

ENTRY ISLAND
TRANSPORTATION &
POST OFFICES & HYDRO
QUEBEC



ENTRY ISLAND MUSEUM

Entry Island

Magdalen Islands

P.Q. G0B 1C0

Introduction

This book is dedicated to all the mail carriers that is not with us today.

A special thanks to C.A.M.I. who made this project possible.

Thank you to everyone who helped with pictures, information, documents, or in any way.

Research, computer layout and typesetting by Diane Chenell

Funded by Provincial Government.

Compiled by

Entry Island Historical Museum
Entry Island
Magdalen Islands
GOB-ICO

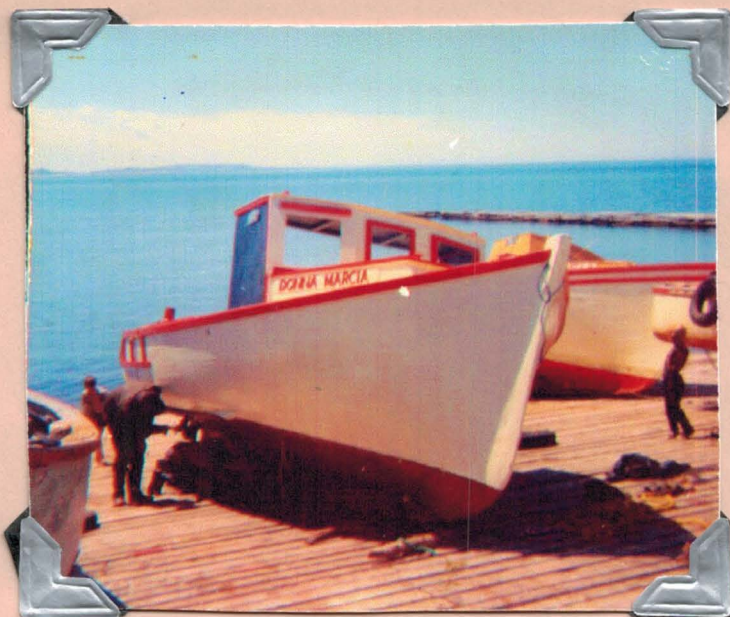
Telephone (418) 986-6622

Dec.2000

TRANSPORTATION ON ENTRY ISLAND



Local boat (Kenny) owned by Ernest Cormier



Donna Marcia
Calvin McLean's boat
used to transport the mail

Transportation

One of the very important things living on an Island is the need of transportation. From May to the end of December a boat transports passengers, freight, and mail from Entry to Cap-aux-Meules. From January 1 to the end of April, a plane travels from Havre-aux-Maison to Entry Island.

Craig Quinn, the son of Philip Quinn Elenor Quinn, started his career as a pilot in December 1973. He was the first person from Entry that piloted and owed his own plane.

When Craig first started, he landed in a field near Howard Dickson's house. In 1979 the government built a small airstrip and later a hanger for the plane. The waiting room was built a few years later.

The Search and Rescue helicopter comes to the Island in case of an emergency or the Coast Guard boat in navigation season, if necessary.

Airplane coming in for a landing.



Search and Rescue taking a patient to Cap-aux-Meules hospital.



Mail Contracts

Peter Welsh	1940-1944
Everett Welsh	1945-1949
Charles Welsh	1950-1970
Calvin McLean	1971-1975
Cecil Aitkens	1976-1985
Ronald Welsh	1986-1989
C.E.P.I.M.	1990-1992
Raynald Cyr	1993-2000



Passengers & Freight Contracts

Azade Boudreau (sail boat)	1940'
Evarise Montiny	1950'
Bordon Chenell	few months
James Chenell	2 years
Chalmer Chenell (Lloyd M.)	1958-1959
Ernest Cormier (Kenny)	1960-1974
Roland Reneau (Gretrude Beatrice)	1975-1988
C.E.P.I.M. (S.P. Bonaventure)	1989-1992
Raynald Cyr (S.P. Bonaventure)	1993-2000

S.P. Bonaventure



Winter Contracts

Craig Quinn	1973-2000
-------------	-----------

Boat owned by
James Chenell



Gertrude Beatrice



Boat used to transport the mail in 1986
by Ronald Welsh,

From 1950 to 1970, Charles Welsh had the mail Contract, from Havre-Aubert to Entry Island.

