The Greenspond Letter
Winter Edition 1997

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The Greenspond Letter — *a journal of the history of Greenspond through poetry, prose, photographs, and interviews.*

Greenspond is an island situated on the northwest side of Bonavista Bay. It was first settled over three centuries ago in the late 1690s, by people from the West Country of England. Greenspond is one of the oldest continuously inhabited outports in Newfoundland. In 1698 Greenspond was inhabited by 13 men, women and children. By 1810, the population was 600 and by 1901 the population had risen to 1,726. Greenspond was one of the major settlements in Newfoundland. It was an important fishing, shipping and commercial centre and was called "The Capital of the North".

The Greenspond Letter is published four times a year in January, April, July and October. Subscription rates are $20.00 per year. Please address all correspondence to:

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From the Editor

Welcome to the winter edition of The Greenspond Letter. This edition contains an interview with Doris Jerrett who lives in Pond Head. Doris tells her story of growing up in Safe Harbour and her marriage to John Jerrett of Greenspond. I would like to thank Mrs. Jerrett for her warm hospitality and for taking the time to share her story with the readers of The Greenspond Letter.

Also in this issue is the story of the building of the Bonavista North Straight Shore highway. The author of this article is unknown but it certainly reads like a government report. If anyone can identify the writer please let me know. There are photographs accompanying the article of some of the men who worked on building the Bonavista North Highway.

Readers' mail continues to pour in and I think the request that I get most is for information on family history. There are a lot of people out there tracing their family trees and the descendants of Greenspond families are no exception. However, I must say that I just cannot possibly correspond with all those looking for information on an individual basis. In each issue I will try and include some genealogical information from sources that I feel are not easily available. In this issue I have included a list of names of members of the Church of England who were baptized in Greenspond on September 27, 1869. If any reader has a request for genealogical information and would like to have it published, and thus share their information with others, please let me know. Nina Fosnaes, who lives in Mobile, is researching the Harding family of Greenspond. Some of her research will appear in the next issue. John Clarke of Utterson, Ontario is looking for information on William and Rebecca Gillingham. They had a daughter, Sarah, who was born in 1855. Bill Sullivan is looking for information on the Kelly and Smith family. Catherine Smith married James Kelly in Greenspond in October 1857. They had six children, one of whom, Margaret, was born in 1862. Tom and Pearl Saunders who live in Nova Scotia are interested in the Saunders family. In this case I believe I may be related to this branch of the Saunders family. There are a group of headstones in Glovertown South that bear the following inscriptions: "Samuel Saunders died Jan. 1, 1900 aged 78 years and 9 months, husband of Jane Durdle Saunders; Jane Durdle Saunders died Jan 10. 1903 age 76 yrs.; Robert Saunders died June 26 1906, aged 60 years, husband of Mary Ann Way Saunders; Mary Ann Way Saunders died Nov 21, 1918." My grandfather, Edward Carter, married Louise Saunders of Saunders' Cove, near Glovertown.

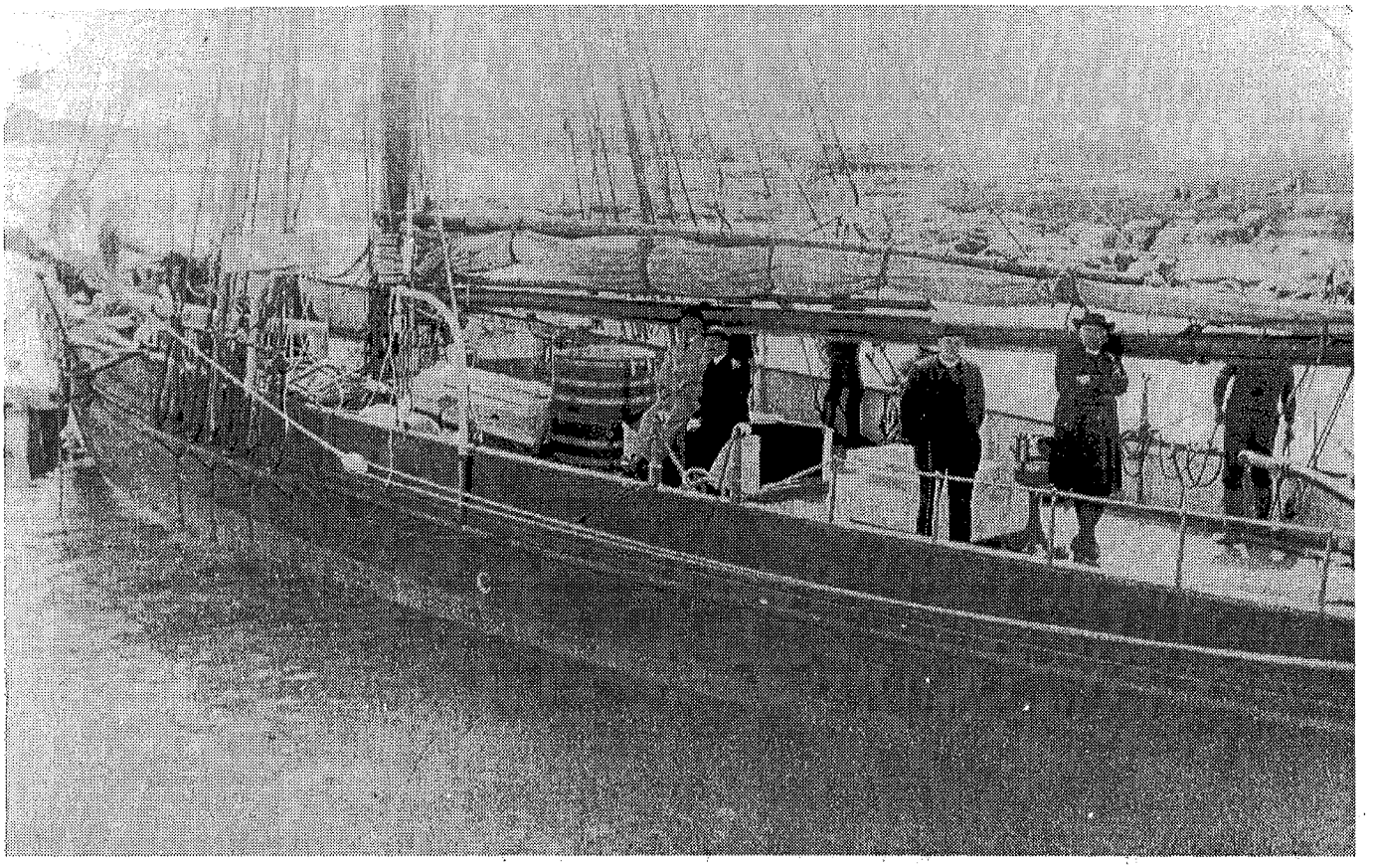
This is a big year in Newfoundland and in Greenspond in particular. Newfoundland is celebrating the 500th anniversary of the arrival of John Cabot at Bonavista. And Greenspond is celebrating the 300th anniversary of European settlers arriving in Greenspond. The Greenspond celebration runs from July 31, 1997 to August 10, 1997. For more information, please write to the Greenspond Come Home Year, P.O. Box 100, Greenspond, A0G 2N0.

There are many people to thank for their assistance with the publishing of this issue: Weldon Bonnell who does the layout and graphics, cousin Ivy White who is general consultant; Pearl Dyke and Edith Burry who permit me to place The Greenspond Letter in their stores, Lori Jerrett and Scott Jerrett for their assistance in identifying photographs of houses in Pond Head, and Art and Dale Jerrett for their courier service.

