Town Council as well as, a well-trained Volunteer Fire Department.

The community has 2 shopping centers and many local businesses to provide access to most needed commodities. It has many dining facilities, accommodations and recreational facilities. The area boasts medical services through the Dr. G.B.

Cross Memorial Hospital as well as dentists, a chiropractor, massage and physiotherapists. Clarenville also has an Ambulance Service and two funeral homes.

Clarenville has a high school, a primary and two elementary schools as well as the College of the North Atlantic and Keyin College. It also has the Discovery Center, a center for adults upgrading their education skills along with a regional library that provides free Internet services.

Clarenville is a town that has many seasonal recreational opportunities. There are 3 golf courses within close proximity of the town. Clarenville is close to Terra Nova National Park (http://www.pc.gc.ca/pn-np/nl/terranova/index_E.asp) and several provincial parks. The White Hills Ski Resort (<http://www.discoverwhitehills.com>) offers winter recreational facilities, with downhill skiing, snowboard and snowshoe facilities. The Clarenville Nordic Ski Club (<http://www.clarenvillenordicskiclub.com>) offers guided tours and groomed trails for the cross-country enthusiasts. The Rotary Club has well developed walking trails that traverse throughout the town. Detailed information on the walking trails is available on the town website.

Clarenville offers many opportunities for the sports enthusiasts including minor hockey, soccer <http://www.clarenvilleareasoccer.com>, figure skating, bowling, swimming, snowmobiling <http://www.eastcoastsnow.com> and also maintains tennis courts, beach volleyball courts, softball/baseball fields, kiddy playgrounds and a local stadium. The town has a senior hockey team playing in the Western Newfoundland Hockey league. (www.clarenvillecaribous.com). Clarenville also has a local Dragway (<http://www.5liter.nf.net>) that offers exciting weekend car races from June to September.

Clarenville also has a movie theatre, bowling alley and nightclubs for evening entertainment. The New Curtain Theatre Company has evening productions available at their new Loft Theatre located at the White Hills Resort.

Clarenville has many tourist attractions, such as, the Railway Museum and the site of the first trans-Atlantic telephone cable. Clarenville is also close to many other attractions on the Bonavista Peninsula. A hike to a local crash site near Burgoyne's Cove, a whale watching excursion, or a trip to historic Bonavista and Trinity are some of the exciting day excursions available within the area.

Church facilities are available for those of the Anglican, United Church, Roman Catholic, Salvation Army, Pentecostal, Baptist, Seventh day Adventist and Jehovah Witness persuasion. The local newspaper, The Packet (www.thepacket.ca), has listings of local Church services and of other religious affiliations that do not have traditional meeting places.

The residents of Clarenville/Shoal Harbour have become members of many Volunteer organizations. The town is very fortunate to have organizations such as The Shriners, Lion's Club, Royal Canadian Legion, The Kiwanis Club and The

Rotary Club of Clarenville. There are also youth groups such as Girl Guides, Boy Scouts, and Air Cadets. Clarenville's many outstanding volunteers provide opportunities for residents to become involved in leisure time activities.

HISTORICAL RANDOM ISLAND

Random Island, surrounded by the waters of Smith Sound and the Northwest Arm of Random Sound, is the largest island off the coast of Newfoundland and Labrador. The island is approximately 35 km long, 15 km wide on the Eastern, 6 km wide in the Middle and 17km wide on the Western End. It encompasses an area approximately 310 square km in size. The island, almost half covered in water, has approximately 250 ponds, brooks, streams, gullies and steadies. The largest pond is Tickle Pond in Lower Lance Cove and the highest hill with an elevation of 843 feet, Ginpicker Hill, is located halfway between Deer Harbour and Lower Lance Cove

Wilfred and Eileen Martin have done extensive research on Random Island. Mr. Martin's books "Random Island Pioneers" and "Random Island and Beyond" are the source of much of the historical data used on Random Island. The research has led to extensive information about the family and community history of Random Island, much more than can be included in this document. Mr. Martin's books are an excellent read for anyone wanting more information on the area.

For many years, residents only means of transportation to the mainland portion was by boat. Mr. Martin noted that in the 1880's the Newfoundland Railway operated the first freight and passenger ship, "The Leopard" to give regular service to Random Island and other communities in Trinity Bay. This service was discontinued in the 1920's when a ferry service was established from Deer Harbour to Clarenville. The Smiths in Elliott's Cove operated this service for many years.

In a recent interview, a longtime resident of Elliott's Cove, Murley Berkshire, recalled that Allan Smith ran a ferry service to Clarenville. In the morning, the boat would carry passengers to "Dark Hole" in Clarenville, sometimes traveling on to Mill's Siding in Shoal Harbour before returning to "Dark Hole" to pick up his passengers for the return trip. This was a common practice in most communities on Random Island. Another resident, Laura Rogers, of Weybridge recalled having to get a boat to Deep Bight, a car to the train station in Northern Bight and then a train, to make a visit to the hospital in Come By Chance.

In 1952 a causeway, linking Random Island to Milton, was officially opened. The Samuel Hefferton Causeway, named for the local representative for Trinity North and Minister of Education in the House of Assembly, connected the residents of Random Island to Milton.

Random Island has seen many changes since the first settlements were established. Wilfred Martin found that over the years, there have been as many as 27 settlements on the island. He noted that in the 18th and 19th century, many areas of Random Island were used as "winter communities" with residents returning to their home communities in the spring. Many of these residents were believed to be from the Trinity and Conception Bay areas, would build tilts, temporary shelters covered with

canvas, skins, bark or boughs and cut wood for fuel and materials to build boats, wharves, stages and flakes.

Through his research, Mr. Martin noted that the Eastern shores of Random Island were first settled, as these were the closest shores to Trinity, a major service center for the area. It was also noted that this area was closest to the good fishing grounds, with excellent harbours to provide protection from storms and a safe place to anchor their boats.

The four earliest settlements that Mr. Martin found to be documented in records were Rider's Harbour, Silldown, Thoroughfare and Deer Harbour.

Documents identified **Riders Harbour** as being the first permanent settlement around 1770. Through records and oral tradition, Wilfred Martin gathered information to document that fishermen, from the Trinity area, came to Rider's Harbour in the early 18th century. Church records showed that people from Ireland and England were married in Rider's Harbour between 1770 and 1830's. It was noted that Rider's Harbour was a fishery-based community.

Mr. Martin found that **Silldown** was only inhabited for a short period of time. The harbour was open to the bay and did not provide the shelter needed for mooring boats or building fishing stages. This is thought to be the cause of the community being abandoned around 1870.

Another of the first communities that Mr. Martin documented was **Thoroughfare**, which was settled around 1830. He noted that this community relied heavily on fishing and farming their own vegetables. Thoroughfare's location in relation to Smith's Sound, Ireland's Eye and Deer Harbour made it an important service center for the area from the 1920's to the 1950's. Records indicate that in 1901, eight lobster fishermen worked out of Thoroughfare with the community having the first lobster factory on the island. In 1911 the community also had a salmon cannery business and between the 1920's-50's it had a herring factory and smoke houses to produce smoked herring (kippers) and smoked salmon for export. Thoroughfare had a fish factory and general store but did not have any sawmills in the community. With the closure of a sawmill industry at the mouth of Smith's Sound and the movement away from the fishery in the 1950's, the community was eventually resettled in the 1960's. None of the residents resettled to Random Island when they left Thoroughfare.

In recent discussion with local residents, they recount that Thoroughfare was actually the business section of the area, where the factories were located and only had 4 houses. Gabriel's Cove and Connelly's Cove, two coves just up from the "business area" were actually where the majority of the community lived. This is where the church and school, often referred to as "in Thoroughfare", were actually located. Local tradition has it that Connelly's Cove was actually where the most people lived while Thoroughfare was where they worked. As in many Newfoundland

communities, areas of the main community were often given names for the people who lived there.

Mr. Martin found that **Deer Harbour** was first a winter residence for people working the forest. The sheltered harbour provided protection from the Atlantic storms and gave easy access to the rich fishing grounds in the area. The community was permanently settled around 1830. A major forest fire during the 1830's destroyed several houses and fishing premises. Local lore indicates one resident died from exhaustion trying to rescue the women and children.

Mr. Martin found that in the mid 1840's, the population of Deer Harbour reached 68 people. Fishing was the mainstay of the community, with most residents participating in the inshore cod fishery. Some fishermen also participated in the Labrador fishery or went fishing out of St. John's. The seal hunt also provided seasonal work for some of the residents. The community was self-sufficient for the most part with families growing their own staple crops of potatoes, turnip and cabbage. Animals and poultry were also raised to provide meat and dairy products. By 1911, Deer Harbour became a well-established community, thriving on fishing and logging, having a school, church, lodge and a post office. In the early 1960's, Government cut a right of way through the woods for a proposed road from Lower Lance Cove to Deer Harbour and constructed a large concrete public wharf. This was taken as a sign that the community would survive, so much so that Green's, a Thoroughfare business, constructed a building and relocated to Deer Harbour in 1962. However the road did not come into existence and many people left the community in 1966. After the residents heard that the Post Office was to be closed and the school would not be getting a teacher for September 1967, the remaining residents, numbering 150, relocated to other communities on Random Island and nearby areas, abandoning a once vibrant community.

Interviews with residents that previously lived in Deer Harbour tell of the good times they had living in the community. Families lived off the land and the sea with other necessary food supplies purchased from the stores. One resident still has a cabin in Deer Harbour that he uses during the summer fishing season.

Wilfred Martin documented that **Middle Lance Cove**, nestled between Britannia and Petley, is not officially considered an existing settlement. The Bugden, Clark and Tavenor families settled there in the 1860's. It had one of the first schools and churches on Random Island. In the 1870's, the Congregational Church built a school/chapel, being the first such building of its kind on the Smith Sound side of Random Island. Middle Lance Cove is now considered part of the community of Petley.

Random Island also had settlements that existed for several decades. **Bar Point, Bluff Head Cove, Brown's Mead, East Random Head, George's Cove, Random Head Harbour, Souley's Brook and Wake's Brook** were some of the settlements

that were used. The people in these settlements moved on to other areas leaving their former homes abandoned.

Mr. Martin also documented that there have been many industries on Random Island over the years. Some have survived through the centuries while others have since disappeared from the area.

The **fishery** was an integral part of the island. The inshore and Labrador cod fisheries as well as the lobster fishery have all been important contributors to the success of Random Island. Until the 1940's, there were lobster factories in Hickman's Harbour and Deer Harbour. From the 1930's until the 1950's, there were herring factories in Britannia, Deer Harbour, Hickman's Harbour, Petley and Thoroughfare. There was an extensive capelin fishery in Hickman's Harbour from the 1930's to the 1950's. Benjamin Lewis Martin of Hickman's Harbour was the first on Random Island and probably first in Newfoundland to smoke capelin for export to Canadian markets. In the early 1920's to 1950's hanging capelin on skivers for drying/smoking was done on a large scale. In the 1950's, Gordon Martin of Hickman's Harbour was the first to use a purse seine.

The **lumber** industry played an integral part in the communities of Aspen Brook, Elliott's Cove, Hickman's Harbour and Lady Cove.

Shipbuilding was found in Britannia and Hickman's Harbour. Master boat builder, Warren Brooking, now retired but still does it just for a pastime, lives in Petley.

Brick making was found in Elliott's Cove and Snook's Harbour. Mr. Martin found that the Elliott's Cove operation opened in 1890, owned and operated by the Brick and Tile Manufacturing Company Limited. After 8 years of operation, an Englishman, James Craven, was hired as manager in 1898. He suggested more modern equipment would help the operation, however being a poor location with a limited supply of clay that contained pebbles, the owners decided to move the operation to St. John's after a fire completely destroyed the brickyard in 1903.