In the summer months, he would cross by boat once a day for the mail. In the winter months, he would cross to Sandy Hook, by small boat often hauling the boat over the ice flow.

When there was an ice bridge between Entry Island and Sandy Hook, he would use a horse to transport the mail.

There were times that he would hire a Mr. MacWain from Charlottetown, with a small plane to bring the mail to the Island.

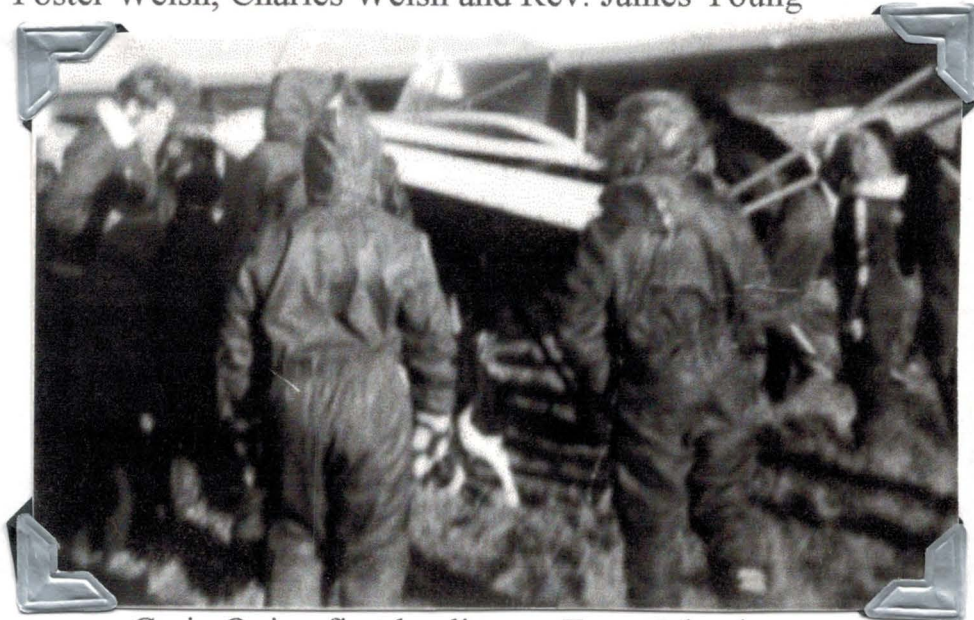


Boat used and owned by Charles Welsh
to transport the mail -VERNON E-

In 1960, Rev. James L. Young was the priest of Entry Island. He purchased a small engine aircraft so that people of Entry would have regular church services. In the winter months, he would land his plane in any flat field. He would also bring the mail in the winter months. Mr. Young was transferred in 1964 to Lower North Shore.



Foster Welsh, Charles Welsh and Rev. James Young



Craig Quinn first landing on Entry Island



Waiting room at the airport



Hanger for machinery at airport

Up until the mid 1900's horses were used for transportation, plowing, haymaking, hauling boats and even for amusement.

During Christmas seasons, horses were decorated with bells and ribbons; families would travel from house to house greeting everyone with their holiday cheer.



Curtis Quinn mowing the field



Horses racing on shore ice

The first automobile that came to Entry was in 1949. It was a 1948, two-ton International truck owned by D.K. McLean who bought it from Foster Turnbull or Grosse Isle. In days gone by, vehicles were transported by boat from Cap aux Meules and still are today.



Some winters, with a little luck, an ice bridge forms from Entry to Sandy Hook. During this time vehicles such as trucks, ski-dos, and ATV's are used to cross on the bridge. The last time we had a bridge was in 1994.



ENTRY ISLAND
POST OFFICES

Around 1910 the mail service started to come to Entry Island. The boats at that time were rowboats or double enders.

Through the years the mail-carrying job changed hands many times, and many ways of getting the mail. In the winter the mail came when there was an ice bridge. They traveled by horses or by flats when there was not too much ice. On Feb. 4 1942, was the first time mail was delivered by airplane. It was dropped from the plane and landed in different places, like fields, the woods or on the shore ice. One would have to keep a watchful eye for the mail plane.

