

Questions:

Q- Your father worked there till 1958. Then Jimmy took over for a year, then you started in 1959.

A- yes

Q- Ancil and Sam they were temporary asst.

A- Yes

Q- Then Arnold and Leon they were the next asst.

A- Yes

Q- Philip and Foster they were asst. too that's when it started being 8 hour shifts instead of 12 hour shifts.

Yes when the third man came.

Q- What powered the light back of the island?

A- Propane gas.

Q- How often did you have to change the tank?

A- Once a year. They were large bottles 5 tanks all hooked together.

Q- Was there much of a difference in what you did as light keeper and your father? (Between the lights and equipment...)

A- There was very little change, when I first went there I did the same work as my father done.

The only difference was there were diesel engines then, when he was there it was kerosene engines then. That was the only difference when I went there.

Q- How often did they bring kerosene to the island?

A- They brought supplies in once a year, by lighthouse ship.

Q- Was there a big difference between the kerosene light and the electric one?

A- Yes it was more convince, with the kerosene you had to keep a close watch, because sometimes they catch on fire. You could possibly burn down the lighthouse. They where more or less a fire hazard? In 62 it changed over to electric it was a great relief on the light keeper because the old light at times used to catch on fire, you had to be very careful and keep a close watch on it. But once it became electric you found it very safe.

Q- Did the light keep going constantly like it dose now? Did it go during the day or just at night?

A- It use to go just at night

Q- When you father was light keeper did he have assistances?

A- My father had assistances His first asst. was Wilfred Collins. As a matter of fact he had number of asst. Stanford Welsh, Samuel Welsh, Ancil Josey worked there Norman Goodwin worked the for a number of years.

Q- Your father would work the 12-hour shift?

A- Ya then the asst would come on for 12 hours. My father always done the day shift. 12:00 in the afternoon to 12 at night. The asst. would work from 12 at night till 12 the next day.

Q- Was that because the light was so hazardous?

A- Yes that is exactly and if the weather got bad you had to start your foghorn.

Q- That was the house with the light right on the roof?

A- Ya

Q- It says here that in 64 the lighthouse caught on fire, how much damage did it do?

A-It just burned a little bit in the attic

Q-Is that the tower?

A-Ya that was up in the lantern room, not in the lantern room in the tank room in the attic. That's the one with the light on the top. It was an electrical fire, it done very little damage.

Q-When was the house not used anymore and the tower started?

A-1969

Q- The horns in Isabelle's yard are they the horns from the old lighthouse?

A- There the old type diaphones they were called.

Q-Are they the type that your father worked with?

A-Yes and I worked with them too.

Q- How were they powered?

A-They were driven, and they consisted of a big operation vale, small operation vale, and a piston that when the air would gush in it would work them back and fourth in the hallow of the horn the sound would go out and make a loud noise.

Q- Is it true that when they put the first electrify horn was put in, the first time it went off all the cows ran to the lighthouse.

A- Yes that's true. They must have thought it was a new bull at the lighthouse...ha ha

Q- Was it a loud noise?

A- No it wasn't as loud as the old one. But you could hear it good. You could hear it about 10 miles. They have heard it in Grindstone, the Entry Island foghorn. They could hear it up to Amherst.

Q- How far could the light be seen?

A- Oh that light is good for about 20 miles.

Q- In thick fog?

A- No not in thick fog, that's when the foghorn took over.

Q- Was the foghorn good for 20 miles?

A- Well I wouldn't say 20 I aren't scared to bet 15 if you had the wind with ya.

Q- When they change the light to automated in the 1980's was that the year you were going to retire or did they give you notice saying that it was going to be automated?

A- Ah no we were notified in 1985, three years before I retired from there, from 85 up until 88 they were working on this automation the station was going to go strictly automated and they phased the asst. out. Foster went to Caribou got a job in Caribou light house in Nova Scotia and Quinn he left Entry Island and went to Bird Rock, and that left it a one man station and I just worked 8 hours in the day. Started at 9:00 in the morning till 6:00 in the night and then she was strictly automated till the next morning 9:00.

Q- When did it go totally automated what year?

A- March 31<sup>st</sup> 1988

Q- That was your last day of work?

A- Yes that was my last day of work.

Q- That's when you retired?

A-Yes that's when I retired.

Q- It says here that in 1960 The Entry Island wharf and the Entry Island north side were converted to automated and maintained by a part-time light keeper. Was that you or something new they tried for a year.

A-It was something new that was tried but didn't work it was given back to the lighthouse keeper. It was changed for gas (propane) to batteries a number of years ago. First it was changed from gas over to batteries, and then it was operated by solar power. It's still solar powered today. I'm pretty sure the one at the wharf is electric.

Q- If one of the lights on the buoy went out how would you get out to fix it?

A- Hire a fishing boat to go out.

Q-When the lights went out what was mostly the problem?

A-The gas tanks would be empty, you would have to change the gas tank by strapping it on the side of the buoy, and sometimes the pilot would be burnt out or the burner would be burnt out, you would have to replace them. Sometimes they were hit by lightning and the lanterns would be blown off them. Or the batteries would be died and needed to be changed.

Q-Is there anything we didn't go over that you would like to tell me about the lighthouses?

A-It was an interesting job, it was a big responsibility, and I enjoyed my work. I really enjoyed it.

Q-If you had the chance to do it all over would you?

A-Yes, yes I would.

Q-When your father was lighthouse keeper is did you know then that that's what you wanted to do? Do you think that's why you took over the light?

A- Yes, it went for tender you see and you filed an application and I was picked. I was happy I got the job. I found the shifts awful long 12 hours on 12 hours off. But after it became 3 men on the station it was a snap because you had 16 hours off and 8 hours to work, that's all you had to do.

Q- Did you ever work on Bird Rock?

A- I worked out on Bird Rock for one month.

Q-How did you like that?

A-GOOD! I enjoyed it out there. I was quite pleased to go to Bird Rock for a Month

Q-Was that while you were still working here?

A-Yes I was still the light keeper at Entry Island. There were 2 head light keepers out there you know, one on one shift and one on the other shift. One of the fellows took sick and it had to be a qualified light keeper out there, you couldn't leave an asst. in charge, Ottawa wouldn't go for it, there had to be a qualified light keeper out there. So that's why they called me to see if I would go there for a month.

Q- Was that when there were the 3 of you working here?

A- No, it was just me at the Entry Island light station at the time. I was only doing 8 hours at the time but when I went out there I had to do 12 hours. It was me and a French chap an Arseneau fellow. He couldn't speak a word of English and I couldn't speak a word of French.

Q- The lights are the same?

A- There were no differences in the lights and diesel engines to generate power right to the station.