Persons Baptized by Rt. Rev. James Butler Kelly, Bishop of Newfoundland on September 27, 1869

Cooze, Esther born 1847 Greenspond
Hoddinott, Sarah born 1850 Greenspond
Stockley, Diana born 1850 Greenspond
Coward, Miriam born 1852 Greenspond
Edgar, Harriet born 1850 Greenspond
White, Emily Maria born 1855 Greenspond
Saunders, Emma born 1855 Greenspond
Stone, Rebecca born 1855 Greenspond
Burr, Ellen born 1853 Greenspond
Harding, Mary Ann born 1853 Greenspond
Burry, Emily born 1853 Greenspond
Burry, Charlotte born 1854 Greenspond
Carter, Tryphena born 1851 Newell's Island
Burry, Harriet born 1855 Newell's Island
White, Lucy born 1852 Greenspond
Saunders, Rebecca born 1853 Greenspond
Pittman, Mary Ann born 1854 Greenspond
Carter, Susanna born 1854 Newell's Island
Grunter, Susanna born 1854 Greenspond
Saunders, Elizabeth born 1852 Greenspond
Dewey, Anne born 1850 Greenspond
Harding, Catherine born 1855 Greenspond
Oram, Eugenie born 1853 Greenspond
Lockyer, James Darius born 1856 Greenspond
Blandford, James born 1853 Greenspond
Edgar, Edwin born 1856 Greenspond
Daw, William Job born 1853 Greenspond
Humphrie, Robert born 1853 Greenspond
Butler, Robert born 1854 Greenspond
Humphrie, William born 1855 Newell's Island
Young, Joseph born 1852 Greenspond
Young, Frederick born 1854 Greenspond
Young, Benjamin born 1853 Greenspond
Green, Robert born 1852 Greenspond
Stockley, William born 1853 Greenspond
Harding, James born 1854 Greenspond
Wright, Nathaniel Allen born 1834 Greenspond

The Church of England yacht, Lavrock, with Bishop and others in Greenspond harbour, c.1910



The Battertons of Batterton Island

Linda Hayley Bath of Bonavista has just published a book entitled *King's Cove Head: the light tower a way of life.* It is a history of the King's Cove lighthouse. The book was part of the literacy project sponsored by the Bonavista South Regional Development Association. The first lighthouse keeper at King's Cove was James Batterton. The following excerpt from this book explains the Batterton connection. If you would like to purchase a copy of this book which costs $12.00 including postage and handling, please write to:

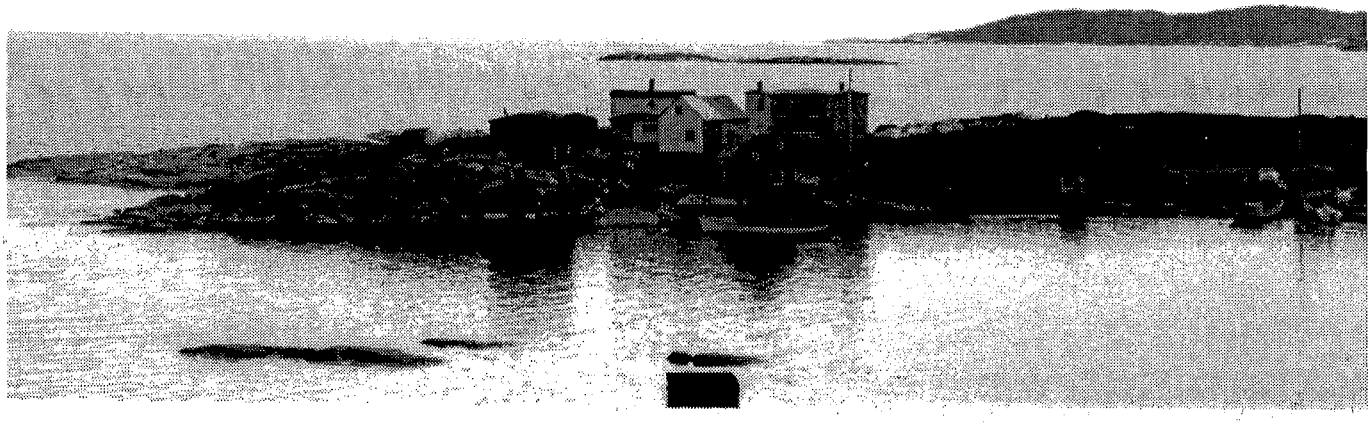
Bonavista South Regional Development Association
General Delivery
Plate Cove East
Bonavista Bay, A0C 2C0

The Batterton's of King's Cove are descendants of Nicholas Batterton who settled in Greenspond after coming from Waterford, Ireland. Nicholas was a cooper. He had two sons, James and Philip, and three daughters, Anna, Betty, and Kate.

James was born at Greenspond in 1837. He married twice. His first wife was a Miss Burton and they had two children, Cecilia and Mary. His second wife was Anastasia Mackey Kane of Greenspond and they had seven children. Anastasia was also a widow when she and James married. James was a mariner who usually sailed between Halifax and St. John's....

In 1883, James was a coxswain on the *S.S. Plover*. The captain of that ship was Samuel Blandford who served as the Member of House of Assembly for the Bonavista District from 1889 to 1893. Blandford and Batterton had a lifelong connection. They had both been born

The Point, Batterton's Island, Greenspond, c. 1995. Photograph by Ivy White Tong. Photo held by Linda White



House and bridge in Pond head
Photograph by Ivy White Tong, c.1995
Held by Linda White

and raised in Greenspond. Blandford had promised James a job on land if he was elected. He was true to his word. James and Anastasia moved to King's Cove in 1893. James was fifty-six years old, and Anastasia fifty-four years old at that time. Some of their seven children moved with them. Two of their sons, James and Philip, would eventually become lightkeepers and carry on the family tradition.

When James Batterton, his wife, and children moved to King's Cove, it must have been an interesting adventure. The comfort of having found a job on land must have been very great. However, James was very much an outsider and he was reminded of that fact. Family members report that the children were often asked; "was there not one man in King's Cove, not one man, who could light a lamp?" and "you won't be living in that big house come the next election".

Where is Batterton Island?

In talking with people from Pond Head there was quite a discussion on the name Batterton Island. Scott Jerrett said he always referred to the place as Wing's Island. Lori Jerrett stated she always said called it "over on the Point". Malcolm White who was also born and raised in Pond Head also referred to the area as "over on the Point". Can you assist in this debate?

The Saga of the Bonavista North Straight Shore Road

The following article was written in the 1950s and appears to be a report on the building of the Bonavista North Highway. There are photographs included with the report, some of which are included in this issue. The original copy of this report is housed in the Centre for Newfoundland Studies Archives, Memorial University of Newfoundland. Would any reader know who wrote this report. Do you have memories of travelling over the new highway? If you would like to share those memories with other readers please write to The Greenspond Letter.

The impossible has at last been accomplished. The road, which everybody said could never be built, has now been completed, thus ending forever the isolation to which the people of the Straight Shore, Fogo District and Bonavista North have so long been subjected.

Its completion marks the fulfilment of the promise made by Premier Smallwood to his constituents, when he first offered himself for election in the District of Bonavista North. It also marks the beginning of a new way of life for the people of these two districts, the first chapter of which having already been written.

Before the road project started, upwards of two thousand people were living on islands and in small outlying villages, namely, Cape Island, Pinchard's Island, Deer Island, Bragg's Island and Flat Island, North West Arm, Valleyfield, Safe Harbour, Port Nelson, Shambler's Cove and Newport, each of which has supported schools, churches and public buildings. These islands and small settlements have now been restored to their original status, namely, nesting grounds for seabirds.

The exodus of the people from those islands to the nearby villages along the route of the road, would make a most interesting story in itself. It is sufficient to say here, however, that not only are those islanders now enjoying the advantages of a larger and more integrated community life, but the move has been of considerable economic importance to the country as a whole.

Nature of Terrain and Physical Conditions Generally Throughout the Proposed Route of the Road

The North Shore of Bonavista Bay from Hare Bay to Wesleyville, as seen from Freshwater Bay, presents a solid granite face. This condition extends for several miles into the hinterland, while glacial action has left the headlands bare of soil. However, there still remains in the hollows and crevices a sufficient amount of mineral soil (consisting mainly of a pug formation, with large granite boulders solidly embedded) to support fairly good stands of spruce timber. This continues all the way from Hare Bay around the heads of Lockers Bay, Trinity and Indian Bay, and about one third of the distance to Wesleyville. There the pattern changes. repeated fires have denuded the whole countryside of whatever vegetation existed, leaving the granite boulders exposed like figs in a pudding. These finally give place to muskeg bogs, with the odd exposed rocky ridge in between. This condition exists on through Valleyfield, Brookfield, Badger's Quay, Wesleyville, Pound Cove, Templeman,

Don Andrews, General Superintendent, Wesleyville and RC Goodyear at Lockers Bay

Newtown, Cape Freels North and South, Lumsden North and South and ends at Deadman's Bay, where the formation ends abruptly.