In the early years the mail carriers were John James Cassidy, Jack Welsh, and John McLean, then it was Earl Dickson, Everett Welsh, Clifford Cassidy, James Chenell, Howard Dickson, Charles Welsh, Calvin McLean assisted by Ivan Quinn. Cecil Aitkens, Ronald Welsh and Dirk Chenell were the last people from Entry to carry the mail by boat.

Craig Quinn brings the mail in the winter, three times a weeks by plane for many years, and in the summer, the mail comes five days a weeks by boat by the S.P. Bonaventure.

Entry Island Post Offices

The first Post office on Entry Island was opened the 16-06-1896 to 04-07-1899 by James Cassidy.

This post office was probably in his home, which was also the first light house on Entry Island. It is believed that James Cassidy was one of the first English settlers on Entry Island.

John James Cassidy was the next postmaster in 01-05-1902 to 04-04-1936; this was also in his home but in a special room. Everyone sat around the kitchen to wait for their mail to be sorted or have their letters and parcels mailed.

I was told that when the chairs were filled up they would sit on the floor and Mrs. Cassidy would come out and give everyone their mail. The post office was open from 8am to 8pm. There was no electricity in those days so the house had to be heated with wood and coal, and oil lamps for light. Those lamps had to be cleaned and filled with oil everyday.



Richard Ellsworth McLean was the next postmaster in 13-06-1936 to 10-11-1943 he also had it in his home in a special room. These were very sad years for the people of Entry Island. Mrs. Mclean's kitchen was always lined around with family and friends waiting to get mail from their love ones who had enlisted in the 2nd World War. Mrs. Mclean's kitchen was always spotless It must have been hard to keep a hard wood floor clean after all traffic through the house. People did not take off their boots at the door.



Mrs. Clara Mclean Patton was our next postmistress after her father in 16-09-1944. It was in the same room also the same gathering in the kitchen.

Albert Edward Earl Dickson was the postmaster after Mrs. Patton from 16-10-1945 to 29-08-1947. He had the post office in his home but in a small building attached to the house with a wicket and door on the outside. Fred Aitkens worked in the post office for a while. Mr. Dickson gave the post office up when he moved to Truro N.S.



Ancil Lloyd Josey was the next postmaster in 01-10-1947 also in 04-11-1947 to 02-12-1968. The post office was located in a small building behind the main house for many years. It was the first post office to have it's own building. Later the post office was moved in to the grocery store.

Mrs. Olive Josey was the next postmistress after her husband. This was a temporary position beginning on 03-12-1968, it was still in the grocery store. There was electricity by this time so it made things much easier.



The next postmistress was Mrs. Nadine Collins Dickson in 26-08-1969, this also was only temporary. She had the office in her grocery store in Paul Dickson house. Joyce Dickson worked as aide to Nadine at this time.



Mrs. Joyce Dickson was next postmistress; She took over in 05-11-1974, and worked in this position until she retired in 30-07-1992. Her husband Leonard and her brother Bruce Josey built a small building that was used for the office. This building is still used today Dec. 2000.

Our postmistress now is Mrs. Mary Ann Welsh Dickson. She took over in 30-07 1992. Although she used the same office as Joyce there has been a lot of renovation made. There have been many changes in prices of money orders, stamps, registered letters and parcels over the years, also there have been the addition of a few products.





CANADA POST OFFICE

QUEBEC 2, P.Q.	
Contractor CALVIN JAMES MCLEAN	
Frequency SIX (6)	Distance 8.1 miles each way
Cost per annum \$ 2,400.00	
Contract commences Summer season 1971	Contract expires Summer season 1975
And Beginning of 28-4-71	Ending of Rate per mile \$ 11.76 per trip

CONTRACT

FOR THE

Conveyance of

Her Majesty's Mails

THIS AGREEMENT entered into this (1) *thirtieth* day of *July* in the year of our Lord one thousand nine hundred and **seventy one**

between **CALVIN JAMES MCLEAN** of the **PARISH** of **ENTRY ISLAND** in the County of ~~XXXXXXXXXX~~ in the Province of **QUEBEC**

SIX (6) hereinafter called the Contractor his Heirs, Executors and Administrators of the one part and the Honourable the Postmaster General of Canada acting for and on behalf of Her Majesty, Her Heirs and Successors of the other part, hereto represented by the District Director of Postal Service.