Aaron and Charles Smith, of Elliott's Cove, observed the brick making operation and in 1895 they opened their own small brickyard in Snook's Harbour. They bought second hand machinery, which had been discarded from the Pelley Brickyard in Milton. They also salvaged some of the machinery after the fire at the Elliott's Cove brickyard. They eventually were profitable enough to allow the purchase of a new Quaker machine in 1905. This brickyard operated from the 1900's until 1949 supplying bricks for local market. Aaron's two sons Atwood and Norman took over the operation, as they grew older and continued until 1952 when a lack of market forced them to close.

A resident of Snook's Harbour talked about the "blue pug" that was used by the brickyard in Souley's Brook. He described it as very wet clay that had to be "dug" out

of the ground. It required a longer time to dry but was considered a great material for flowerpots.

Farming was found in Britannia and Lady Cove with other people raising a few animals or growing their own crops for personal use, with potato being the most important food crop.

There were **slate quarries** in Hickman's Harbour, Dartmouth and Nut Cove, which employed residents from the island. Nut Cove, located in Burgoyne's Cove, was used for employment for people from Random Island. After it was sold by the Curries, the quarry replaced the old machinery (handsaws, etc) with rotary saws and steam drills, built larger cutting sheds and a better wharf was constructed. The company hired a ferry, which provided transportation from Britannia every morning and workers no longer had to travel by rowboats to reach the quarry. After a series of problems with mismanagement, a fire and careless use of dynamite that left an overhanging cliff that was a danger to all that approached it, the company called a halt to work. The last load of slate left Nut Cove in the fall of 1906.

Some of the displaced workers went to work in a quarry in Hickman's Harbour belonging to Sir James Winter and William Ellis. Others obtained work in a quarry operating in Black Duck Cove owned by Walter Baine Grieve. The largest quarry to provide work was owned by Charles Bryant and was located in Hickman's Harbour, however it was sold in 1906.

At present there are 11 communities on Random Island. Two have been settled since the 1970's, Robinson's Bight and Random Heights.

As you enter the island from the Hefferton Causeway, the first community you enter is **Random Heights**. The Dean, Simmons and Walters's families first settled this community in 1974. This tiny community has approximately 10 houses with most of the residents being related somehow.

According to Darrell Walters, his was the first family to move to Random Heights in 1974. He bought the land from Reid Newfoundland Company and then sold land to three family members for them to build there as well. In the spring of 1974, his was the only house in the community. In 1974 Albert Simmons, 1975 Heber Dean, 1976 Baxter Quinton, all related to Mr. Walters, built houses and moved to the community.

Other families that built in the community leased crown land. Today there is no available land to expand the community. The community has always been close knit so when it came time to name the community, each family submitted a name. Drawing an entry from a hat made the decision, with Random Heights as the winning entry.

In the early beginning of the community, most families had young children, and because of this, the community worked together to raise money to build a small

playground. Some work was finished, but now, there are only 2 young children living in the community and no further work has been completed.

Wilfred Martin found that **Elliott's Cove** was settled in the mid 19th century. The community got its name in 1812 from the Elliott's of Hant's Harbour, who came to the area for the rich timber resources. The Smith family dominated the area in the 1860's and established Elliott's Cove before any permanent settlers arrived. The Smiths, originally from England, earlier settled in Hant's Harbour and used the area around Elliott's Cove during the winter and returned to their home communities to fish during the summer. The lush forest and level terrain, with several good brooks to utilize, made this area an inviting spot for people wishing to harvest the lush forests. During the 1860's-1880's, the Smith family were the only permanent settlers. Moses Smith and his brother owned 2 watermills and were very involved in the forestry industry. Elliott's Cove had a Methodist school/chapel built in 1878, which served the community until 1893 when the first church was built. A new church was opened on May 16, 1900, and served the community until it closed in 1989, however it was dismantled in 1990. The Central United Church now serves the community.

In an interview with a resident of the community, Murley Berkshire, he detailed information that has been documented on the Smith family and Elliott's Cove. In the early 1900's there were 9 families living in Elliott's Cove: Smiths, Berkshires, Pauls and Walters. It was approximately the late 1940's before another house was built, however the oldest house in the community, still occupied by Calvin Smith, is approximately 75 years old.

He remembers growing up, that families were self sufficient, growing their own crops, owning cows, chickens, a horse and sheep also hunting for fish and rabbits. Men from the community would go on hunting trips, lasting from several days to a couple of weeks. They would take a sleigh and food supplies, returning with four or five moose or caribou to supply the community families.

Through oral tradition he recalled that a Mr. Davies from England operated a brickyard in Crann's Brook, which is now part of Elliott's Cove but that operation closed in 1905. This brickyard saw the beginning of the steam whistle which called the men to and from work. The brickyard had a few dwellings in the area. George Jane's from Clarendville operated a store near the brickyard and would come across in rowboat to man the store each day.

Charlie Smith also operated a brickyard in the 1900's, as did Aaron Smith, whose brickyard closed in 1953.

In an interview with Shirley and Bill Smith of Elliott's Cove, Mr. Smith recalled that Allan Smith tried mink farming, having only a few animals in his back yard.

Many people left the community to go to the United States to look for work. Some found permanent work and continued to live and work in the U.S.

Elliott's Cove has had several General Stores throughout its history. Atwood Smith and Norman Smith operated stores in the 1940's & 1950's with both having since closed. Bertha Smith also operated a store but that has also closed.

Snook's Harbour as it is known today is made up of a combination of people who settled in the area in different places. Wilfred Martin found that in the 19th century, written documents show Souley's Brook and Wake's Brook as separate communities while at other times they are considered part of Snook's Harbour. In the 1870's, James and John Baker settled at Souley's Brook. Church of England records of 1896 list James as ferryman by occupation. Church records in Trinity lead people to believe that the Baker's originally came from Rider's Harbour and Heart's Ease.

Snook's Harbour residents worked at local fish factories and sawmills located within their community. There was also a brickyard located at Souley's Brook where many of the residents worked.

The Methodist school/chapel was present in Souley's Brook and Wake's Brook area during the 1880's. After people resettled to Snook's Harbour and elsewhere, people returned and took down the church to reconstruct it but that never happened. The Congregational religion also held worship and conducted day school for a short time. The Methodist congregation built a school/chapel in the early 1900's.

In his book "Random Island Pioneers", Wilfred Martin documented that **Aspen Brook** had people wintering in the community as early as the 1850's, however there is no census data available as a separate settlement prior to 1901. William and Lydia Smith of Hant's Harbour founded Aspen Brook, in the early 1870's. In the late 1800's residents worked at the Britannia Slate Quarry, lumbering and the fishing industries. Until the 1970's, the fishing industry consisted of inshore cod and herring, however during the mid 1970's the industry focused more on squid, capelin, turbot and flounder.

Aspen Brook had a Methodist/United Church school-chapel in the mid 1890's. There were plans to build one church for the communities of Aspen Brook and Snook's Harbour but instead both communities built their own church. On March 17, 1930, the new church in Aspen Brook was dedicated. Aspen Brook also had a one-room school in the early 1930's that was in use for more than 30 years.

When first talking to a resident of the community, Roy Smith, he was pleased that I called the community Aspen Brook. Although the road sign says Aspey Brook, he commented that the name given to the community by his great grandfather, William Smith, was Aspen Brook because of the large stand of Aspen trees in the area.

Mr. Smith related facts to me that was passed down through the family by his father.

Mr. Smith's grandfather, William, moved from Hant's Harbour, along with his 5 brothers, to Elliott's Cove. His grandfather had a falling out with his brothers and left

Elliott's Cove, with his family aboard his schooner. Upon reaching the area, which he later named Aspen Brook, he anchored his schooner and waited for high tide. When the tide was high enough, he lifted his anchor and let the schooner ride in until it beached and lay on its side. William and family spent the winter aboard the schooner. William's 17 year old son died that winter and it was reported that he kept the body frozen until spring and then buried him next to where the watermill was built. A relative, Ross Smith, tended this grave until his death. That spring William built the watermill and it was used until 1951. There were 5 shares in the water mill owned by Luther, Ross, Cy, Roland and Ingham Smith, William's five sons. The mill ran from after midnight Sunday until 12:00 midnight Saturday but was shut down for Sundays. Each man, who had a share, used the mill for one day a week, with an extra day to be used every 5 weeks. The mill would be used for 24 hours with kerosene lanterns used for light. The blade would have to be changed during the nighttime as there would not be enough light to allow the blades to be sharpened.

During the winter, logs were cut for use in the mill during the spring, summer and fall, with the lumber being used for schooners and flakes. Much of the sawed lumber would be shipped to St. John's to Harvey's Oil who would then "dress" it. The mill was supplied with water from Dam Pond, as this pond was the biggest source of water and had been dammed to control the amount of water running through. Two other ponds also were dammed so that when the water levels in the big pond dropped, water could be allowed to enter to raise the levels. He remembers having to go and open or close the smaller dams when the water levels needed to be adjusted. The brook was diverted in the winter and the mill was shut down, however before the mill shut down for the winter, board was sawed and stored to make 2 or 3 coffins, in case someone died during the winter months.

A few members of the community have been involved in the fishing industry. Many of the people in the community grew their own vegetables and raised their own animals for meat and eggs. They were able to get rabbits and ducks to supplement their meat supplies. Mr. Smith saw his first moose on Random Island in 1942. He had gone duck hunting with a 12-gauge rifle, heard a noise coming through the woods and thought it was another hunter, when a bull moose came through the trees. He commented that he didn't know who got the biggest fright, him or the moose.

Mr. Smith commented that in 1942 there were 15 families living in Aspen Brook and presently there are 16 families in the community.

Wilfred Martin's research documents that **Weybridge** is made up of two earlier settlements, Bald Nap, named for the bare rock on a nearby high hill, and Foster's Point. These communities had winter people before Weybridge became permanently settled. It is believed that Foster's Point was named after one of these early winter dwellers. The Adeys, Gullifords and Reids probably came to these areas in the 1850's but did not settle there until the 1860's. Records indicate that the Reid's may

have settled first but local belief is that the three families came, from the Hant's Harbour area, around the same time.

The communities were renamed in 1953 due to confusion in mail delivery with another Foster's Point in the area. In an interview with Jean Adey, a local resident of Weybridge, she confirmed information that resident Dorothy Guillian, who had previously lived in Birmingham, England, suggested the change. Mrs. Adey said that mail would go to the other place and it could be days getting back to the residents. It was suggested that they change the community name to stop the confusion so Ms. Guillian's suggestion became the new community name.

Weybridge is a community that was settled because of the availability of land and good growing soil for gardening as well as easy access to the forests. Fishing was not considered an industry in this area. Foster's Point had a medical doctor during the 1890's and early 1900's by the name of G.F.Bowden.

"Random Island and Beyond" by Wilfred Martin documents that Weybridge had a Church of England school/chapel for approximately 30 years. It was built around 1890 and existed until 1920. It was not in continuous use during that time. The decrease in the number of Church of England families in the community led to the closure of the building.

The Church of England and the Methodist operated day schools in the community. The Methodist built a school in the community in 1877, whereas another school was built in 1925 with the last Methodist school being opened in 1956.

Jean Adey, remembers that there were 2 watermills on the 2 brooks running through the community when she was a young girl. There is also evidence that the ponds were dammed to help control the water levels for the watermills. Her husband's relatives Reuben and Attwood Adey shared one watermill. After the use of stationary mills began, Laura Rogers, another community resident, recalled her father-in-law, bringing his wood by horse and sleigh, he would then saw it in a small mill he had.