Change of Formation has Marked Effect on Progress of Construction

Here begins the Straight Shore, where the land takes on a new life. Good stands of mature, merchantable trees run directly to the water's edge. It is perhaps the sudden change from muskeg bog and barren rocky ridges, to a smooth shoreline, that continues on dead straight for a distance of nearly twenty miles, which cause it to appear unique. It is the contrast, however, that shows up its picturesqueness to the visitor, who views it for the first time. From here on through Dotting Cove, Musgrave Harbour, Seal Cove, Aspen Cove, Ladle Cove, Carmanville, Frederickton, and finally Main Point and Mann Point, Gander Bay, no appreciable change is noticeable, from a formation point of view. Within the confines of that area, using Gander River to the North and Indian Bay River to the South, there exists over a million cords of prime pulpwood (spruce) forests.

Government Decides to Build the Road which was Promised the People of Bonavista North and the Straight Shore

J. Goodyear & Sons Ltd. of Grand Falls is awarded a contract to build the first twelve miles.

Early Beginners of the Company

The Directors, sons of the late Josiah Goodyear, were born at Ladle Cove, on the Straight Shore in the District of Fogo. Their first experience in industrial activities was obtained in the Lewis Miller Lumbering operations at Millertown in the year 1900.

When the work of construction started Josiah Goodyear Sr., with his family took up residence in Grand Falls where they quickly became active in affairs of the town.

At first the business was carried on under a partnership, but finally was incorporated into a Limited Liability Co., and became J. Goodyear & Sons Ltd., with the father, Josiah Sr., as President.

Following his demise Roland succeeded to the father's position as President, Joe, (Josiah R.) became Vice-president and Secretary and Ken (H. Kenneth) became Managing Director, a position which he now holds.

Ladle Cove, Birthplace of the Present Directors

Compared with other small places around Newfoundland, Ladle Cove may be said to have been a model village, in that it was practically self-sustaining.

Everybody had as much land as they could work which was well-cultivated and

Capt. Alphaeus Stanford, Wesleyville, General Foreman and No.2 on the Payroll

Edward Blackwood, mechanic, Wesleyville, Gordon Blackmore, Templeman, first man to be employed as tractor operator

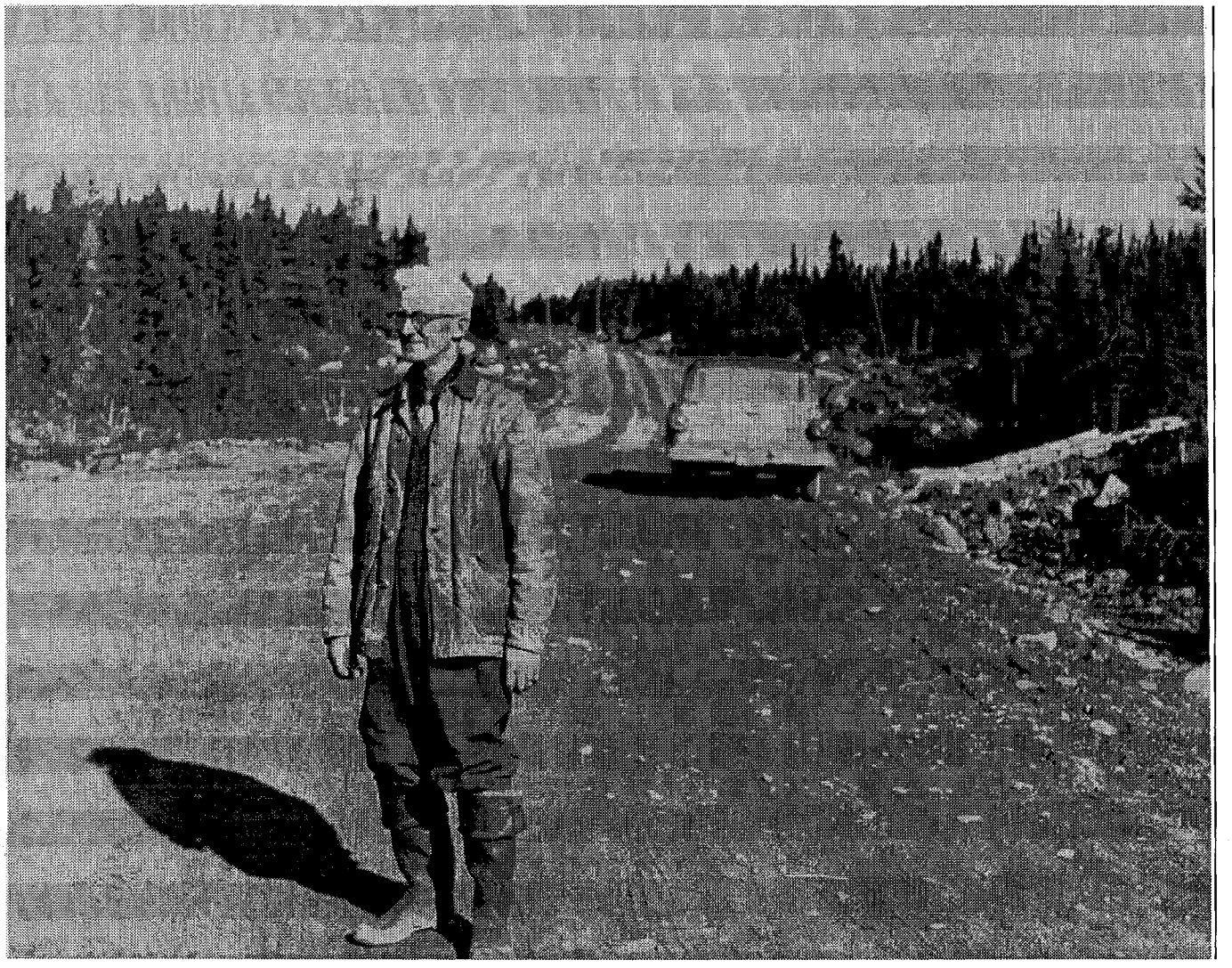
consequently yielding good crops. Tilling of the land went hand in hand with fishing. (Cod, Salmon, Lobster.)

From the standpoint of a balanced living, the land, actually, was more important than the fishing. Everybody kept cattle and sheep. The spinning wheel (now non-existent) was in every home. Clothes generally were home made. Girls did the knitting while the boys looked after the outside chores. Once a boy became big enough to carry an arm-full of wood there was little time after that for play. Compared with the life of the teenager today, life for the young could be said to be a Spartan existence.

Education in Ladle Cove was also above average. Almost everybody could read and write. Most went as far as the eighth and ninth grades, a lesser number to grades ten and eleven, while some went on to college in St. John's and from there to University.

Others from the Straight Shore who sought employment at Millertown and Grand Falls who made good were Mr. Ben Tulk who became the first Woods Superintendent of the A.N.D. Co. at Millertown, Capt. Samson Whelan, Labour Foreman, later District Sealing Inspector, Mr. William Wellon, Logging Contractor, and Mr. William Goodyear, now in his late eighties, Logging Contractor.

Mr. Jack Goodyear, son of William, started as a junior in the Accounting Department at Grand Falls. Today he occupies the position of Secretary of the Company and Controller of Finance.



Capt peter Blackwood, veteran Labrador schooner skipper, Brookfield, dumpman and checker

The late Capt. Hedley Goodyear, M.C., was a graduate of Toronto University and became active in educational work in that city before enlisting in World War I.

The late Capt. Stanley Goodyear, M.C., was active in the Goodyear enterprises at Grand Falls before joining the Newfoundland Regiment. Both he and Hedley were brothers of the present Directors of the firm.

Capt. George Hicks, M.C. & Bar, of Carmanville, became the first school teacher and principal of Grand Falls Academy. After his return from the war, he became pay master for the A.N.D. Company, which position he held until his retirement.

Mr. Charlie Whiteway from Musgrave Harbour was the first school teacher at Millertown who later received a degree in medicine and became the medical practitioner in his home town.

Mr. Newman Gillingham was for many years a scaler with the A.N.D. Co., when he was transferred to the St. John's office and finally became secretary for Labour Relations Board.

Numbers of others from the Straight Shore also made good in other fields, some of whom were the late Mr. Herbert Russell who became General Manager of the Newfoundland Railway. The late Mr. Solomon Whiteway,

brother of Dr. Whiteway was for many years Principal of the Methodist College in St. John's. The Hon. B. J. Abbott, school teacher, magistrate, and now Minister of Municipal Affairs.