1. WITNESSETH that, for and in consideration of the sum of money hereinafter mentioned, the Contractor at **beginning Summer season 1971** engages, Commencing the *day of* *July*, 19 *1971* to convey or cause to be conveyed Her Majesty's Mails between

ENTRY ISLAND & HAVRE AUBERT

via the post Offices at **direct**

SIX (6) times per week each way in the manner and under the stipulations hereinafter set forth, serving on each and every trip or journey all the post offices now established or which may hereafter be established on or adjacent to the route during the term of this contract.

- (a) Except as provided in clause (b), it is agreed and understood that should the Postmaster General make any change or changes by way either of increase or decrease in the frequency or distance to be travelled which the Contractor hereby agrees and undertakes to perform, there shall be made a corresponding ratable increase or decrease, as the case may be, in the amount to be paid to the Contractor and the amount of such increase or decrease shall be fixed and finally declared by the Postmaster General.
- (b) In the event of any conditions arising during the life of this contract which could not reasonably have been foreseen when the contract was made and which substantially alter the service and for which a pro rata adjustment based on distance or frequency is not equitable, the amount of adjustment in rate shall bear a fair relation to the amount payable under the contract and shall be fixed and finally declared by the Postmaster General.

2. The route to be pursued in the conveyance of the mails to be that usually travelled.

3. The computed distance which is accepted by the Contractor as the basis of this contract is **8.1 miles each way**

4. The Contractor agrees to provide a vehicle suitable for the proper performance of the service in all seasons.

5. All motor vehicles used in the performance of this contract must be covered by adequate insurance against Public Liability and Property Damage.

6. The times of arrival and departure to be as follows, subject, however, to such changes as the Postmaster General may consider necessary from time to time. The rate of travel to be uniform so far as the condition of the roads, volume of mails and the state of the weather will permit.

To Leave Entry Island Post Office daily except Sunday during the summer season with outgoing mail for Havre Aubert Post Office and return to the Post Office at Entry Island with the incoming mail.

The Summer season is approximately eight (8) months - 25th April to 25th December.

FACULTATIVE STARTING POINT

7. The mail bags to be delivered into and taken from each of the post offices on the route by the Contractor and his employees with the utmost despatch.

8. The Contractor agrees to convey without charge the Postmaster General or any duly accredited postal employee who may in the execution of his duty travel in the vehicles used by the Contractor in the transport of the mails.

9. The Contractor further agrees to provide for the protection of the mails while *en route* from the weather or other causes of injury and from damage of every kind and, excepting at such times as they may be under examination by a postmaster or other duly accredited postal employee, to keep the bags constantly in his own custody or in the custody of the couriers employed by him.

10. The Contractor also agrees that no intoxicating liquor shall be transported from one point to another on the route during the performance of the mail service, except such as may be in lawful transit.

11. The Contractor further agrees that he, as well as every person employed by him in the aforementioned service, who shall be entrusted with any duty connected therewith shall, previously to entering upon same, take the oath of office required by law.

12. The Contractor agrees to provide sober, steady and honest persons as mail couriers and to ensure that no person so employed shall be under the age of sixteen years or has ever been discharged from the Postal Service.

13. The Contractor also agrees to conform to the Canada Labour (Standards) Code.

14. The Contractor undertakes that the couriers employed in this service shall carry a side bag slung over the shoulder for the reception of way letters and that they shall accept all mail offered to them by any person on the route, provided that, when such mail is so offered, the distance to the nearest post office exceeds one mile, and deliver the same to the postmaster at the first post office call.

15. The Contractor agrees to pay all toll, ferry or other charges which are now established on the route.

16. The Contractor shall not have it in his power to transfer his interest in this contract without special and written approval of the Postmaster General.

17. To ensure the more faithful observance of the foregoing stipulations, and the diligent performance of the service, and because any failure therein would lessen the value of the service, it is further agreed and understood that any default or failure, neglect or violation of the orders or regulations communicated by the Postmaster General to the Contractor for his guidance in the execution of this contract, shall subject the Contractor to a forfeiture or penalty not exceeding ten (10) dollars, at the discretion of the Postmaster General for each default, failure or breach.