Approximately 100 years ago, people often went to Boston to look for work. One resident recalls that her mother in law went to Montreal and worked at the Gillette factory. After her parents died, her husbands' aunt went to work in Grand Falls and while there she got married. People from Lady Cove were known to go to Nova Scotia to work in the mines in Glace Bay, while other residents went to Vancouver and stayed there, after finding work.

Families raised their own sheep, cows and hens, also grew their own vegetables and picked berries and made jam.

Mrs. Adey recalls that in 1951 there were families of Fifields, Rogers, Reids and Ponds. The Fifield and Pond family names are no longer present in the community. There used to be a store owned by Churchills and a store/gas bar operation owned

by Fred Reid. Both of these businesses have closed. From the mid 1940's, there was a co-op formed, which served Lady Cove and Weybridge, but that has closed since 1956.

At most, in 1951 there were 30 families living in Weybridge. Today there are 59 houses with 50 year round families and 8 summer properties with one house vacant.

Electricity was connected to Weybridge in 1965.

As documented in "Random Island Pioneers", **Lady Cove** is a combination of settlers that used March's Cove (referred to as London by local people) and Lady Cove area. It seems that March's Cove was the first area to have permanent settlers in the 1860's, with families of Marches, Reids and Sopers all probably from around the Hant's Harbour area. Lothrop, Norman and William March of Old Perlican, descendents of March's from England, were the first March's to settle in Lady Cove in the late 1860's.

Wilfred Martin noted that Lady Cove was a predominately Methodist/United Church community. The people first worshipped in a school/chapel at Robinson's Bight in the 1870's. In the 1880's a school/chapel was built in London area and it was in use until 1893. The first church, built in 1893, was located on March's Point, however a new church was built in the early 1900's in the cove area of Lady Cove and is still in use. In an interview with Hector March, it was revealed that his father, Chesley, was the first person baptized in the church.

In 1922, the Salvation Army held prayer meetings in the home of Samuel Day. In the 1950's further attempts to establish a Salvation Army congregation was made with the remodeling of a house to be used for services. According to Hector March, Norm Keel owned that house, however, interest faded and the Salvation Army did not become viable in the community. Lady Cove had its first schoolhouse around the 1880's in the London area but in 1950 a new school was opened in Lady Cove.

The oldest home in the community, built in the late 1800's, still having the original slate roof, belonged to the Burt family, has been renovated and is still being used. According to resident, Hector March, it now has cedar shakes that were brought from Toronto, by Herman Reid, the new owner. The shakes were brought by van over a period of several summers.

In an interview with a local resident, Audrey Burt said that through oral tradition it has been known that her husband's relatives, the Burt's were primarily fish merchants. They had a general store that bought the fish in return for merchandise and cash. Their store was located close to a wharf to make bringing supplies and shipping fish and lumber much easier. The Burt's owned a schooner for bringing and shipping materials. They also had a schooner that fished off the French shore and a fishing premise in Lance aux Meadows for the fishing crew. Hector March recalled that there were two wharves, a Government wharf situated right in the cove and a

wharf owned by the Burt's on the other side of the cove, next to their buildings. They had "stores" where they kept bulk items for sale.

Hector March recalls that Burt's as well as Willis and Lil Pelley had general stores. Up until 1974, they bought their groceries in Lady Cove until it became more economical to get most things in Clarendville. Jean March operated the Post office.

Hayward Burt had one son Maxwell, he in turn had two sons, Fred and MacDonald. Fred ran a taxi service and store in Britannia while MacDonald ran the taxi service from Lady Cove.

According to ledgers that were kept by Hayward Burt, records of meetings to build the new church document that the United Church was being built and opened in 1900-1901. The records show that collections were taken up at the meetings to go toward the construction of the church. The community was mostly United Church with the school being run by that denomination with the school now used as a community center. Some families attend the local United Church while others attend Central United Church.

Mr. Martin documented in "Random Island Pioneers" that **Robinson's Bight** was originally known as Pissing Mere, a name often applied to brooks and waterfalls in Newfoundland. It was the winter home for the Robinson family from Trinity, in the late 1700's, which probably led to its present name. It was one of the first places to be settled in the North West Arm of Random Sound. Job and John Pelley from Hant's Harbour settled in Robinson's Bight in the late 1840's or early 1850's. John and his family eventually moved to George's Brook while Job and his family made it their permanent residence. Clenches, Harts and Janes were also families in Robinson's Bight, which records indicate were fishermen. The Pelleys had a Methodist school/chapel erected in the 1870's-80. The settlement only had 2 or 3 families and it was abandoned in the early 1900's. A Methodist/United school/chapel was built in Robinson's Bight in the late 1870's and was used for approximately 10 years.

In the early 1970's, houses were erected inland from the original settlement. A new community, aptly named Robinson's Bight has now been established. The first resident of the new Robinson's Bight was Ern Simmons but later his father and 3 brothers also constructed houses in the community. In 1987, the Dept. of Highways erected a road sign for the community.

One resident of the present Robinson's Bight has explored this area frequently. He reported that there is evidence of 5 cellars, cleared land and areas that indicate vegetables were grown in the area. There is also evidence of a wharf with slabs and logs with holes for pegs or dowels surrounding the area.

Fragments of dishes have been discovered in the brook after a heavy rainfall disturbs the ground. He has also found an old bake pot that he presumed to have

been used in the original community. He has also found heaps of rock, which leads him to believe they were placed there when the land was cleared. Within the clearing, he found white spruce trees that are not common to this area. One of these trees recently toppled in a windstorm. When the resident cleared the tree from the area, he observed that the rings indicate the tree was between 70-100 years old.

Wilfred Martin grew up in Hickman's Harbour and is presently living in the community. In his two books "Random Island Pioneers" and "Random Island and Beyond" he has noted that **Hickman's Harbour** is the largest community on Random Island since 1900. It is an excellent deep-water harbour, well protected from the open sea and large enough to accommodate many fishing boats. Stories have been told about the origin of the community being named after a Jonathan Hickman, a pilot for Captain Cook. Evidence shows that Captain Cook did not chart Trinity Bay in 1765; therefore the story was based on speculation and untrue. It is unknown where the exact origin of the name came from but there is evidence that the name evolved from various other names it was given at different times.

The first permanent settlers of Hickman's Harbour were the Blundells, whose families originally came from England to the Island Cove/Bay de Verde area. The Blundells permanently settled in Hickman's Harbour in the 1840's, and they were involved in the lumbering and fishing industries.

The second family to move into the community was the Martins. They permanently settled in the area in the 1850's. In the 1860's, Charles Bryant came to Hickman's Harbour, not for the forest or fishing but rather because of his interest in slate rock. Many believe he came from Wales but indications are that his ancestors were from England and lived in Trinity and Conception Bay communities. The slate quarries of Hickman's Harbour closed in 1910.

Hickman's Harbour's residents mainly relied on fishing and lumbering for their livelihoods. Later with the quarry in Nut Cove and its own quarry close by, many people were employed in the slate industry.

"Random Island and Beyond", noted that Hickman's Harbour has three religions with churches in the community. The Methodist/United Church first built a church in the mid 1870's in Dean's Cove. In 1911, a new church was built on top of the hill north of Dean's Cove. The third and present day church is built on the approximate location of the first church, it was opened on April 12, 1970. The Salvation Army came to Hickman's Harbour in 1921. They first used a house donated by Herbert Bryant but a year later they bought another house to use for their services. The first Citadel was built in 1922 on the approximate same location as the second building used in earlier years. A new citadel was built in 1958 and remodeled in 1988-89. The Pentecostal faith used a remodeled bungalow moved from Vardville as their first place of worship, however, a new church was built in the 1970's and remodeled in 1978-79. Mr. Martin discovered that Alfred Blundell conducted the first formal schooling in Hickman's Harbour. The Methodist Church constructed the first schoolhouse in the

early 1870's, but was replaced in the 1890's. In 1916 a one-room school was constructed with an additional room built in 1921. In December 1948 a new two-room school was built and used until Random Island Academy opened in 1973. The Salvation Army operated a day school in 1921 with a new two-room school being opened in 1925.

Like most Newfoundland communities, Hickman's Harbour was mostly self sufficient in the earlier years. Residents grew their root vegetables, raised some animals and lived off the land and sea for the most part.

Through his research Wilfred Martin found that **Lower Lance Cove** was part of Britannia until the 1960's. It also had areas known as British Cove, Skimmers Cove and Lance Cove. British Cove suggests that British people may have visited the area long before it was permanently settled. Lower Lance Cove had winter visitors before it was permanently settled. One of the earliest winter dwellers is believed to be James Hiscock who was living in a tilt near Lower Lance Cove Pond when the Curries came to Britannia.

The first permanent settlers in what is now known as Lower Lance Cove were from the Trinity Area. Richard Ivany of English Harbour settled in Skimmers Cove in the late 1850's or early 1860's. Around the same time, James Coish and James Pittman from Bay de Verde as well as Joseph Pittman, possibly from England, also settled in the area.

Lower Lance Cove attracted settlers because of the access to good fishing grounds, abundant timber and the slate mine in Nut Cove.

Lower Lance Cove did not have a church until the 1920's. People were predominately United Church and attended services in Britannia. When the United Church School was built in Britannia Cove, the location of the school caused a rift and the community invited the Salvation Army to open a school in Lower Lance Cove. In 1925 a school/church was opened in a house once owned by Walter Stone, but in 1968/69 a new citadel was constructed with this church closing in recent years.

From information passed down through the generations, one resident of Lower Lance Cove, Max Stone, believes his family originally came from the Winterton and Old Bonaventure areas. He was told that many of his relatives came there to go fishing. He remembers hearing how the men who worked in the quarry in Nut Cove would get there by boat in the warmer months and in winter, some would skate across or go by horse.

Growing up, he said his family didn't raise animals for meat. The only meat available would be rabbit as there were no moose on Random Island before 1947.

Mr. Stone also remembers his father putting away money in case anyone got sick and they had to go to Trinity to see Dr. Sinclair. They would have to travel by boat so

only the most serious illnesses were taken to a doctor. They used old time remedies to take care of minor problems, for example: Juniper for stomach aches, Raspberries for sore throats and the tips off fir trees for congested chests. There was a midwife in the area to help deliver babies but other than that the closest doctor was located in Trinity.

Families raised their own sheep so they had wool to knit clothes. He remembers seeing knit underwear and of course the usual socks, mitts, sweaters, etc. He talked about how, growing up, the children didn't have much time to actually play as they had to help look after the animals, bring wood, bring in water, and help with the gardens during summer. Yet he says they managed to have a game with a ball and stick on times.

He remembers the people talking about Skimmers Cove, Porridge Cove, and British Cove and how the area from Britannia to Lower Lance Cove being called Britannia until 1965 when the people wanted their own mail service. That's when the community became Lower Lance Cove.

Lower Lance Cove had a few stores during the years however all are closed now.

Another resident, Reg Ivany, recounted that his great-grandfather was one of the first settlers in the Lower Lance Cove area. Through his family, he has learned that his great grandfather, Richard Ivany, of English Harbour, was a fisherman and logger. His great grandfather Coish, also an early settler, came from Grates Cove.

The earliest settlers lived in different coves in the area which all had separate names. British Cove was the home for the Stones, Skimmers Cove had the Ivanys, Coishs and Duffetts while Lower Lance Cove was home to the Verges. From Lance Cove Beach to Britannia was once considered Britannia. The settlers came for the abundant fishing grounds and the great logging areas.

The settlers fished from spring to fall and logged during the winter months with each cove having stages for fishing. Many built their own boats from the wood cut during the winter. There were also schooners launched from Porridge Cove. Today Lower Lance Cove is mostly retired, senior people with only 3 or 4 people fishing for a living. Years ago there was a sawmill in Lance Cove but is no longer there. The sawed lumber was shipped to St. John's by boat.