Many others of the older generation also made good, especially in the industrial section (Millertown and Grand Falls). A few of the outstanding cases have been cited to show that isolation was not necessarily a barrier when the will to succeed predominates.

The Procuring of Building Materials Proves to be a Problem

The problem confronting the contractors at the start was the lack of materials with which to build as the whole area was completely surrounded by bog-lands.

There were, however, two outcrops of gravel suitable for ballast. These were separated by twelve miles of bog.

Before an attempt could be made at building the road it was necessary to lay a mat of either timber or brush over the whole route which the road would take before a yard of ballast could be hauled.

The contract called for a secondary road. Excavation of the bogs, or filling in with hard rock material was impossible, therefore the laying of a corduroy mat was the only solution.

Building over this type of terrain, however, was by no means unusual as it was the method commonly practised in building bush roads in logging operations.

Wood for Corduroy is Moved from the Islands and Coves Around the Bay by Vessel

Good stands of timber suitable for corduroy were procurable on the south side of the bay. Clearly, a means would have to be found to either build rafts and float it across, or else convey it by vessel.

A number of schooners formerly used in the Labrador fishery were lying idle in the harbours of Wesleyville and Brookfield. Although the owners were willing and anxious to put them into service, all were reluctant to go to the expense and trouble of refitting them for what appeared to be an unprofitable undertaking.

Finally, one man, Mr. David Sturge with his two sons, Ronald (Ron) and Arthur decided to give it a trial. Within four days from starting out they were back with their first load (2000 pieces). The price paid was twenty cents a piece c.i.f.

Meanwhile others were planning to make a start and within a week, six vessels and upwards of two hundred men were engaged at the business of cutting, boating and handling corduroy.

In addition to vessels of around seventy to eighty tons, a fleet of motor boats were engaged at conveying the stuff from the larger craft to the nearby beaches. The discharging point was Pound Cove. The price paid for this work was three cents a piece.

The means or system by which the material was procured entailed an endless amount of checking and accounting. Not only did each vessel owner have a contract, in which his crew shared, but each man had to pay a portion of his earning to the owner to compensate against hire, wear, and tear etc. but dozens of motor boats were also engaged bringing the wood from the vessels to the beaches where it was loaded on trucks. This applied also to the loading of vessels.

In all cases the crews as well as the boats were employed on a piece work basis. The price paid the smaller boats for this work was three cents apiece.

The Procuring of a Staff Begins

Mr. Robert Hall (Bob) is engaged as checker and time-keeper, while Capt. Alpheaus Stanford was placed in charge of operations.

By the time the first vessel load of timber was landed, several trucks, a tractor (bulldozer), tools, and an assortment of other equipment, together with operations had arrived. The work of putting the corduroy in place followed immediately.

Because of the nature of the soil no truck, tractor, or vehicle of any kind could move a yard without first laying a mat of corduroy.

Throwing the timber on the ground any old way would not do. The method employed therefore was the laying of one tier parallel with the road, taking care that where two ends met the joint was secured by laying another piece beside them with a lap of at least six feet on either end. These were spaced about six inches apart, while another tier laid horizontally on top of this was placed close together thus making a double tier.

In order to prevent their moving or rolling up when the machine moved over the mat with their loads each piece was firmly nailed to the underlying tier, then a rail was nailed to the top of either side, again parallel. Thus making a solid mat or bridge.

In order to prevent ballast from leaking through, a covering of bog was thrown in by hand to a depth of six to eight inches.

Ditches for draining were made by means of dynamiting some twenty feet from the road on either side, along the whole length of the route.

Immediately following the bog cover, hauling of the ballast followed. Trucks moved at will over the corduroy always ahead of the ballast.

As most of the work during the first season was ninety per cent hand labour very little machinery was required, apart from trucks. Altogether over two hundred men were employed.

Luckily the fall turned out to be very mild and the vessels operated until late December. Laying of the corduroy continued up until mid January, by which time over seven miles muskeg bog had been covered and 350,000 pieces of corduroy had been laid.

Loaded trucks continued to operate over the whole seven miles of corduroy, most of which was entirely bare of ballast with little or no settling taking place.

In certain places, however, where the bogs were especially soft, often sloughs or open swamps were encountered as much as fifty feet wide and more.

In situations of that kind, instead of corduroy, sometimes five and six and as many as ten tiers were used. This was built up in the manner of a wharf until a firm base was found.

In none of these places where situations like that occur have there been any noticeable "settling".

In fact, to the surprise of everybody, even the builders, the whole road has held up surprisingly well. The heaviest tractors and road machinery move over it daily with never a sign of weakening or settling.

Many people are curious about the timber and enquire as to how long will it last. The answer is **forever**.

Once the wood settles down into the acid soil and covered, so that no air penetrates, it is secure from the action of the elements and therefore can never deteriorate. The acidity of the mass also acts as a preservative.

Proof of this is the fact that invariably, when dynamiting of the ditches takes place, roots of trees and other debris, indicative of forests long dead are brought up from depths of from eight to ten feet and more. This wood when piled and given time to dry makes excellent fuel.

An Office is Opened

The book-keeper, Mr. Joseph Yetman, having arrived with the machine operators, an accounting system was immediately set up. Mr. Hall became the assistant to Mr. Yetman and finally took over the accountancy job upon the former's retirement.

Mr. Frank Green succeeded Mr. Hall (Bob) as checker and timekeeper and finally was promoted to accounts when the second camp opened up. They are both from Newtown.

Prior to their joining the road job, Bob was employed as Postal Clerk, while Frank was school teaching.

Local Labour Employed

As it was the intention to use local labour in so far as was possible, only a small nucleus of experienced operators arrived with the equipment or, sufficient to train new men according as the situation demanded. Altogether over a half million pieces of corduroy were used up.

Although the preparations of the road and the procuring of the corduroy and laying it in place was costly, it was the ballast or the procuring of it, which made the cost of construction rise to three times what ordinary

George Green, Superintendent, and operators at Gander Bay Carmanville section

Group of workmen, Camp No. 2, Musgrave Harbour

ballasting or grading should cost; consequently, at the end of the first season, the job had gone so deep in the red that it appeared doubtful whether or not the company would carry on.

Cruising of timber ended with the close of the season and all work was closed in January.

Work resumed the following Spring, the prices having been improved somewhat. It was this, plus the fact that not only did more and better materials (ballast) become available, but the going continued to improve progressively better which made it possible to continue.

Although not all the bogs had been covered, timber for corduroy was either procured during the Winter months or else became available along the way so that bringing wood by vessel was no longer necessary.

Machinery also began to replace labour. As a consequence the labour force was reduced to less than half with a resultant smaller payroll.

From here on the building conditions became more normal, with the result that not only were costs reduced, but better headway was made.

Two More Camps are Opened

Finally two more camps were opened, one at the Indian Bay section and one at Carmanville where a start was made towards Gander Bay.

First Objective Reached

Starting from Dover, it is now possible to drive to every village in Bonavista North and Fogo District as far as Ladle Cove a distance of 110 miles (including branches) namely;

Trinity, Wareham, Parson's Point, Indian Bay, Wesleyville, Badger's Quay Brookfield, Valleyfield, Pound Cove, Templeman, Newtown, Cape Cove North and South, Lumsden North and South, Deadman's Bay, Doting Cove, Musgrave Harbour, Aspen Cove and Ladle Cove.

The ultimate aim was to service the whole perimeter from Gambo, through the two ports of Wesleyville and Carmanville to the head of Gander Bay and from there to a point in the highway near Gander Townsite.

Between Ladle Cove and Carmanville there still remains a stretch of twelve miles unfinished.

Some two years ago a beginning was made at Carmanville, the intention being to work towards Wesleyville, but the people of Fogo District being desirous of reaching Trans Canada Highway by a shorter route petitioned the government to work towards Gander Bay instead. The survey having already been made that way, the wishes of the people were therefore adhered to.

Twenty-five miles of that section have now been completed from Carmanville through Main Point, Main Point through George's Point at the head of Gander Bay (site of the old G.L. Philips Mill) Frederickton and Noggin Cove being serviced by branch roads.

The distance from Carmanville via the Gander Bay route to Gander is forty miles against 150 miles via Wesleyville and Gambo to Gander.