18. It is also agreed and understood that should the Contractor at any time fail to provide for the conveyance of the mails the Postmaster General may make any other arrangements deemed advisable and the expense incurred shall be a charge against the Contractor.

19. It is further agreed that every forfeiture, penalty or charge herein mentioned shall be retained by the Postmaster General out of the moneys which shall first thereafter become due and payable to the Contractor for and on account of this agreement.

20. It is understood and agreed that the Postmaster General shall not be liable for any loss that the Contractor may sustain by reason of any roads or bridges being out of repair or destroyed, nor shall the Postmaster General be responsible for the loss or impairment of any other facility necessary or convenient for the performance of this contract.

21. It is understood this contract is to continue in force for a period up to and including the ending of Summer Season day of 1975 provided always that, in the case of failure to deliver the mails within the contract time or of violation of any of the provisions or stipulations herein set forth, the Postmaster General shall have the power to terminate the contract and to consult his own convenience as to the notice given to the Contractor for the discontinuance of the service performed by him.

22. This contract may be renewed for a further term not exceeding five years when the annual contract rate at the time of renewal does not exceed \$10,000.00. Contracts for amounts in excess of \$10,000.00 per annum may not be renewed.

23. After this contract has been in effect for one year, it may be terminated by the Contractor by giving ninety days' notice in writing. The Postmaster General also reserves the right to annul this agreement at any time on ninety days' written notice to the Contractor whenever in his opinion the public interest shall require it. When in the interest of public service it becomes desirable to cancel the contract prior to the termination of any ninety days' notice, the Contractor shall be compensated on the basis of 50% of the amount he would normally receive had he actually performed the service for the unexpired portion of the ninety days' period.

24. The above services are to be performed and the stipulations observed by the Contractor in consideration of the sum of dollars per annum, payable in monthly instalments within ten days after termination of each month.

25. Pursuant to the terms of the Post Office Act, a contractor may request an increase in the amount stipulated in the contract when:

- (i) two years have elapsed since the date of the original contract;
- (ii) a contract has been renewed for a further term and one year has elapsed since the commencement date of the further term;
- (iii) in any other case, one year had elapsed since the effective date of the last increase granted.

26. Payments shall be made only for services performed. The contractor is not entitled to payment in advance for service to be performed during the following period. The contractor is not entitled to payment in respect of any period during which the performance of his obligations under the contract is rendered unnecessary or otherwise frustrated by reason of a stoppage of the mail services ordinarily provided by the Postmaster General where the stoppage is directly or indirectly attributable to legal strikes of post office, railway, or other groups of organized employees, or for causes beyond the control of the Postmaster General. Where the Postmaster General is of the opinion that the contractor has incurred expense in maintaining equipment and staff during the period of the stoppage of mail service and where he is of the opinion that it is in the public interest to provide compensation therefor the contractor may be paid for that expense an amount to be determined by the Postmaster General and the decision of the Postmaster General in this respect both as to entitlement and amount shall be final.

27. This contract pursuant to the provisions of the Statute in that behalf is hereby made subject to the express condition that no member of the House of Commons of Canada shall be admitted to any share or part of such contract or to any benefit to arise therefrom.

Signed by the Contractor at (2) Entry Island, P.Q. the day and year first above written and by the Postmaster General, duly represented to these presents by the District Director of Postal Service, acting for and on behalf of the Postmaster General, at the city of

in the province of Quebec, this thirtieth day of May in the year of Our Lord, one thousand nine hundred and seventy one

Signed and delivered in the presence of

(4) Lionel O'Connell, Mayor
Witness to Contractor

(3) Calvin James McLean
Contractor

EXAMINED BY R. Whitaille

Sup. Transportation

A. Plamondon
for Postmaster General

KNOW ALL MEN BY THESE PRESENTS that we

CALVIN JAMES MCLEAN, courier

JAMES MCLEAN, pensioner

RUSSELL MCLEAN, fisherman

ALL OF ENTRY ISLAND, P.Q.

are held and firmly bound to the Honourable the Postmaster General of Canada, in the sum of
~~THREE HUNDRED~~ ~~00/100~~ ~~(\$300.00)~~ dollars of lawful money of Canada to be paid to him and
his successors in office, for which payment, well and truly to be made, we bind ourselves, jointly and severally,
our heirs, executors and administrators, firmly by these presents.