Years ago, the area was of the United Church religion with a church in Britannia. Lower Lance Cove is now predominately Salvation Army with a church opening in 1926 but the church is now closed. There was also a Salvation Army school until the regional school was opened. Some people from Lower Lance Cove were members of the Orange Lodge in Britannia and there was also the Salvation Army Home League.

Many years ago, the only source of news from the "outside" was to listen to the

Dosco News on radio, on Saturday nights.

Wilfred Martin documented that **Britannia** has had many names over the years, such as Porridge Cove and Ladle Cove. For many years the area from Lower Lance Cove to Middle Lance Cove was considered Britannia. As with other settlements on Random Island, Britannia had winter visitors before it was permanently settled.

Britannia's first settlers were the Currie's and Bowrings. It is believed that the Curries, from Wales and the Bowrings originally from England came to settle in the Porridge Cove area.

After seeing slate from the Carberry's Nut Cove quarry, being used to roof a house in St. John's, John Currie, a professional slate cutter, obtained a land grant beside the Carberry's quarry and moved to the area in 1860 to start a second slate quarry in Nut Cove. His cousins David and Pierce took over the operation around 1867 when John moved to St. John's. The Curries also had a mill, store and herring factory in Porridge Cove with boats coming to the cove to load the lumber and fish to take to other places for sale. Other families settled in the area because of the good soil for growing crops, the proximity to good fishing grounds and easy access to the lush forests. Britannia became a major supply and trade center for the surrounding smaller fishing communities. As the business grew in Britannia, the Curries lost interest in the slate industry and sold it in 1899.

The Curries had the lumber mill, herring factory and also ran the slate quarry at Nut Cove. The Curries also had a general store that sold groceries and pretty well anything needed in the community. The Leawoods also had a store in later years. Most people in the community used to fish but now the community is mostly made up of retired people.

Britannia is a predominately Methodist/United Church community. The first church was built in the mid 1870's with the present church opening in 1902.

In 1893, the Methodist/United School in Britannia Cove served the Methodist people of Lower Lance Cove and Petley. A two-room United Church School was built in 1924 and another new school was constructed in the 1950's. This school was used until the opening of Random Island Academy in 1973. The first church stood in the corner of the present day cemetery but that church was destroyed by fire. The community once boasted a vibrant Orange Society with its own Lodge Building. In later years, due to declining membership, the Orange Society closed its Lodge and attended meetings in Bunyan's Cove.

There is a house in Britannia, previously owned by Jack Currie, cousin of the original John Currie, has the original slate roof.

Residents that were interviewed remember hearing their grandparents talk about the Curries and their business operations.

Oral tradition and research by Wilfred Martin and a local resident, Tom Clenche, have found much information about Petley's history. **Petley** originally called Lance Cove or Upper Lance Cove was renamed in honor of an Anglican Church minister, Henry Petley. Rev. Petley later moved from the community and died in Cormack in later years.

It is believed that winter visitors were in the Petley/Aspen Cove area for several years before the community was settled around 1850. The presence of British visitors is suggested by Whettington Point, just south of Petley.

The first land grants for then Middle Lance Cove (now part of Petley) were issued in 1830 to residents of British Harbour to use for farming. Petley was probably first inhabited by winter people who came from the Trinity area to access the lush forests. The first permanent settlers were in 1850 and were families by the names of Laite, Bugden and Walters's descendents of English families, who came from the Trinity area to settle. Their main reason for settling in this area was the logging industry. The fishing grounds were used mainly for food and the capelin was also used to fertilize their gardens. In the early 1900's the community relied more on the lumbering than the fishery.

Through research, Tom Clenche has found that on Sept.3, 1917, a fire, believed to have been caused by a fellow lighting a small fire in sawdust to have his lunch, got out of control and burned many of the houses in what was then Bluff Head Cove, Aspen Cove and Upper Lance Cove. The fire destroyed most of the buildings in the community, including the school and church.

Wilfred Martin found that the first Church of England School and Church were built in the community in 1887. In 1897 a new school was constructed with another in 1928. In 1963 an additional classroom was added to the school, the present day Anglican Church was constructed in 1921

Max Laite, a resident of Petley, was the grandson of Uriah Laite, who was one of the first settlers in the community. His grandfather moved to Petley from Trinity and came to the area for the logging industry, not the fishing. His grandfather had 4 sons and 3 daughters. There are 2 of the Laite family still left living in Petley, Max and Gordon. The Laites came and settled in Petley and as far as the family member know but they did not spend winters in the community previously to settling there.

Mr. Laite recalled that there were 3 watermills in Apsey Cove and 2 watermills in Bluff Head Cove. Most of the community was involved in the lumber industry while some worked in the slate quarry in Nut Cove. After the watermills, the industry used stationary engines to saw the lumber. There is still a house in Petley, previously owned by Mr. Laite's uncle, Absalom Laite, which boasts the original slate roof. Years ago, some people would travel to the United States for work, especially carpentry jobs.

Most of Petley is of the Anglican faith. The Anglican Church is the only denomination to have a church building in Petley. Some of the previous Laites were captains on Currie schooners, from Britannia. At the time, the Curries had started the Methodist church in Britannia and most of the Laites went to Britannia to attend the Methodist church.

The community still has 2 smoke houses present that were used by earlier fishermen. In the past there were as many as 12 smokehouses.

Contemporary Random Island

The communities on Random Island offer a quiet, rural lifestyle for visitors and residents, alike. The small outpost communities, with their picturesque scenery, genuine Newfoundland hospitality and friendliness, are the ideal places for retired people to spend their golden years or a relaxed lifestyle for young families. A driving tour of the island offers spectacular views of the ocean, wildlife and the serenity of a peaceful countryside. A visit to Lance Cove Beach will often find local fisher folk who are quick to talk about the area or to show some of the gear used for the present day fishery.

Random Island has regional local service districts. These local governing bodies are responsible for the overseeing of their communities as well as being lobbyists with government agencies. Random Island, comprised of 11 communities, share many services and amenities to avoid duplication in individual communities.

All children from the island attend Random Island Academy, located on the outskirts of Hickman's Harbour. Children are bussed from all communities on Random Island. The school is also used as a meeting place for organizations such as Girl Guides, which has one organization for the whole island. Most communities have halls or community centers, which are used by local residents for smaller functions. Many of these community centers are former schools that were closed when the regional school opened.

Several churches on the island serve Random Island's spiritual community. There is an Anglican Church in Petley, United Churches in Hickman's Harbour, Britannia, Lady Cove and another located between the communities of Elliott's Cove and Weybridge. Hickman's Harbour also has a Salvation Army and a Pentecostal Church. These churches have choirs and Fellowship Groups.

Two Volunteer Fire Departments, Random West and East, comprised of trained local residents, service Random Island. Both fire departments have equipped fire stations. An ambulance service, with trained paramedics, is available as well as a Funeral Home.

The island also has a Waste Disposal Committee that manages garbage removal from individual communities. Snow clearing is the responsibility of the Provincial Department of Works, Services and Transportation.

Eastern Random Island, once known for its thriving fishing industry, has seen major changes since the Cod Moratorium in 1992. Presently there are a small number of people that make their living at the fishery. Golden Shell Fisheries Ltd. in Hickman's Harbour is operational and employs many people during its peak operation.

All communities on Random Island have easy access to the waters of Smith Sound and Random Sound. Most communities have government wharves that provide easy access to the open water. Residents and visitors enjoy an excursion to a quiet cove

or resettled communities in the area. A private marina in Petley offers docking, electrical, Laundromat and shower services for visiting mariners. Charter tours are also available from the marina. These charters can provide interpretive marine nature tours to individuals, families, groups, and classes. A craft shop and museum is also available for visitors.

Western Random Island was settled around the lumbering industry. K. Roy Smith Enterprises in Aspen Brook was a major source of employment in earlier years, employing workers and buying wood from local suppliers. The present day operation has less full time employees but hires extra for seasonal needs.

Random Island has two softball fields located in Elliott's Cove and Petley. It also has playground facilities located in Petley and at Random Island Academy.

There are general stores, a lounge and takeout, a personal care home, an animal boarding kennel and several other businesses that provide employment for local residents. Still many residents commute the short distance to the Clarendville area to work, with a few residents also commuting to Come By Chance.

Historical Ireland's Eye

The island of **Ireland's Eye** is approximately 3 ½ miles long and situated on the North side of Trinity Bay at the mouth of Smith Sound. It is located at the tip of Random Island and its position creates a thoroughfare or second entrance to Smith Sound, aptly named "Thoroughfare Tickle". A tickle is a natural marine traffic passage. The strategic location of this island made it an ideal spot for seasonal fishermen who occupied rooms and premises in the mid 1600's.

Eugene Toope in his book "Eye Your Roots" (and more) *The Chronicles Ireland's Eye and Rise's Harbour*, has documented the island's rich history. In an interview with Eugene and his wife Edith, they recalled the many family journals, diaries and records that they gathered, when deciding to write the chronicles of Ireland's Eye. The historical background concerning Ireland's Eye has been obtained, with permission, from Eugene's book.

As noted by Eugene Toope, the island of Ireland's Eye, consisting of five communities, was settled around the rich fishing grounds surrounding the island. In early records, the Toopes found that many of the people that settled on Ireland's Eye probably came from England and Ireland having settled in the Trinity and Grates Cove areas before moving on to their home on the island. The island provided sheltered harbours to protect their fishing boats and schooners as well as easy access to the rich fishing grounds which were considered among the best small boat inshore cod fishing grounds in Trinity Bay. Most of the island's residents made a living from the fishery but sometimes people found other temporary employment elsewhere. Residents also were involved in the Labrador fishery as well as the fishery in other parts of Newfoundland. Some men worked in the lumber industry throughout the province, this extra work was to supplement the family income.

Eugene Toope noted that none of the communities on Ireland's Eye had electrical service, running water or a sewage system. For many years there was hope that the island would be connected to the mainland by a causeway and that electrical service would eventually find it's way to the island but those hopes never materialized.

The Toopes commented that like most Newfoundland communities, Ireland's Eye residents had to be self-sufficient for the most part. Ample land was available for growing needed crops and animals roamed the island as well. Gardens also spread to other unpopulated areas such as Jacob's Cove, Long Cove and Round Harbour, with other coves and islands being utilized as necessary. There were a couple of general stores on Ireland's Eye, which supplied the island's residents with groceries and dry goods. These stores also bartered salt fish, birch wood, eggs, knitted goods and other things for groceries and dry goods. Fishing supplies and larger supplies of groceries would be brought in from suppliers from Trinity and Catalina areas. The island could sometimes be cut off from the "outside world" during winter storms so families had to make sure they had their winter supplies on hand.

Eugene Toope found that the earliest records indicate that a “Nicholas Quint” lived in Ireland’s Eye in 1675 but probably moved on, to Old Bonaventure, after living there for about a year. Early records indicate that sailing ships brought food supplies and crews for summer fishery and returned in the fall. Full-fledged fishing stations were documented in the 1760’s.

Eugene shared stories that are told, that James Toope was suspected of jumping ship around the Trinity area in the early 1800’s and made his way to Ireland’s Eye the next year. Eugene Toopes’s grandmother, Ellie Hannah, told the story that James Toope jumped ship to avoid going back to England. He didn’t want to get involved with the “protective forces” and to escape from the English authorities that forbade permanent settlement on the island. He used Ireland’s Eye as a place to hide, therefore, he was considered to be the first Toope to live in the Rider’s Harbour/Ireland’s Eye area.