Port of Carmanville

Carmanville, although the only harbour in Fogo District (mainland) has, so far, never achieved great importance economically, for the reason that it has been entirely isolated and cut off from all communications with the surrounding countryside, except by water. Once the road system is completed, especially the tie in with Gander Airport, Carmanville will take on added significance.

Besides being within easy reach of the people, those amenities which Gander has to offer, eg. the hospital, banks, theatre, attractive shopping centre plus the airport itself, this road will make accessible those fine timber stands through which it must necessarily pass. Besides sawmilling, pulpwood operations will in all probability be developed very soon.

In that area which will be encircled by the road there exists over one million cords of prime pulpwood and sawlog timber. While the wood is of excellent quality, it is its accessibility which makes it of added importance.

Within five miles of this port also there is a mineral prospect (Asbestos, Chrome) of proven merit.

Potentially, there is no other place along the whole coastline of Newfoundland that has so much to offer as the area which this road will service with the exception, possibly, of St. Barbe District.

They include four good salmon rivers which drains through virgin forest, the forest itself, mineral resources already proven, one of the best harbours on the east coast and lastly, its natural beauty and attractiveness from a tourist point of view.

Number of Vehicles Owned and Operated by the Public

At the start of road building operations not more than a dozen vehicles were in evidence in both districts.

Almost before the first mile of corduroy was laid, cars and trucks began to arrive until now the total is in excess of 300 while new ones are arriving daily.

Two garages are now in operation and several others are in the process of getting started.

Moses Lethbridge, Inspector, and R.C. Goodyear

Personnel

The following now comprise the staff:
Mr. Don Andrews, Superintendent
Mr. Frank Hall, Accountant
Mr. Frank Green, Accountant
Mr. Ray Guy, Foreman
Mr. George Green, Foreman
Mr. Pat Brown, Foreman
Mr. Hedley Abbott, Assistant Foreman
Mr. Don Snow, Assistant Foreman

Messrs. Harry Dowding and Cecil Hall also acted in the capacity of Foreman, but have now taken other positions.

Machine Operators and Mechanics

Total number of machine operators employed by the contractors are: 10

A summary of the staff required for the operation is as follows:

Total number of truck operators: 30
Total number of labourers: 30

Total Number of vehicles owned by contractors now operating:

Bulldozers 10
Shovels 2
Traxcavators 2
Miscellaneous 12
Total number of privately owned trucks engaged at hauling road materials etc. .. 28

While it is important to any organization to have capable and efficient superintendents, book-keepers and foremen which the Directors are confident they have, it is equally important to have good dependable mechanics.

Although none of the men presently operating machines (bulldozers, shovels, loaders, graders, trucks etc.) or, the men looking after repairs had any experience at this class of work previous to the start of the road, being as they were all fishermen. In the opinion of the Directors, at least, both from the knowledge of their work and the standpoint of performance, they now compare favourably with any group of men who are engaged in the same capacity anywhere.

Furthermore, the Directors have confidence in their loyalty which has been continually in evidence since the start of the work.

This applies also to the men who were engaged at ordinary labour and here the Directors take advantage of the opportunity to pay tribute to the whole staff, all of whom appeared to be imbued with the one objective, viz, that of getting the road through.

Not only has there never been any labour troubles, but there has never been a man discharged either for reason of insubordination or failure to perform the task assigned him.

Next to the record of performance under unusual circumstances this may be said to be the Directors' proudest boast.

This completes the story of the building of the Bonavista North Straight Shore Road and the opening up of one of the most promising productive areas of the island, which up to now has remained one of the most isolated sections of the country with the District of St. Barbe possibly excepted.

Frank Green, accountant, Camp No. 2, Musgrave Harbour and Ray Guy, superintendent, Camp No. 2, Musgrave Harbour

In conversation with Doris (Janes) Jerrett

This past autumn I spent a lovely afternoon with Doris Jerrett at her home in Shallop Cove, Pond Head. Doris told me lovely stories of growing up in Safe Harbour and stories about coming to Greenspond for visits. It was in Greenspond that the young Doris Janes from Safe Harbour met John Jerrett. John and Doris were married in 1947 and they subsequently had a son, Art Jerrett. Art married Dale Carter of Ship Island and they have a son, Scott, who is attending the Marine Institute in St. John's, and a daughter, Lori, who attends Memorial University.

The following interview took place on September 19, 1996.

Now then Doris, I usually start by asking people their names and their parents' names.

My name was Janes, Doris Janes. My father's name was Moses and my mother was Sarah Janes. She was Sarah Spurrell from Pool's Island. I was born September 3, 1912.

Oh, you just had your birthday.

Yes, I was in St. John's for my birthday.

Now then tell me about your family. You grew up in Safe Harbour.

Yes. I had seven sisters besides myself and four brothers. I'm the only one that's living. Seven sisters. My oldest sister was Laura, and then there was Lucy and Effie, and there was Beatrice Leah but I don't know her. She died when she was 13 months old. And there was Paulina and Emma May, and Marion Blanche and Doris (Aunt Maggie). The boys names were Othenil.

Othenil? Is that out of the Bible?

Oh yes, out of the Bible. There was Allan and Wilfred, and Alexander. He was the youngest. He married Millie Wheeler from here, from Greenspond. I was the youngest of the lot.

What was it like growing up in Safe Harbour? Was you father a fisherman?

Yes. And my mother was a midwife. She'd do the gardens and that.

Now that's a lovely picture. Where was it taken? Is that down in Quirpon? After you sold the schooner? And what are they putting on the roof? Is that salt fish?

Yes. Yes, on the roof because the roof was all mossy because it was made of wooden shingles. And they'd dry the fish up there. Lovely fish isn't it? Yes. My father went down on the Labrador fishing. I was down two summers. I was cook. Oh yes. I'd never touch the fish. I was two summers on the Labrador and one summer anchored off in Quirpon. The name of the schooner was *Miss Janes*. My dad and my brothers owned the schooner. And I went cook. When we was down Quirpon, we would be down until the last of October and sometimes up in November. We carried most things with us but you buy things down there.

The first time down I went down to Quirpon I was going on 19. I was six summers there. On the land. I was eight summers with my dad and they. I'd come back on the

Doris (Janes) and John Jerrett, c.1990s

steamer then, the *Northern Ranger*. Yes, we lived in a house while we were down there.

Now, then, your mother was a midwife in Safe Harbour? There was no doctor?