Dated this (5) *thirtieth* day of *may* in the year of
Our Lord one thousand nine hundred and **seventy one**

WHEREAS by the preceding agreement, bearing even date with the above written obligation, made and
entered into between the above bounden **CALVIN JAMES MCLEAN**
therein and hereinafter called the Contractor of the one part and the Postmaster General of Canada hereto
represented by the District Director of Postal Service, acting for and on behalf of Her Majesty of the other
part the Contractor for the consideration therein mentioned engages commencing ~~at~~ the **BEGINNING SUMMER**
~~MONTH~~ **SEASON** 19 **71**

To convey or cause to be conveyed Her Majesty's Mails between
ENTRY ISLAND & HAVRE AUBERT
SIX (6) times per week, each way, in the manner herein provided.

Now, the condition of the foregoing obligation is such that, if the above bounden Contractor, his heirs,
executors or administrators, faithfully and truly perform the required service, thus conforming to each and all
of the provisions and stipulations of the contract, within the true intent and meaning thereof, the obligation
shall become null and void, otherwise it shall remain in full force and effect.

Signed and delivered in the
presence of

Sionel C Kenell
(9) *Mayor*
Witness

Sionel C Kenell
(9) *Mayor*
Witness

(6) *Calvin James McLean*
Contractor

(7) *James McLean*
First Named Surety

(8) *Russell McLean*
Second Named Surety

ADDENDUM TO CONTRACT

Name of Service ENTRY ISLAND & HAVRE AUBERT
Contractor CALVIN JAMES MCLEAN

- A. This contract may be renewed for a further term not exceeding five years when the annual contract rate at the time of renewal does not exceed \$10,000.00. Contracts for amounts in excess of \$10,000.00 per annum may not be renewed.
- B. Pursuant to the terms of the Post Office Act, a contractor may request an increase in the amount stipulated in the contract when:
- (i) two years have elapsed since the date of the original contract;
 - (ii) a contract has been renewed for a further term and one year has elapsed since the commencement date of the further term;
 - (iii) in any other case, one year had elapsed since the effective date of the last increase granted.
- C. Payments shall be made only for services performed. The contractor is not entitled to payment in advance for service to be performed during the following period. The contractor is not entitled to payment in respect of any period during which the performance of his obligations under the contract is rendered unnecessary or otherwise frustrated by reason of a stoppage of the mail services ordinarily provided by the Postmaster General where the stoppage is directly or indirectly attributable to legal strikes of post office, railway, or other groups of organized employees, or for causes beyond the control of the Postmaster General. Where the Postmaster General is of the opinion that the contractor has incurred expense in maintaining equipment and staff during the period of the stoppage of mail service and where he is of the opinion that it is in the public interest to provide compensation therefor the contractor may be paid for that expense an amount to be determined by the Postmaster General and the decision of the Postmaster General in this respect both as to entitlement and amount shall be final.

Should there be any conflict between any clause of the contract and any clause of this addendum, the clause of this addendum shall prevail. The parties to the contract, by their signatures below, accept this addendum as part and parcel of the contract.

And this Addendum has been signed in quadruplicate by the Contractor at Entry Island,
 in the Province of Quebec, on the 14th day of May 1971,
 and by Director, Eastern District on behalf of the Postmaster General in the
(Postmaster or District Director of Postal Services)
 City of Quebec in the Province of Quebec on the 28th
 day of May 1971.