The Toopes documented that the settlement of **Ireland’s Eye**, located to the northeast of the island was considered the capital. This community boasted the first school on the island built in the early to mid 1850’s with the school serving as a chapel until the first church was built in 1890-91. In 1899-1900 a new school was built between Ireland’s Eye and Black Duck Cove. By the early 1900’s, the community also had postal and telephone service. The community was also home to the Society of United Fishermen lodge in 1910. The lodge, previously built in British Harbour, was dismantled and some of its contents moved to Ireland’s Eye. The building was later renovated and made larger, also the lodge had a very strong Ladies Council SUF.

The Toopes book documents that **Black Duck Cove**, facing Smith Sound and back-to-back with the community of Ireland’s Eye, was a small sheltered cove. Kelley’s from Ireland were believed to be the first inhabitants. This community used the same school and church, as did the community of Ireland’s Eye. According to a 1921 census report, Black Duck Cove had a sawmill operation. Sawmills were mainly operated for island use not for export. With a declining population, by 1965 the community was abandoned.

In his book, Eugene Toope notes that Traytown, located in the central part of Ireland’s Eye Island, was a deep-water sheltered harbour. It was on a long in draft that caused problems for fishermen having to row so far to the rich fishing grounds. This probably accounted for the fact that Traytown was the last community settled on the island. One advantage for this community is that it was an excellent place for “freezing in” schooners during the winter months. Traytown’s population grew over the years attributed to the fact that the community of Ireland’s Eye lacked waterside property. Traytown’s last inhabitants left the community in 1964.

King’s Cove, later considered part of Ivanhoe, was supposedly named for Walter King, who moved there from Old Bonaventure. He operated a sawmill in the

community. King's Cove used the public facilities, school, church and postal services in Ireland's Eye for many years.

Ivanhoe originally called Old Tilt faces Thoroughfare Tickle and the community of Thoroughfare on Random Island. Oral tradition has it that the community was the home of John Ivany who originated from the Trinity area. The area grew in size with the arrival of more family members. Being the only family name in the community, it got to be nicknamed Ivany's Hole, but it officially became Ivanhoe in 1917. This community also shared a school with Ireland's Eye until 1921. The residents attended church in Ireland's Eye until a church was constructed between Ivanhoe and Traytown. The community had a sawmill in the 1930-40's. Ivanhoe's last family resettled in 1964. Throughout extensive research of Ireland's Eye, the Toopes have shared the history of a once vibrant island that has been resettled but not forgotten by its former inhabitants.

Contemporary Ireland's Eye

Although Ireland's Eye has been abandoned, there is still a lot of interest in the island. Some people use the island for weekend excursions or others enjoy the leisurely stroll through the once vibrant communities. Remnants of old buildings are still visible.

A group of individuals, with the support of Random North Development Association, identified the need to document the geography of Ireland's Eye. A University Student was hired and spent time on Ireland's Eye during the summer of 2006. At this time, the walking paths between communities were identified and marked. The individual also spent time identifying flora and fauna that was found on the island.

Information gathered from this student revealed that the paths were overgrown but still navigable. The island was also abundant with wild berries as well as berry plants that obviously had been put there by the resettled residents.

During the summer of 2007, a group of environmentally friendly individuals spent time on Ireland's Eye clearing the overgrown walking paths. These paths will help visitors meander through the same areas that were once occupied and to enjoy the beautiful scenery of the area.

Historical Smith Sound

Located on the north side of Random Island, **Smith Sound** is a narrow body of water that extends from Tilton Head in the east to Milton in the west. The area of Smith Sound includes the communities from Milton to Burgoyne's Cove with this region having 9 communities. Other settlements that existed in earlier years have either been resettled or merged with present day communities.

The community of **Milton** was first known as King's Cove. The origin of the first name is unknown but was changed to Milton in the early 1920's. Local information says the name was changed because of an existing community with the same name further down the Bonavista Peninsula. Two communities with the same name created problems with mail delivery so the community was renamed Milton.

Geoff Adams is the great, great grandson of the first family to inhabit Milton. He has conducted extensive research on his family history as well as the history of Milton. The Adam's family were fishermen in the Trinity Bay region but were experiencing bad fishing seasons. Around 1865, a merchant by the name of Bursey from Old Perlican, hired William James Adams and his four sons to cut spars for the Labrador schooners. They would cut and saw during the winter and return to the Old Pelican area during the summer months. After the second winter, William Adam decided to move his family and settle permanently to the timber rich area and started the new community.

The area was thriving on the lumber industry. Some residents from Milton went to Thorburn Lake to find timber and set up sawmill operations. Residents would cut wood during the winter months and some would bring it back to the community to saw. The lumber was then loaded on schooners for shipment until the railway went through the community in the early 1900's when it was then shipped by train. The railway passed through the community and a "siding" made it easier for loading lumber to send to places such as St. John's.

In the mid 1900's, Milton had 6 gas sawmills and 4 watermills

There were two general stores, a trucking company, soda shop and a gas station. The community also had a one-room school and a Methodist church was built. A brickyard, located within the boundaries was not included in the community census but was counted as a separate community.

Newfoundland communities were self sufficient for the most part with raising animals and growing vegetables to provide food for their families. Geoff recalled that his grandfather had two vegetable gardens, one was used to grow vegetables for family use and the other was grown for "export". His grandfather would load the vegetables from the second garden on what they called the "Bully Boat" and take them to

Ireland's Eye and the vegetables were traded for fish. His grandfather was not a fisherman so this was a way to secure fish for their winter food supply.

Milton is well known for the fact that William Epps Cormack started his journey from this community, on November 4, 1822, to explore the interior of Newfoundland. Accompanied by his Micmac guide Joseph Sylvester, he set out to make contact with the Beothuk Indians in an attempt to establish friendly relationships with the few remaining Beothuk. A plaque commemorating this historic event is located in Milton near the Hefferton Causeway leading to Random Island.

Most people that have done research on **George's Brook** are of the opinion that the first settler in the community was John Pelley. According to "The Pelley Journal" provided by Joan Andrews, great grand-daughter of the original John Pelley, George's Brook's first settler was actually George Boyd, who had lived in the community for two years previously to the Pelleys arriving, hence the name "George's Brook". The only known information about George Boyd, as noted in the Pelley Journal, is that according to Rev. William Wilson, George Boyd studied for the Methodist ministry and was mentioned in the St. John's Station Sheet of the Methodist Conference as being the Methodist minister for St. John's East in 1885.

John Pelley, originally from Hant's Harbour, previously lived in Robinson's Bight on Random Island before arriving in George's Brook. After a "falling out" with his brother around 1860, he moved his family to George's Brook, to partake in the lumbering industry. He built a dam on George's Brook to supply enough water to operate his newly constructed watermill. John's four sons became involved in the lumber industry and as the family grew in numbers, they built more mills to provide more employment.

One son Charles moved to a point between George's Brook and Milton to start the brickyard. This provided much needed employment especially during the spring and summer when there wasn't enough water to operate the watermills.

The brickyard machinery was upgraded over the years. In 1965, L.E. Shaw of Halifax bought 51% interest in the Company and continued operation until 1970 when depressed markets caused the brickyard to close. The brickyard has been reactivated for periods of time through the ensuing years but eventually it permanently closed operation.

Another son John, built a schooner and transported lumber and bricks to buyers around the island. In later years other mills were built further from the community to access the rich timber for their lumber trade. A grandson of the first John Pelley became a foreign going schooner captain and was noted for bringing salt fish to other countries and bringing back loads of rum and molasses, which were distributed around coastal Newfoundland.

George's Brook has incorporated two other areas where people once lived. The area where the Pelleys lived was called George's Brook while two other areas settled by Stanleys and Baileys, Muddy Hole and Flower's Cove, are now considered part of the community.

The community had a small school, a post office was located in a local resident's house and three Methodist (United Church) churches were constructed between the late 1800's and early 1900's. In the early years of the community there were several small stores in the community.

George's Brook had a local roads committee that cared for the horse and cart path through the community. Until the road was completed from Clarenville, George's Brook residents would have to walk to Shoal Harbour if they needed to catch a train. After the Branch line of the CN Railway was completed, residents were able to catch a train at the local station to travel outside their community.

According to the magazine, "Decks Awash, Vol. 20, No. 2, March/April 1991", **Harcourt**, formerly called Sandy Point until 1904, was settled after 1860 by families from Trinity and Hant's Harbour areas. Common family names for the first settlers included Barrett, Bailey, Cooper, Parsons, Strong, Tilley and White. Until the 1960's, there were two other local thriving settlements, Somerset and Foster's Point, which have been included in the community of Harcourt.

Sandy Point was noted to have brick making before it was permanently settled. It was noted in "Decks Awash" that Larry Adams (d.1980) claimed that the first bricks were produced in 1832 at the west end of Sandy Point. A brick factory operating in the area later moved to Burnt Point and changed ownership several times before being sold to the Pittman family. This family continued to operate the brickyard until the early 1920's. A document "History of Brickmaking in Newfoundland" by Lawrence Adams extensively outlined the brick making operations that existed in Smith Sound and on Random Island in the 1800-1900's.

Before the opening of the road to Clarenville, Harcourt's only access to the outside world was by boat during the spring, summer and fall. During the winter, people would use horse and sleigh. Access to professional medical help was limited but Harcourt had a local man, "Uncle Tom Pelley" who would tend to medical needs.

Louise Pelley, a well-known local resident, operated a business in Harcourt until her retirement. Mrs. Pelley recalled how the lumber industry employed many residents in the community. She recalls that there were several sawmills in the area and some men went to the Labrador fishery to help supplement their family's income. Mrs. Pelley's business, a general store, received orders from Purity Factories and Browning Harvey for boxes. She would contract men to cut and saw the lumber into the specific sizes to be shipped to St. John's. These men would take needed supplies for the winter and settle their accounts after the boxes were shipped. Men

from the community were also employed in the shipyard in Monroe or some worked in the slate quarry in Nut Cove.

Harcourt had a small school for many years, educating all grades until the road was opened. In later years, primary children were taught in the small one room school, but older children were bussed to schools in Shoal Harbour and Clarendville. The area, being predominately Methodist, now United Church, had built a church by 1901, which is still used today.

Rev. Reg Frampton from **Gin Cove**, Smith's Sound is a descendent of the first settlers in the community.

According to Rev. Frampton, his descendents moved to Gin Cove for the rich timber in the area. Many of the people had sawmills and spent the winter cutting their timber. Some lumber was used for building homes and schooners while the other lumber was shipped to St. John's to sell. There was some individual shipbuilding done but not as a business, most were built for personal use or individual merchants.

Rev. Frampton recounted that the first Framptons, 3 brothers from Old Bonaventure, settled in the Gin Cove area around 1866. Thomas, the eldest brother settled in the area. He was a shipbuilder and was the foreman for building the first Church of England Church in Gin Cove. His brother William operated the only store in Gin Cove and captained schooners. The younger brother, Kenneth, also captained schooners and was noted for having the only phone in Gin Cove during that time.

Early settlers cut timber during the winter months, to be used for boats/buildings, and went to the Labrador fishery during the spring and summer.

As with most Newfoundland outport communities, families had to be self-sufficient for the most part. Early residents would have to row to Trinity or Catalina for needed supplies until 1912 when a twice-a-week service was provided by the first local steamer, "The Ettie". In his book, " I Remember, I Remember...My Gin Cove Boyhood", Rev. Frampton wrote about his time making hay, fish and capelin while also tending the gardens and animals and bringing wood and water for the house.

In the 1930's, Edmund Frampton purchased the first car to be owned in Gin Cove. He also owned the first battery-operated radio with which they listened to the Gerald S. Doyle News Bulletin.