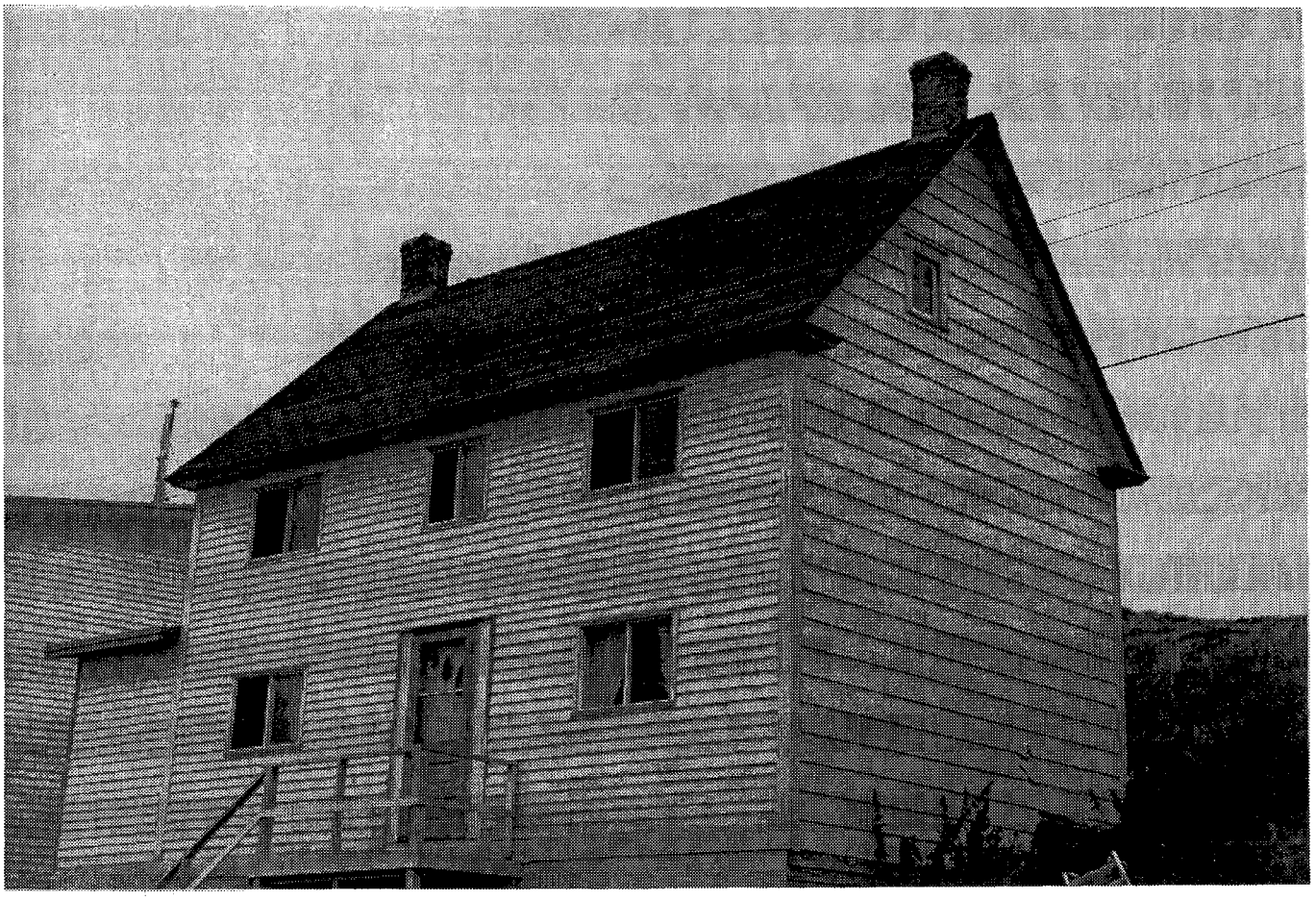
Yes. She was a midwife. They'd call a doctor if they needed one. He'd come from Greenspond. Dr. Cecil Kean and Dr. Sam Kean. She borned 110 babies.

When did you meet your husband, John Jerrett?

I come up here for to go out on Puffin Island, see, and it was too stormy to go out on Puffin Island. You see that was my nephew, Albert Wakeley, the lighthousekeeper. He was my sister, Paulina's son. I was going out to visit Albert and see Puffin Island before the sun crossed the line. I went to school in Safe Harbour. I was going to study for primary, that's grade nine today but my sister got sick. That's Paulina. Well I had to come out then. I was only fourteen. I never went to school after. We had a number of teachers. Miss Dawe, and Mr. Noble from Pool's Island. And Anita Wicks from here. We had her for four years. She was lovely. Max Wicks's sister.

And what did you know of Greenspond when you were growing up?

Oh I used to come here and visit. Yes, Aunt Julia Janes, see. We used to come up and see her mother, see the Chaytors. And Aunt Emily used to come down the house. The Chaytors lived where Dot Woodland's house is. Aunt Millie Burry, she lived right down



Large house on main road, Pond Head, 1996

where Norman Burry lived. She married Fred Burry.

Now when you came over to Greenspond, how would you get here?

We came in boat. There was a ferry but I don't think I ever came on ferry. I was here once when Albert Wakeley came from overseas and they had a party for him and the Governor was here. Captain Peter Carter, I believe, had something to say. That was in 1941. My mother had died in November and that was in the summer.

What was it like in Greenspond then?

Yes, oh yes. I don't know if I ever went to church here before I was married. I was only here a few days for a visit.

What year did you get married?

1947. I married John Jerrett. His parents were Lavinia and William Jerrett. She was Lavinia Wakeley. She was Albert's aunt. I got married here in the old church in Greenspond. United Church.

Now tell me about the wedding. Who came to your wedding? What did you wear?

I had a white dress.

Where did you get it? Did you make it?

My niece made it. Yes. And the material was presented to me by Mr. Henry Granter. He was a Safe Harbour man. He had a business. My niece, Annette Gillingham made it, yes. It had twenty-four buttons at the back. And I have three left. Here they are. That's three of the buttons. The dress was white. Oh yes, I had a lovely dress and I have some of the trim

left. There were rosettes. And it was full length. I had a veil. My sister-in-law, Louise, was married before me and it was presented then to the family.

And you still have some of the buttons from the dress. That was really nice of that man to give you the material.

Oh yes. I thought it was a joke. I came home and told my Dad about it. I told Mr. Granter that I needed six yards. 1947. The 17th of December. And my brother, Sandy, was the best man. And my sister-in-law, Annie, was the maid of honour. And Gertie Meadus and Arthur Burton, Will Burton's son, and Ron Janes, my nephew, and Evelyn, my niece were there.

I had Uncle Ken Burton for twenty-five years. He was John's uncle. His wife and John's mother were sisters.

John's mother, Lavinia?

Aunt Ellen was his wife. He lived here for twenty-five years. Sylvester Meadus played the accordion at the wedding reception, in the Lodge, the Orange Lodge. We had a supper.

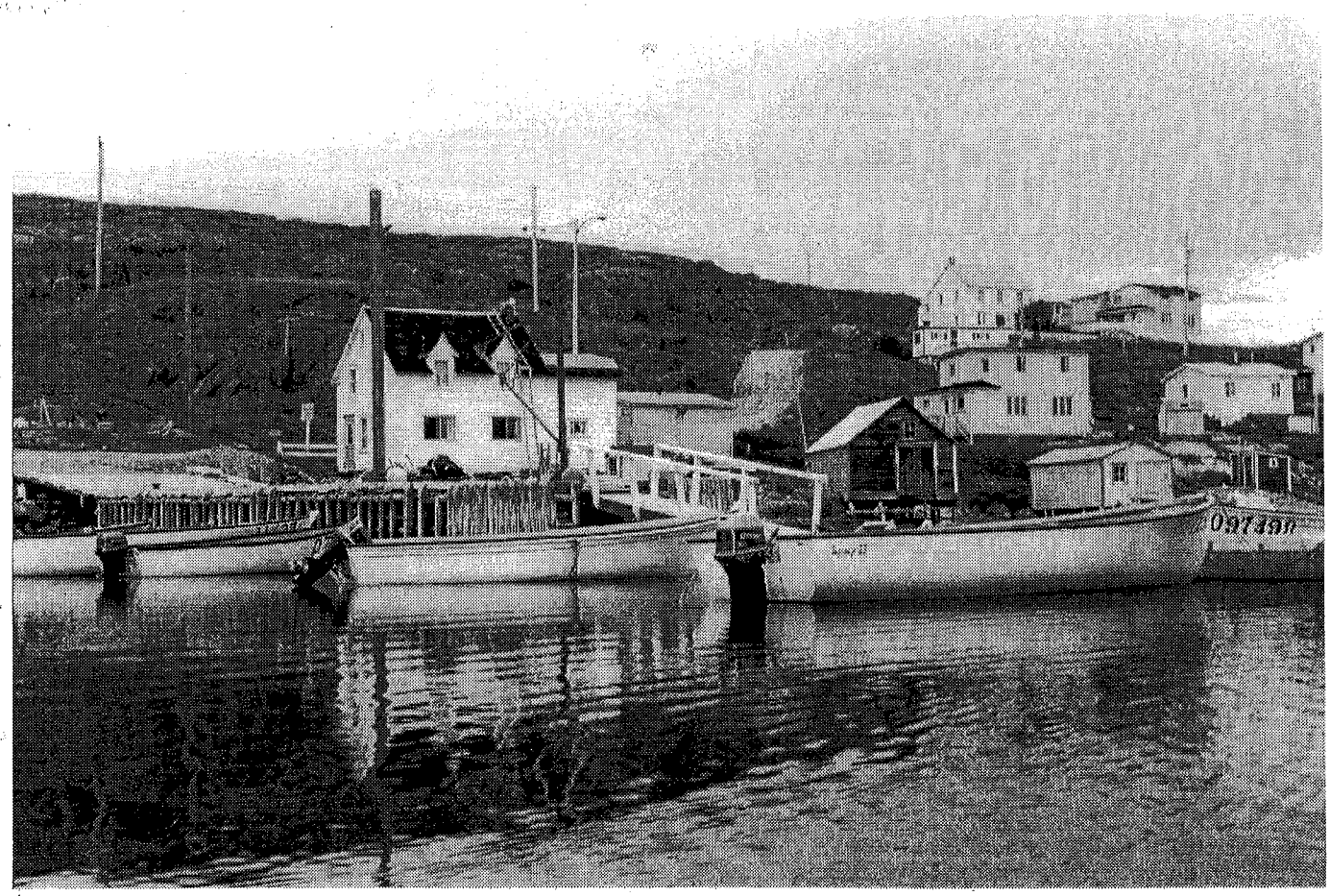
You have a lovely house here. And a great view here. You can see all around. You can see Shoe Cove Point. You have a great vegetable garden, there.