Lionel Chénell
 Witness

Lionel Chénell
 Witness

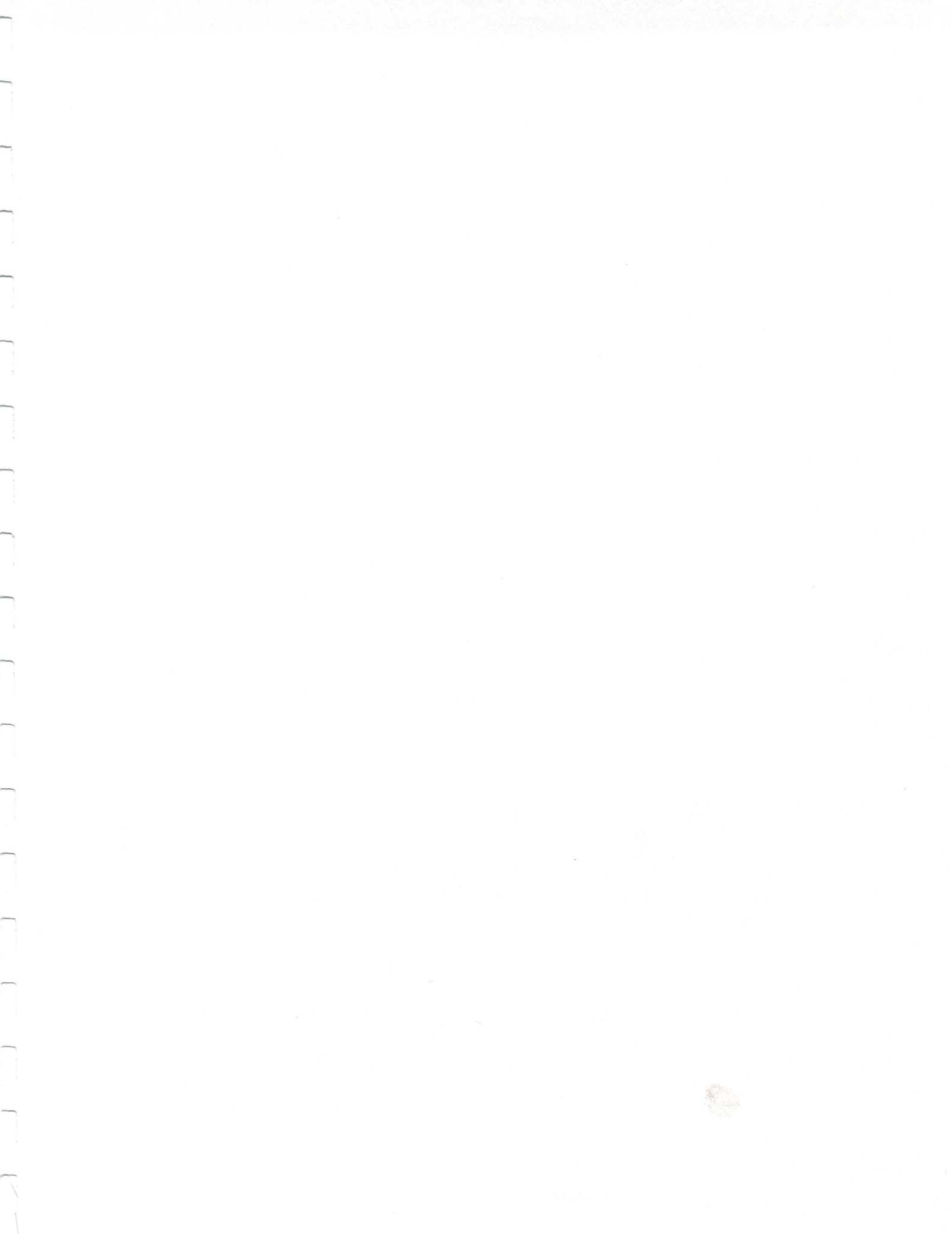
Calvin James McLean
 Contractor

Paul P. Pilon
 District Director for the Postmaster General

Entry Island Hydro plant - 2000 -



Hydro plant in 1973



ELECTRICITY ON ENTRY ISLAND

La Cooperative d'électricité des Iles de la Madeleine was formed in the Magdalen Island on March 4, 1952 by a group of Islanders. To join the Coopérative you had to have Eight shares of \$ 10.00 each. On Oct. 15 1959, Thirty people from Entry asked the Coopérative to set up electricity on Entry Island. On the third day of November 1960, a small plant was built and Ernest Welsh was hired as operator of the plant, his salary started at \$ 25.00 a week. On Feb. 5th 1964, Hydro Quebec bought la Cooperative d'électricité des Iles de la Madeleine. Ernest continued to work for Hydro Quebec and retired after 23 years. In 1983, Barry Aitkens who had worked with him for years replaced him. Today Hydro Quebec still operates the plant on Entry, with improved technology using four diesel generators.

Hydro Quebec plant 2000