Gin Cove received the mail every Tuesday, delivered by boat during the spring, summer and fall. During the winter it arrived by horse and sleigh.

Most people looking for work were employed in the shipyard in Monroe or in the slate quarry in Nut Cove. After World War II the shipyard closed and most people left

the area for Clarendville. The Dry docks there were building ships and many of the men were hired on.

Rev. Frampton recounted that there were two sawmills in the community during his boyhood days. Gin Cove had no commercial fishermen during that time. Most men went fishing to catch their food supply but did not sell their catch.

Gin Cove was abandoned for a while. People did not live in the community again until a former resident returned in 1988. Since then people have built summer homes with only a few people living there year round.

Formerly called Upper Rocky Brook, the community now known as **Monroe**, was first settled by Henry W. Stone. Originally from Crewcorn, England, Stone moved from St. John's to Old Bonaventure. Looking for a place with good timber, Stone and his family moved to their new home around 1870 and began the community of Upper Rocky Brook. He operated a store and built a watermill to supply the lumber for the many schooners he built for the Labrador fishery.

Judge C.C. Stone, grandson of Henry W. Stone, recounted details of the shipyard in Monroe. He has records of all the boats constructed in his family's shipyard and also provided details on the history of the community.

In the early 1900's the Monroe Export Company, owned by Walter S. Monroe, was supplying the fishermen of the area with needed supplies for their trip to the Labrador fishery. In return, he would buy their catch for export to other places around the world. Monroe Exporting Company was the beginning of the present day Fishery Products. Walter S. Monroe went on to become a Prime Minister of Newfoundland. The community was renamed Monroe in 1912 in his honor.

Monroe's residents, living in a typical Newfoundland outport, were reliant on growing their own vegetables and raising animals to supply meat, milk and eggs.

Monroe was best known for the Stone shipyard, which built many schooners for the Labrador fishery. The shipyard created much needed employment for the area residents therefore at peak periods, there were as many as 160 people employed. The shipyard also built cargo boats and minesweepers used during World War II. The well known schooner Norma and Gladys was built at Stone's shipyard. The last boat, the Terra Nova, was constructed in 1947.

Henry W. Stone's contribution to the war effort was noted by King George who bestowed the title of Member of the British Empire upon him in 1947. A medal and proclamation of the event are still in the family archives.

Waterville was listed in the early census as Daniel's Cove but it wasn't until the 1921 census that it was listed as Waterville. This tiny community, nestled between Monroe and Burgoyne's Cove, overlooks Smith Sound.

In an interview with Ted Ryan, a resident of Waterville, he commented that he wasn't sure where the name Daniel's Cove came from. He knew through information passed down through the generations, that there were some Daniel's in the early generations but is not sure if that would be where the name came from. Mr. Ryan commented that the Reid's and the Luthers owned all the land for the original Waterville. The newer section of the community was settled later by the Holloway's and was probably obtained from Crown Land.

The Luthers came from Carbonear and spent time in Labrador before moving to Waterville to set up permanent residence, with the Reid's coming from the Catalina area.

Through the generations, it was noted that the Luthers and Reids came here for the lumbering industry. The lumber would be shipped, by schooner, to Conception Bay or St. John's. Men worked the woods in the winter and participated in the Labrador fishery during the spring and summer. They would sign on to a schooner and would receive shares in the catch at the end of the fishing season. Some men obtained employment at the Stone's Shipyard in Monroe. A few people worked at the quarry in Nut Cove.

Mr. Ryan can recall 2 mills in operation when he was a child. The Reid's had a steam engine to run their mill. After the road went through the community around 1965, lumber was then transported by truck. Before the road was completed, the only access to the Clarenville area was by boat.

Growing up in a small community where the father left all week for work meant that the children had to help with the daily chores of bringing water and wood, tending the gardens and animals. Mr. Ryan commented that there was still time to play on the beach and in the fields around the community. Even though they worked hard as children, they enjoyed a great childhood living in a small community.

Today, the community has approximately 25 residents with most of them being retired. Young people from the area work at the quarry, are employed in the Clarenville area or often move to Alberta for seasonal work.

Burgoyne's Cove, New Burnt Cove and Clifton are three small coves that each has been designated as three separate communities. According to local residents, the three areas are considered one community and utilize the same services such as the Community Hall, Volunteer Fire Department, Recreation Association and church. Up until its closure, children from all three coves attended the small rural school.

A university paper written by Geraldine Parrott, (Towards an Ethnography of "Times", Newfoundland Party Traditions, past and present, Folklore 2300, April 2, 1985), a student from Burgoyne's Cove, provided information regarding the history

of this area. In an interview with former resident, James Ivany, Geraldine recorded information as passed down through the generations.

Mr. Ivany recounted that Rueban Carberry from Old Bonaventure, seeking a new place to live, traveled to the area. He found a belt of rolling hills and fertile valleys, covered with dense forest as far as the eye could see. After Carberry cleared the land for his "Garden of Eden", a cabin and vegetable gardens, other families heard of this beautiful area and came to live. People from Trinity Bay and Conception Bay moved to the area and so the community was born.

Decks Awash, Vol. 20, No. 2, March/April 1991 featured the area of Smith Sound. It noted that Burgoyne's Cove was also called Burgeon's Cove and Burgum's Cove in early census reports. The origin of the actual name, Burgoyne's Cove is uncertain. According to Mr. James Ivany, he heard that it was called after an English General who fought against the American Colonists in 1777 and died forty years before the community was settled. Mr. Ivany, through research, found no connection between the community and the General unless it came through the immigration of some Irishmen who regarded General Burgoyne as a patriotic idol.

In early years, Burgoyne's Cove residents were self sufficient, for the most part, with growing their own vegetables and raising their own animals. They supplemented their diets with meat and fish. Most families were dependent on the logging and fishing industry for income. In mid spring/early summer, the fishermen went to Labrador as share men on schooners. Many times, the merchant or ship owner had a residence on the Labrador where the crew spent the summer months. Shares were given to crew members, it was a way for the men to make a little extra money for the family. The community was left to the women and children to tend to the vegetable gardens and animals. The men would return home in the fall to help make the hay for winter fodder for the animals.

During the winter, the men would engage in the logging industry. Harold Carberry, a descendent from the original Carberry's, recalls 3 watermills operating from the 1950's to the 1970's. Harold can recall 10 milling operations in the 3 coves in later years. In the 1960's, men went logging in the fall and winter, they cut their logs and hauled them to the pond until spring thaw. Then they drove their logs downstream to the bay. The logs were then sawed and any that was being shipped were brought to the wharf to be loaded. Sometimes the lumber had to be taken by small boats and offloaded onto the anchored schooner and then the lumber would be taken to St. John's or Conception Bay South area. "The Cutler" was a prominent schooner to service this area. Mr. Carberry noted that a change in the lumber industry came about in the 1980's when government bureaucracy and policies changed the way the industry operated. Loggers now had to "clear cut" areas. Areas that had been sustained through the generations now were being clear-cut. Harold recalls that until the mid 1950's there were approximately 12 cutting permits whereas now there are 4 or 5 remaining in the community

In the 1850's, William, George and Jubal Carberry began quarrying slate at Nut Cove, located on the North side of Smith Sound, close to the community of Burgoyne's Cove. In 1860, John Currie, originally from Wales, obtained a land grant beside the Carberry's quarry. A professional slater by trade, he operated the new quarry for over 30 years before selling it to A. J. Harvey in the fall of 1899. The new owners, along with others, incorporated the Newfoundland Slate Company Limited. The Carberry's, who had refused an earlier offer to sell their quarry, sold their shares in 1900. In the forthcoming years, changes in management and other related problems resulted in the last shipment of slate leaving the quarry in the fall of 1906. In the 1980's, John Carrick from Ontario and John Hurley Sr. from Newfoundland joined together to reopen the quarry under the name of Newfoundland Slate. This operation was in existence until 1997. In 2000, John Hurley Sr. reopened the slate quarry under the name Hurley Slate Works Company Limited. In 2007 John Hurley Jr is still operating the company.

Contemporary Smith Sound

A drive through this area offers the traveler a panoramic view of the waters of Smith Sound and the northern side of Random Island. Seabirds and the occasional whale can be seen from most communities as well as other wildlife such as moose and rabbits.

Upon reaching Burgoyne's Cove, visitors can take the hiking trail to view the Nut Cove Plane Crash Site. A one kilometer, well marked trail will lead to the site of a Corvair B-36 Peacemaker aircraft which crashed on March 18, 1953 killing all 23 crew members. This site has many remnants of the crashed plane as well as interpretative panels detailing the events. For more information on this crash site visit the website created by Paul Tilley. Mr. Tilley has researched this plane crash and has extensive details and photographs of the crash site.
<http://cville.cna.nl.ca/ptilley/My%20Webs/B36page.htm>

The area of Smith Sound has experienced many changes over the years. The area once known for its ship building, brickyard, slate quarry and lumbering industries, witnessed drastic changes when the shipyard and brickyard closed. With the slate quarry closing in later years, employment rates declined drastically. Changes to the lumbering industry made it difficult for small operations to stay viable and eventually most sawmill operators ceased operation.

At the present time, retired people make up the majority of the population in many of the smaller communities in Smith Sound. Retired couples looking for a quiet place to live have bought many homes that were abandoned by younger people having to leave the province seeking employment. These communities offer retired people a place to relax and enjoy the outdoors and yet are close to Clarenville for banking, medical and other needs. Some residences are used as summer homes with the families returning to their original communities for the winter months.

Since the early 2000's, Smith Sound has experienced revitalization with the reopening of the slate quarry, a fur farm being opened and another fur farm approved for construction. The existence of a dairy farm and a sawmill operation, as well as the new industries has led to an increased employment base for the area. While many people from the area work in the Clarenville area, there is now greater opportunity for work closer to home.

In 2007, announced funding by the Atlantic Canada Opportunities Agency for a Three Phase Power Project, from George's Brook to Burgoyne's Cove, will see opportunities for expansion to existing industries. Through consultation with Hurley's Slate Works Company Ltd., The Discovery Regional Development Board and Random North Development Association, a proposal was submitted for funding for the much needed Three Phase Power Line. When completed, this new power source will allow the Slate Works Company to increase production as well as introduce new lines for additional finished products. This will lead to increased

employment opportunities for local residents. The increased power source will also allow new industries to be developed within the area. Smith Sound has several convenience stores, a craft/textile shop, and small engine repair business. Hardwood and fiberglass boat building businesses are also present in the area.

All Smith Sound children attend school in Shoal Harbour or Clarenville and are bussed from their homes to their respective schools. Smaller schools that once were open closed due to declining enrollments.

Residents of the Anglican faith can attend worship services in Burgoyne's Cove. United Church families have places of worship in Harcourt and in Milton. A Pentecostal Church is also located in George's Brook. Other churches have closed due to declining population. Many of the schools and churches that have closed are now used as community centers.

Volunteer Fire Departments located in George's Brook, Harcourt and Burgoyne's Cove provide protection for the area. The area also has several local Service Districts, which oversee municipal affairs for the communities.

Most residents of Smith Sound utilize recreational facilities in nearby Clarenville. The community of George's Brook has a softball field for local use.

Historical Deep Bight

According to local lore, the first person to inhabit the area of **Deep Bight** was a man by the name of Sam Pelley. He would come to the area known as Pittman's Point during the fall and winter, living in a tilt that he built for his winter dwelling. As far as people know, he came to cut wood during the winter and then returned to his home during the summer. This man did not set up permanent residence in Deep Bight.