Yes, it's lovely. This is the garden. I had potatoes set. I have three more beds to get up.

When you got married did you live here?

Oh no, we lived on back of the island with John's mother and father. There were nine of us. We lived together for four years, nine of us. There was Mr. and Mrs. Jerrett, Louise

Pond Head, with Ben Burry's Hill in the background, 1996



and Dan, Edward, and Annie, and Eliza Harding. She was Mr. Jerrett's father's sister. Yes, and then we moved to this house. This house was floated over from on back of the island. We were married for four years and then we had this house taken down in Safe Harbour, it was taken down in sections and brought over her.

This house came from Safe Harbour and then to the back of the island and then to here? My dear, this house has travelled. Who lived in the house in Safe Harbour?

It was my uncle's. It was taken down by my husband and his brother, Dan. After we were married we went down Pond and looked after Albert in Peckford's old house, where Eric Burry lives now. Looking after Albert Wakeley's family. She was having a baby, Leonard. We came back in March month to Mrs. Jerrett's again. Albert Wakeley was lighthousekeeper for twenty years. Then in 1956 we moved over here. Forty years.

Well, you've been in Greenspond longer than you were in Safe Harbour. Who were your neighbours?

Well, Susie wasn't here then. That house was vacant. That was Aunt Prissie Lush's house, I think. Ponds first, then Lush. Yes, I've seen alot of change. John's sister, Annie and her husband, Marsh Granter, and John's brother, Dan, and his wife, Louie Jerrett, live here now and they are wonderful friends. You wouldn't wish to have better.

Did John fish?

Oh yes, with his brother. And his brother's son and our son, Arthur.

View of Stratton's and houses on Pond Head road with boats and stages, 1996

View of Gordon Janes's house from the water, Pond Head, 1996

You had one child Arthur? And he married Dale Carter? Wilfrid Carter's daughter?

Yes, that's right.

Now when you were a child can you remember your mother as a midwife, going out?

Oh, my dear yes. Somebody would come and get her, rough or smooth. It was hard going back in them days. My Dad had a schooner. He would go to St. John's with his fish. It was $2.50 a quintal for shore fish. And that was just like the cheese. There was no motor, only sails.

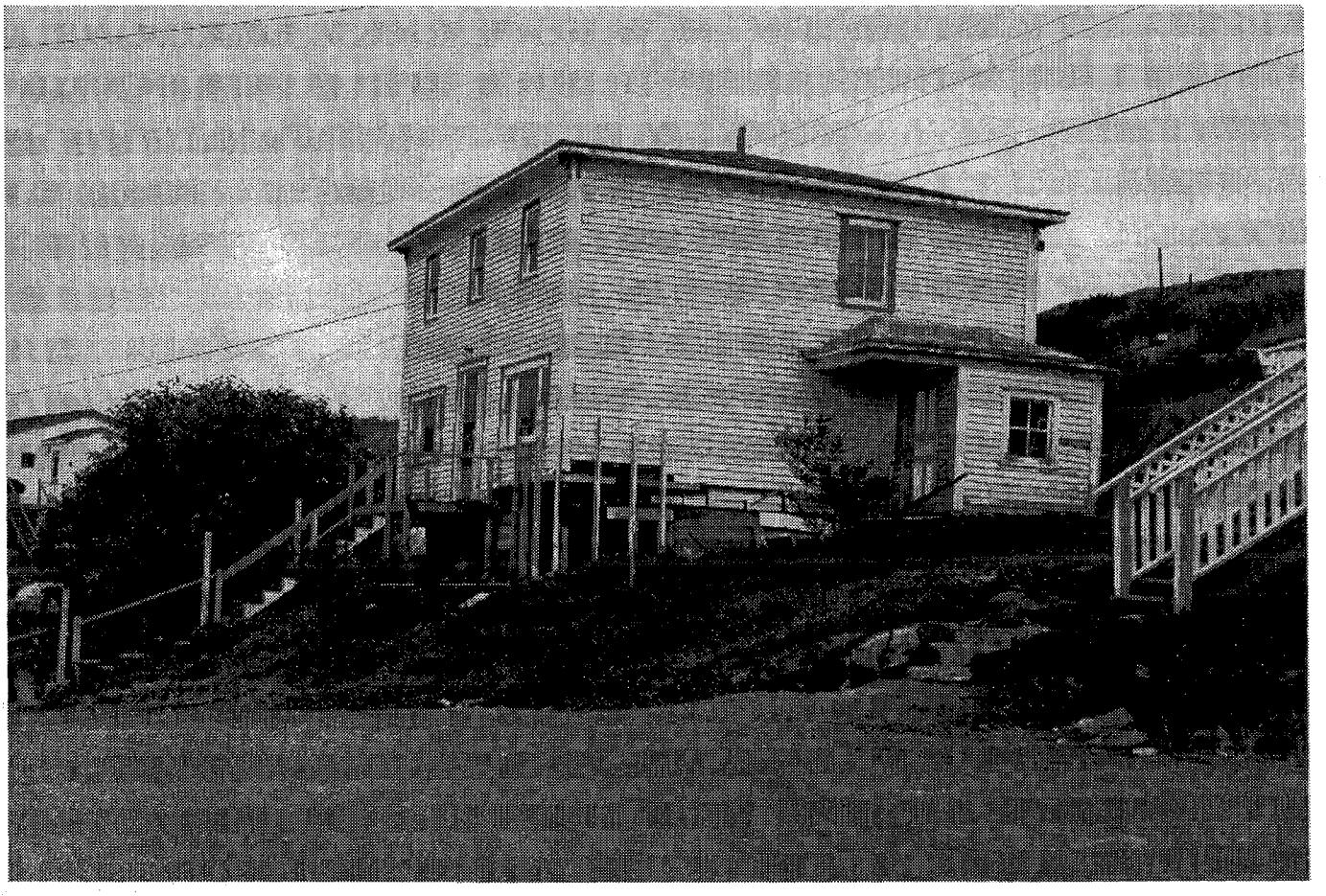
Now when you went down to Quirpon did you live on the schooner?

Yes, and I was on the boat. There were livyers there, yes, they were like your own people. The Taylors and Paynes. They had an Anglican Church, and United Church, and Salvation Army, I think, in later years.

Did you ever go into St. John's when you were a girl?

I went in there when the war was on, I went there in 1941. I gave up going down to Quirpon. I went in working with Captain Ned Blackwood on 3 Saunders Place, in service. Seven dollars a month. He was from Port Nelson. He married a Best, I believe, from Wesleyville. Ida Best. I was there from May month to September. Dad told me to come back because Mom was ailing then. Mom died in November.

Did you like it in St. John's?



Stratton's house, main road, Pond Head, 1996

I managed it. I wasn't use to it. I was used to being my own boss. But I managed it. I had six dollars when I came home, to call me own.

After all summer in St. John's you had six dollars. You spent all your money? On Water Street?

Yes, we went down to the stores. I had a friend girl there. Beaufield. From St. Anthony. Shannie Beaufield. We used to go to Gower Street Church. I can remember an ordination service, a Tucker, I believe, was ordained.

How did you get back and forth to St. John's? On boat?

I went by train when I went. And when I came down I went with Skipper Saul Abbott, Pool's Island, in schooner.

So you were glad to come home were you?

No, I wasn't glad, but I had to, because my mother was sick. She had no one to look after her, eh. I stayed home then. Six summers I looked after my Day myself. Dad and me. Down Safe Harbour, six summers. He fell down and he broke his leg or hip. He never had a doctor to know what he done. So he had to walk cripple, with a stick, a cane. There was a doctor but they never believed in doctors.

You said that you were married almost 50 years.