Violet Avery, the oldest resident of Deep Bight, recounted that the first permanent settlers in Deep Bight were the Avery's who came from Grate's Cove via England. Her grandfather was one of the first residents, along with families of Hansfords and Shorts, to settle in the community

Mrs. Avery's grandfather built a watermill in Deep Bight and this operation was passed down through the family to Violet's father. The sawmill was constructed from local materials. Black spruce lumber was used almost exclusively to build the sawmill, except white birch was used for the working parts. The roof covering was made from flattened oil drums, other parts were salvaged from a ship's derrick winch. When construction began on the Trans-Canada Highway in 1957 it seriously affected the flow of water used to operate the watermill. It was no longer possible to control the water by dams and chutes to drive the water wheel. After the water wheel ceased to operate a diesel engine was installed as an alternate source of energy to operate the mill. This mill was a landmark for the community until it was completely removed. There have been many postcards and paintings of one of the last surviving watermills in Newfoundland at that time

There were 5 sawmills in Deep Bight during its busiest peak. Men would cut wood during the winter months for sawing during the spring and summer. The lumber would then be shipped by schooner to St. John's to sell. Some of the lumber was used locally to build houses, schools, churches and for building boats.

Mrs. Avery recalls that Deep Bight had a one-room school and that students from Adeytown and Deep Bight would share the teacher. Students would walk to Adeytown to attend school for several months, then they would alternate with the Adeytown students coming to Deep Bight for the remainder of the school year. In later years, with enough students to secure a full time teacher, students from Deep Bight stayed in their own community for their education. In the mid to late 1900's, high school students were bussed to Clarendville for their education. In the late 1980's, the school in Deep Bight was closed and all students were then bussed to Clarendville.

Deep Bight was predominately of the United Church faith. In the mid 1800's a church was first built for the community however this church burned down and a second church was built with donated lumber and labor from the community residents. A third church was built, around 30 years ago, and still serves the tiny community.

Mrs. Avery commented that when growing up in Deep Bight the community was self sufficient for vegetables and meat. Residents grew their crops, raised animals for eggs, milk and fresh meat which was also supplemented with meat and fish gathered through hunting and fishing, while other necessary supplies were brought by schooner. It was extremely important for families to make sure they had enough supplies bought in before the winter freeze so they would not have to do without things during the winter.

Contemporary Deep Bight

Located just a few miles from Clarenville, along the Trans Canada Highway, this tiny community built around the salt water, is a quiet get away for those who want to live a rural lifestyle. Deep Bight overlooks Random Sound and offers a quiet walk along a beach for beachcombers or easy access to the open water for those who enjoy a day on the bay. The residents show pride in their community with well cared for properties, adorned with flowers and shrubs.

Residents avail of shopping, banking and medical services in nearby Clarenville.

All students from Deep Bight attend school in Clarenville and bussing services are provided by the local school district. Many of the residents in the community attend church in the United Church, whereas others travel to Clarenville for their spiritual needs. The community has a women's church group and a local Service District that oversees municipal matters.

The community has a bed & breakfast and a construction company which provides employment for some residents and many more travel to nearby communities for work.

Historical Adeytown

The small community of **Adeytown** was originally called Lee Bight and is nestled between the communities of Hillview (formerly Northern Bight) and Deep Bight. Residents believe it was given the original name because it is located in a cove, which was often called a “lee” by the older generations. Being situated between two communities that were using the term “bight” in their names, Lee Bight seemed an appropriate name for the community.

Local tradition lends itself to the first inhabitants of Adeytown, before the community was permanently settled, were probably Beothuk Indians and Frenchmen. Clay pipes known as “Tom Devils, attributed to the Frenchmen, were found when land was being cleared in the community.

In an interview with Ivy Clarke, a descendent of the first documented families to live in Adeytown, it was recounted that the first known family name to live in Adeytown was Rice. A bridge and a garden in the community were called after this family. The bridge has now been replaced with a culvert and the garden is mostly overgrown. She said it was always called by the family name when she was growing up. Now that the culvert has replaced the bridge and the garden overgrown, the local children do not refer to it by that name. There is no information available about this family.

The first families to have documentation were three Adey brothers who originated from Hant’s Harbour, Henri, Issac and Edward. The brothers came to Adeytown to go logging, leaving their families behind. They built a log cabin in which to spend the winter. During the winters they spent in Adeytown, the oldest daughter would be brought to take care of the household chores. During the summer, they returned home to Hant’s Harbour, but eventually they brought their entire family and lived permanently in the community.

The Adey brothers built a dam on what is now called Mill Pond to allow for sufficient water levels to build a watermill and used this mill for their lumbering activities. Around the same time there was a family of Harris’ living in the area and they also had a sawmill. The sawmills operated from spring to fall, whereas the winter months were spent cutting wood. Most families used horses to bring logs from the woods, however Mrs. Clarke’s father used a dog team. He would dry capelin for feeding his dog team during the winter months.

Mrs. Clarke recalls that Adeytown did not have a full time school. At first she went to school for four months of the year in Adeytown with the rest of the school year being attended in Deep Bight. This was due to the low number of students in both communities, which didn’t warrant two full time teachers. Students walked to school and often the men would break the path with their horses before heading into the woods. Sometimes, students were given rides by horse and sleigh but most times they walked. During the years that Deep Bight had enough students for a full time

teacher, Adeytown would share a teacher with Elliott's Cove on Random Island. During her high school education, Mrs. Clarke attended school in Hillview.

In 1937, there were 8 or 9 families in the community, all being from the Adey bloodline except for a family of Harris. Adeytown had a couple of general stores when Mrs. Clarke was a young girl, which are closed now. They also had a cooperage shop, greenhouses and an auto body shop. Other than a small operation for the coopering business, all other businesses are closed.

Contemporary Adeytown

Adeytown is a town that offers a quiet lifestyle for all families. Located approximately ten minutes from Clarenville, Adeytown offers a rural lifestyle with all needed amenities very close by. Many of the 17 families living in Adeytown are retired families. A few families have children with the parents working in nearby communities. The close proximity to Clarenville and Come By Chance allow residents a short commute to employment opportunities.

This tiny town is a quiet spot to live with many of the homes tucked away in tree-lined yards. The present day community is home to approximately 17 families. Although there is no major source of employment in the community, the location of the town makes for a short drive to many of the employers within this region. Many of the people living in this small community are retired people who enjoy the peaceful surrounding as well as easy access to a larger town for needed services.

The community does not have a school so children are bussed to nearby Clarenville for their education. Residents also avail of medical, banking and shopping needs in Clarenville. Churches in nearby communities meet the devotional needs of residents, as the local church has been closed. Adeytown shares a local Service District with Hillview. This group oversees municipal concerns for the area.

A stroll down the street or on a nearby beach allows residents the chance to experience the solitude of the countryside with birds and other wildlife often seen on their walks. The relaxed lifestyle is ideal for people wishing to get away from the hustle and bustle of bigger centers. Many families have well cared for yards displaying beautiful flowers and trees.

Historical Hillview

Winter people probably visited the community of **Hillview**, formerly called Northern Bight, before it was permanently settled. Situated on the northern side of the Southwest Arm, it is believed that the first people settled here because of the close proximity to rich fishing grounds. The area was abundant in timber, which also allowed the lumber industry to be a major source of employment for the community.

A resident of the community, Woodrow Churchill, is of the belief that the first residents of the community were families of Frosts, Stoyles and Bensons who were from the Conception Bay area. These are still prominent family names in this area.

According to Mr. Churchill, there were many residents who went to the Labrador fishery during the summer months. There were at least four schooners that traveled to Labrador to partake in the fishery. The fish was salted, brought back to the community for preparation and then shipped to other places. Some residents also spent winter months along Smith Sound catching herring. The herring would be processed in a factory located on Churchill's Point, which was operated by Mr. Churchill's grandfather and sons.

There were two watermills and three stationary mills in the community during its early years. During the winter months, many residents spent time cutting logs, which would be brought to the local mills in the summer months. The lumber would then be shipped, by schooner, to St. John's.

During the late 1800's, Hillview residents shared a church building. In 1909, the United Church was built with an Anglican church being constructed in 1910. The former church was then used as a school for the United Church students as the Anglican residents had also opened a one-room school. With the amalgamation of educational services, all students attended the same school until its closing and then were bussed to Clarenville

Being a typical Newfoundland community, Hillview's residents were self sufficient with growing vegetables, raising animals for meat and hunting and fishing to supplement their food supply. Mr. Churchill remembers hunting for partridge, geese, rabbits and caribou, moose was not in the area during that time. He commented that growing up during those years meant that all family members had to help with the household chores, looking after the animals and the gardens. Many husbands had to be away for long periods of time, either fishing or logging, so the rest of the family had to take care of things while he was away.

The community did have several general stores during it's history with most having since closed.

Contemporary Hillview

Hillview is located on the northern side of the “Southwest Arm”, approximately 15 minutes from the town of Clarenville. This pretty community is built around the harbour, which offers a scenic view from most residences. Residents take pride in their community, which is evident by the flowers and shrubs that adorn their yards.

The working residents of Hillview are employed in nearby communities, but unfortunately, as with many Newfoundland communities, many of Hillview’s younger families have moved from the area seeking employment.

This community has one convenience store and the services of a Volunteer Fire Department, Northern Bight Volunteer Fire Department. Local residents travel to Clarenville for medical, banking and other services. The community also has a lounge for night-time entertainment and has a Senior’s Club which allows retired people to enjoy fun and fellowship with other seniors from the area. Hillview has two churches, Anglican and United Church, with volunteer organizations that provide support for their buildings.

Hillview offers visitors and residents a quiet lifestyle with lots of opportunity to walk along the beach, meander through the countryside and view the local wildlife. Easy access to the open water allows boaters to enjoy a “day on the bay”. The quiet lifestyle is suited for those who enjoy being away from the bigger centers yet still want easy access to needed services.

Historical Hatchet Cove

According to local lore, the community of **Hatchet Cove** was probably first visited by Frenchmen. A document that was completed in a 1989 Challenge Student Summer Program, provided research that was conducted with residents that have since passed away. These people were an excellent source of knowledge regarding the community and some of that information is contained in this document.

Winter settlers were probably the only people that lived in Hatchet Cove prior to 1880. Most of these people were from the Grate's Cove area and would probably have come to the area for logging purposes. After 1880, families including Hiscocks, Parsons, Lockes, Hodders and Averys were documented as living in the community. Hatchet Cove Point, another area in the community, was inhabited by families of Janes and Puddicombs and was known as Puddicombe Head and Janes Beach., however this area is now called "The Head" and is uninhabited.

There are several legends of how the community got its name but many believe it was named after a Rev. Henry Hatcher, that had preached there in the late 1870's. Oral tradition has recorded that the community was named Hatcher's Cove and later changed to Hatchet Cove.

Prior to the 1880's, church services would be held in private homes until the late 1880's when the first Methodist school/chapel was constructed. In 1906 the cornerstone for the first United Church was laid. In 1909, the first Anglican Church was constructed and later an Anglican school was built. In 1972, the community residents built a new church to serve both the Anglican and United Church faiths.

One school would be open in the community during the year with the Anglican and United Church alternating the teacher. The school would be open for approximately three to four months with the teacher then moving to another community. In 1964, the last school in Hatchet Cove, was a one room, all grade school. After the school system was integrated in 1964, high school students were bussed to Clarendville for their education. In 1981 the school was eventually closed and all children then attended school in Clarendville..

Logging and fishing were the main industries in early years. The first watermill that operated within the community was actually built in St. Jone's Within by William Blundon and was brought to Hatchet Cove by boat. Later that winter Mr. Blundon used a horse, to bring the wheel over the ice. This mill was passed down to Mr. Blundon's son John and stepson Eliab Robbins.

The first mill was located at the mouth of a brook leading to the salt water however in the late 1950's to early 1960's there were two watermills. Ponds were dammed to allow for extra water when the brooks ran low of water. The dams would be opened to allow more water to enter the brook to operate the sawmills but in later years, sawmills were gas operated. In 1989 there were 7 sawmills in the community. All

were privately owned except for one that was used for a boat building business. Bishop's Boat Building began in 1979 and constructed approximately 85 boats in its ten-year history.

Fishing was also a big source of income for many of Hatchet Cove's residents. Some residents owned their own fishing boats while others rented schooners from St. John's merchants. These schooners were used for the Labrador fishery and to fish on the French shore. Some residents also went to the seal hunt.

In 1907 Hatchet Cove resident Eleazer Robbins discovered mineral deposits near Gap Pond. He opened a mine that only stayed in operation for two months because it was not economically feasible. It was reopened by Campbell and Cook but again only stayed in operation for six months due to financial problems.

In 1939, some residents believed that a co-op store would be best to serve the community's needs. Money was raised and given to Silas Tucker of St. Jone's Within, to purchase goods for the store. The first clerk was Aunt Lizzy Robbins who sold the goods from her house. The clerks changed as well as the location of the store until a building was constructed many years later. The co-op store closed in 1980 with the profits being distributed among those who had shares in the business. The building was eventually sold and used as an arcade.

Throughout the early years, Hatchet Cove was a typical Newfoundland community. Transportation was mainly by boat, horse and sleigh or dog team over paths constructed between the communities. In 1962, a road was under construction between Hillview and Hatchet Cove and the road from Hillview to St. Jone's Within was completed in 1963.

Residents took advantage of the flat land to grow vegetables for their families and animals were raised to supply meat. Hunting and fishing also provided meat and fish for family use.

Hatchet Cove resident Harve Bishop, who came from a musical family, brought fame to the community as a recording artist. His career started in Toronto and after recording his first album, he returned home performing in nightclubs and winning awards from the Newfoundland Herald for Best Solo Artist and Best Country Tape.

In 1982 a playground and ball field were also constructed within the community.

Contemporary Hatchet Cove

The tiny community of **Hatchet Cove** is nestled around the waters of Southwest Arm. This community offers residents a quiet lifestyle with easy access to the open waters of Trinity Bay. Residents enjoy a trip to one of the area's abandoned communities or sheltered coves for a picnic or family excursion. Residents can enjoy a walk along the countryside and beaches, enjoying the natural beauty of the area. Wildlife and seabirds are easily viewed throughout the area.

Hatchet Cove has a golf course located within the community, which provides relaxation and exercise for those so inclined. The community also has a church, which serves both the United Church and Anglican congregations.

Students from the area are bussed to Clarenville to attend school. Residents work in nearby communities and also travel to Clarenville for medical, shopping and banking services. The close proximity to Clarenville is convenient for those who do not live in a bigger town but still want to avail of services provided by larger centers.

Historical St. Jone's Within

Winter people visited **St. Jone's Within** before the community became permanently settled. These people would have been here for the rich timber stands in the area. Local lore has two different people who may have been the first settlers. One account lists Samuel Holloway as being the first resident while another has Hezekiah Benson living here in the 1800's, with both of these men coming from the Conception Bay area.

People believe that this community was settled for the close proximity to rich fishing grounds and because of the landlocked harbour, which provided excellent shelter for schooners. The main industry was fishing during the summer months. Many of the residents would travel to Labrador to partake in the fishery. This fish would be brought to the community for processing and then would be shipped elsewhere for sale. There was also a herring factory located in Ford's Cove, which processed the fish for shipping to other places.

St. Jone's Within was the first home for the famous schooner, "Norma and Gladys". This schooner was designed in 1941 for Allan Tucker after his brothers decided to go their separate ways in the fishing industry. Mr. Tucker wanted a bigger schooner for fishing on the Labrador and had the schooner constructed at Stone's Shipyard in Harcourt. The schooner was constructed from locally obtained wood and was named after Mr. Tucker's two daughters, Norma and Gladys. This schooner only fished the Labrador for one summer before Mr. Tucker realized it was too big for him and sold it to Steers Company in St. John's.

The community residents were also very involved in the lumber industry. There were 2 watermills and 7 sawmills in earlier years. Men would cut logs during the winter for sawing during the summer months, with the lumber being shipped by schooner to St. John's.

Until the 1980's, the community had a co-op store operated by Leonie Tucker. There were also several general stores through the years but those have since closed.

The community is predominately of the United Church faith. The first church was built in 1850, with the first minister being Rev, Lesley W. Blundon. That church was later closed with a new church being built in 1980. The community also had a two-room school which closed in the early 1990's, with the students being bussed to Clarenville. The Orange Lodge has been in the community for many years.

Many of the residents of St. Jone's Within are retired, but there is one family of fishermen and several other residents who work in nearby communities.

Contemporary St. Jone's Within

St. Jone's Within is a tiny community that is located on the Southwest Arm. This community is situated in a land-locked harbour and provides residents with easy access to boating activities. The harbour also provides a safe haven for boats during storms. Many residents enjoy an excursion to nearby coves and resettled areas, which offer a relaxing day away viewing seabirds and other wildlife.

The community is located approximately 25 minutes from Clarenville, where banking, medical and shopping needs are available. Children are bussed to the nearby town for school.

The beautiful fall landscape, with its multicolored trees provides serenity for those wishing to walk through the quiet countryside listening to the wild birds.

VISION FOR THE FUTURE

Random North Development Association has developed a long-term plan to identify needs within our communities. This plan looks at four areas we feel is important to the needs of our communities;

- **Social Development**

Our aim for the social development of our communities includes;

- To promote an increase in literacy skills
- To foster a decrease in the high school drop out rate
- To encourage the integration of persons with disabilities
- To promote a healthy regional program
- To develop togetherness amongst our communities.

- **Economic Development**

Our aim for the economic development of our communities includes;

- To reduce unemployment
- To stimulate small family owned businesses
- To identify resources and opportunities to attract business ventures
- To explore tourism potential
- To create an awareness of computer technology

- **Environment**

Our aim for the environment includes;

- To promote a clean and green environment
- To promote Conservation of our forest
- To promote development of our mineral resources
- To promote recycling initiatives

- **Cultural**

Our aim for the cultural development of our communities includes;

- To preserve history through cultural and artistic media
- To preserve skills and talents prevalent in our area

Random North Development Association, through Provincial and Federal funding has sponsored many projects to aid with our long-term goals. Some of the initiatives we have successfully managed are outlined below.

Random North Development Association sponsors three **Employment Services Offices** in Zone 15. These offices are located in Chapel Arm, Bonavista and Clarendville. We have Employment Counsellors on staff to assist clients who are looking for employment or are interested in going back to school to retrain for a

specific career.

Some areas that the EAS Employment Counsellors assist in are: career exploration/planning, resume writing and interview preparation, preparation of Old Age Security and Canada Pension Forms and provide Internet access for the purpose of Job Search and Labour Market Information. Also in the Bonavista and Clarenville Offices, we have Youth Employment Counsellors to assist non-EI youth who have barriers to employment by providing a detailed listing of youth programs that are available to them.

Another initiative that Random North has sponsored is **Bridging the Gap: From Education to Employment**. The mandate of this model is to take a community-based approach and integrate human resource development with social and economic growth. The goal of this model is to increase essential skills levels and enhance the employability of individuals that will lead to industry/business development and building the capacity of rural communities in Newfoundland Labrador. This project has been sponsored through Provincial and Federal funding agencies.

Random North Development Association has sponsored Skills Link Projects, which have proven to be very successful in helping youth gain full time employment. **Skills Link** is a Federal program that provides a client-centered approach based on an assessment of specific needs of individual youth. The program supports youth in developing basic and advanced employment skills. Participants benefit from a coordinated approach, providing long term support and services that can help them find and keep a job.

To participate in Skills Link projects, youth must be between the ages of 15 and 30 (inclusive) at time of intake/selection, in need of assistance to overcome employment barriers, Canadian citizens, permanent resident or persons on whom refugee protection has been conferred, out of school, legally entitled to work according to relevant provincial/territorial legislation and regulations; and not in receipt of Employment (EI) benefits.

The **Linkages** program, funded by the Provincial Government is another very successful initiative that we have sponsored. Linkages is a provincial program designed for youth, aged 18-29, who have completed a minimum of Level II high school, who have not completed post-secondary training and who have not made a successful transition to the labour force. Priority is given to individuals identified by the Department of Human Resources, Labour and Employment. Youth who meet the Level II eligibility requirements must be out of school for a minimum of six months prior to making application. Participants must be Non-EI eligible, which is defined as currently not receiving EI benefits, have not received EI benefits within the last three years or have not received EI maternity or parental benefits within the last five years.

Job Creation Projects are another way that Random North helps both the community as well as individuals. JCP employment benefit is a Federal program designed to support projects developed by sponsors. These projects create jobs that will provide insured participants with opportunities to gain meaningful work experience. At the end of their participation, clients will have recent work experience to add to their resumes and this, together with networking, which participants are able to do while on a project, increases their chances of successfully finding long-term employment. The project activities should benefit both the participant and the community however, the primary focus must be on helping the participant.

Canada Summer Jobs is a new initiative of the Summer Work Experience program, which is a Federal program. It provides wage subsidies to help create career-related summer jobs for students between the ages of 15 and 30 at the start of employment. The initiative is specifically designed to help students having trouble finding summer jobs because of where they live and/or other barriers. Each year, Random North Development Association has sponsored projects that not only benefit the students but also the groups such as the local hospital and Salvation Army that utilize our students in their programs.

Emergency Response Programs are Provincial programs that assist individuals with obtaining insurable hours to qualify for their EI benefits.

Under this program we assist community organizations that need work completed on their various buildings while individuals obtain their hours to qualify for their EI. In order to qualify for this project, the applicants have to have a number of weeks already worked. These programs are a benefit to unemployed individuals and to valuable community organizations.

Brushcutting Projects are provincial programs that assist individuals with obtaining insurable hours. These projects are done in cooperation with the Department of Works, Service and Transportation. The employees go through the communities removing alders and dead trees from the sides of the roads, making it safer for the residents and vehicle operators when a moose comes on the road. This has helped with safety concerns within our communities as well as assisting individuals who need employment.

The **Three Phase Power Project**, recently announced by the Federal Government, was a proposal that was developed with The Discovery Regional Development Board. This project will enable established businesses within the area to expand operations and will also provide incentive for new industry to be developed.

Random North Development Association strives to assist individuals and groups within our region. The association's staff works hand in hand with government agencies and community partners to find suitable initiatives that will meet the needs of everyone. Our Association will continue to pursue opportunities that will enhance our communities and residents and will strive to create a "better tomorrow" for

generations to come. For more information on our association, check out our website at www.randomnorth1980.ca

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REFERENCE MATERIALS

The following books and websites have been a wonderful source of information for this document. We suggest that you read/view these books and websites for more detailed information and wonderful pictures on the area.

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Creative, 1990, St. John's
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ISBN 1-895387-04-03

I REMEMBER I REMEMBER My Gin Cove Boyhood by Reg Frampton

Printed by: Robinson-Blackmore Printing and Publishing, St. John's, Newfoundland, Canada
ISBN 1-894294-52-1

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ISBN 0—9682171-0-9

WEBSITES:

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<http://clareville.newfoundland.ws>

CLARENVILLE AREA CHAMBER OF COMMERCE
www.clarevilleareachamber.net

CLARENVILLE TOWN COUNCIL
www.clareville.net

THE PACKET
www.thepacket.ca

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<http://community.webshots.com/user/tclenche>

RANDOM NORTH DEVELOPMENT ASSOCIATION
www.randomnorth1980.ca