Yes, we were happy. It would be 50 years next year. 1997, Come Home Year. Art was born the 15th of September 1949.

1949? Well, we're the same age. I was born in 1950.

Yes. Art was born at Brookfield Hospital and we lived then on back of the island and

he used to walk over to school every day after he got older. He walked from back of the island to the school here in Greenspond. He got his education and then afterwards he went in to the Trades School. He was 12 years in St. John's and then he moved back here. Yes, after Lori was born. Lori was three years old, I believe. Lori went to school here. And Scottie was born too before they come here. They come here then and they lived with me until they got their house built. And Uncle Ken was here too. I had a house full. Yes. Uncle Ken, he wouldn't move. No. He loved the children that much. Yes, Ken Burton. He lived here 25 years. Yes, he moved here after his wife died.

I have his obituary here. August 19, 1990. Ken Burton passed away after a month in hospital. He was 97 and three months. He was buried the 31st of August. He was like a father, almost. He was nice, really nice. He was good company too for me. He loved Arthur and Scottie and the children. He always knew John.

You've got lots of keepsakes. They are nice pictures.

Oh yes. That's Duke Blackwood. That's old time. The *Rudolph*, she was lost and all hands. Otto Hicks and The Mollie, she was lost too. December 20, 1944. She was smashed on the rocks in Grate's Cove it says here. It says the *Rudolph* left the town with a full load of cargo for Port Nelson. She was coming around Southern Head, near Catalina. All except Duke Blackwood. He survived and climbed up a cliff and went to his uncle's in Catalina, Levi Dalton. All hands clear Duke. I knew him and his wife. They were from Port Nelson. They were related to Anita and Louise down there. Duke Blackwood climbed the cliff. It was the unseen hand that guided him, that's what I always say.

Were you involved in the Lodge?

Oh yes. I was Worthy Mistress for nearly ten years. The L.O.B.A. The Ladies Orange Benevolent Association. I remember when I took it first I thought why did I do that? I was sick in the heart. Susie Ron, you know Susie (Ron Burry's wife), she used to say don't worry Doris you got a good backer. That was her, see. Susie Burry. I was chair. And it was no more like now. We only got eight or nine now. Back then there was 40 of us. There was Susie Ron, Violet Bragg. She was a Worthy Mistress.

So what did you do when you got together? Did you have secret words like the men did?

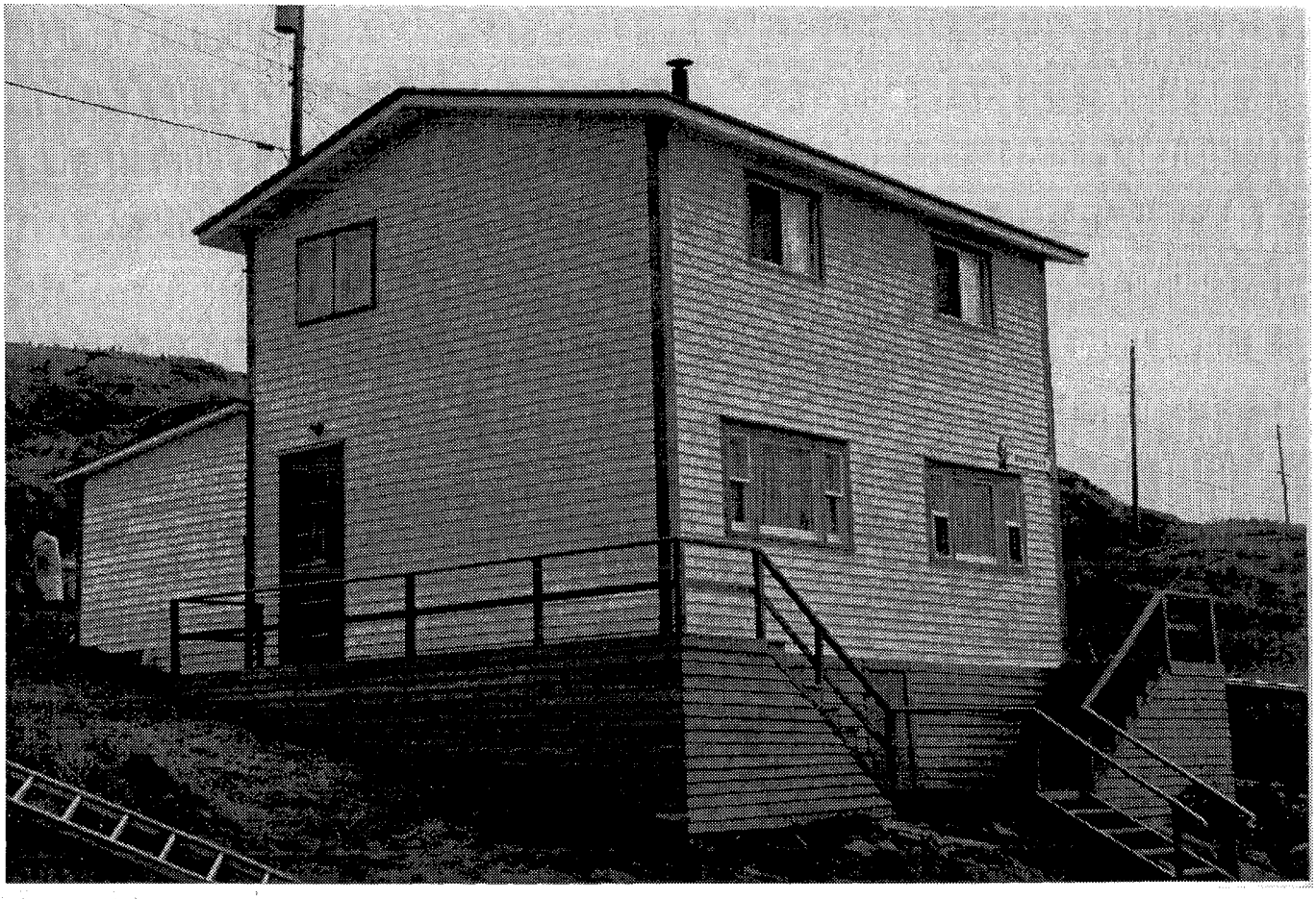
We have a routine. We'd meet every two weeks. It's not the same now, even the Church are not the same because the young people are gone to College and away to work. The Anglicans still have Sunday School.

You asked the name of our Lodge? It was called the Royal Visit. Yes, we had our socials. We had one this summer in July. We had a sale and soup and cookies. We had a sale of goods. We'd make donations to hospitals, the Orange Hostels, for the sick people and shut ins. John was a member for 50 years in the L.O.L.

Here's the certificate.

It says that you were the Worshipful Mistress of the Royal Visit Lodge. Number 1345 of the L.O.B.A. It was signed April 1988.

John has his certificate up in the living room. I must light the stove. It's getting cold here. The paper went out. Now here are some more pictures and some newspaper clippings. Minnie Stratton. The funeral service for Minnie Stratton. We was up to Glovertown. Yes, she was married to Fred Stratton. She had one brother, Walter Osmond, and one sister, Emily Abbott. Yes, I was good friends with Minnie. You see Minnie's aunt, Emma Osmond, was married to my first cousin down Safe Harbour.



Large house at the bottom of Ben Burry's hill, 1996

Adam Janes. See, Emma was married to Adam Janes.

What other names are Safe Harbour names? Janes and ...

Janes, Dykes, Granters, Barbours, Pinsents. There was a road going from Safe Harbour to South West Arm. Oh, yes, there were stores in Safe Harbour. Bournes. Mr. Granter had a store. Gillinghams and Blackwood's had a store there too. My sister, Effie, married Tom Gillingham. She was involved in the church. She was Superintendent of the Sunday School. She had a store and after awhile she had the post office. They had three sons, and all were United Church ministers.

You have some lovely pictures here. Is that hens? Did you have hens?

Oh, yes, girl. Sheep, goats. And we grew vegetables. I had seventeen hens. They were gorgeous. Yes, they were cute. They had a house out there. Always had eggs. On back of the island we had sheep. Not over here. We used to send our wool away.

Yes, you certainly have a lovely view from here. You can see Puffin Island from here. But you can't see Ship Island.

You used to see Ship Island. We could see Mr. Carters, Wilfred's and Sam's. But now there are new houses built up and you can't see it Ship Island houses.