

Scallop Fishing Licenses Available

Québec City - The federal department of Fisheries and Oceans (DFO) announces that scallop fishing licenses are now available and that they will soon be allocated to fishermen who have sent their application before the deadline and to those who meet the eligibility requirements.

A. Licenses available

Area 16A From

Tadoussac to Pointe des-Monts, 1 exploration license

Area 16C From Pointe-au-Jambon to Cap-du-Cormoran, 1 permanent license

Area 16E From Rivière St-Jean to Grande-Hermine's Bay, 1 permanent license

Area 16F From Grande-Hermine's Bay to Pointe de Natashquan, 2 ex-

ploration licenses

Area 17 From the Eastern point of Ile-d'Orléans to Pointe-Gaspé, 1 permanent license

Area 18 Ile D'Anticosti's coast, 2 exploration licenses

Area 19 From Pointe-Gaspé to Matapédia, 1 permanent license

Note:

These allocations of licenses are part of the 1986 scallop management plan except for licenses in areas 17 and 19 which are actual licenses that became available in 1985.

B. Eligibility requirements

For all areas except Area 18:

1- To be a resident in the area where the licenses are available since May 1st, 1986.

2- To be a full-time fisherman.

3- To own a boat not exceeding 49' 11" LOA and to hold a fishing license for a species other than scallop.

4- In the case of a fisherman holding a commercial fishing license for shrimp or crab, to accept to relinquish the license for a scallop license. For an exploration license, this renunciation must be done when the license will become a permanent one.

For Area 18:

1- To be a resident in the Quebec REgion since May 1st, 1986.

2- To be a full-time fisherman.

3- To own a boat not exceeding 64' 11" LOA and to hold a commercial fishing license for a species other than scallop.

4- In the case of a fisherman holding a commercial fishing license for shrimp or crab, to accept to relinquish the license for a scallop license. For an exploration license, this renunciation must be done when the license will become a permanent one.

C. Allocation procedure

The applications will be analysed by committees of fishermen who will set out recommendations to DFO who will take the final decision.

D. How to make the application

Applications must be addressed by registered mail before June 13, 1986 to their regional DFO office:
North Shore:

M. Gilles Chantigny
Department of Fisheries and Oceans
23, Napoléon
Sept-Iles (Québec)
G4R 3K7



Commission
des transports
du Québec

Catégorie de transport: Transport aéroportuaire Saint-Augustin

Service:

Faire le service entre l'aéroport et le village de Saint-Augustin par bateau-taxi aux départs et aux arrivées d'avions.

Parcours:

Village de Saint-Augustin à l'aéroport du même nom.

Horaire:

13h30 à 14h45

15h15 à 17h00

Fréquence:

2 voyages aller et retour par jour

Clientèle:

Tous les passagers entrant et sortant de St-Augustin et prenant le service d'avion régulier.

Autres conditions ou restrictions:

Service effectué du début mai jusqu'à la fin de novembre de chaque année.

Durée:

Valide jusqu'au 30 novembre 1986

St. Augustine, grade 4, wins province wide contest

By Christopher Scott

Lillian Lavallée and her grade four class St-Augustine School have a lot to be proud of. They've just won a province-wide local history contest sponsored by Alliance Quebec.

Maurice who came into the classroom. We then drew pictures of interesting events and things from the past and these were displayed on big cut-outs of means of transportation and modes of communication," said Mrs. Lavallée.

Interviewed June 2nd on C.B.C. Quebec Community network, Mrs. Lavallée and one of her students, Nevin Maurice, described their project entitled "Reaching Out from St-Augustine" which focussed on transportation and communication from the late 1800s to the present.

Nevin, aged 9, told two interesting stories over the radio. One concerned how a bag of mail, which used to be dropped from a plane, got lost and turned up seven years later! A second story centred around the birth of a baby girl in 1962 aboard a helicopter!

"We got most of our information from an interview with an elderly gentleman named Pat

Congratulations to Ms. Lavallée and her class on a project well done.

Le Postillion

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WE REPORT FROM ST. AUGUSTINE RIVER

ST. AUGUSTINE (P.M.) - The first car ever to be brought into St. Augustine was that of Alfred Maurice: Mr. Maurice had used the car in Sept-Îles, where he usually works, and since the driving around St. Augustine has greatly improved, he decided to bring his car along to his home village.

So the vehicle was duly placed aboard the "North Pioneer" which transported it as far as the St. Augustin dock, where it was transferred to the Roman Catholic Mission scow for the last leg of its journey through the shallow waters to the village. The scow was towed by the Mission boat, and on arrival at the village, a ramp was provided by Alfred's brother, Russel, over which the car was brought to shore.

A large crowd of children and adults had gathered to witness the arrival of the car, and, since it was the first many of them had ever seen, they lost no time in pestering Alfred for rides over the smooth sands of the village streets. Alfred charged them ten cents a head, and is doing a flourishing business, aside from taking people to work, and driving the children to school.

It may be hard to believe, but the road in St. Augustine is one of the smoothest in the province, almost as good as a paved road.

Anthony Organ accidentally broke his arm in two places, and had to be flown to Lourde du Blanc Sablon, where he caught the doctor minutes before the latter left on holidays.

The seventh delivery of First Class Mail arrived in St. Augustine recently, and it is hoped that the by Air service will continue as it is one of the best things that has happened on the North Shore.

Due to the fact that there is no doctor in Harrington, or Lourde du Blanc Sablon Mrs. John Drudge had to be flown to the hospital at Havre St. Pierre to have her baby. It is hoped that she will soon be able to rejoin her husband and children, bringing with her the latest addition to the Grudge family.

ENTRE NOUS BETWEEN US



LA REINE DU CARNIVAL qui s'est déroulée à Rivière Saint-Augustin. C'est Mlle Méva Fequet qui a été couronnée.

SAINT-AUGUSTINE RIVER winner Carnival Queen, Miss Méva Fequet with her escort Mr. Ivan Orsini.

St-Augustine River Carnival Count Down

Ten... seven... two... one... zero... blast off St. Augustine's Winter Carnival got under way with a bang on Friday evening, February 27th.

First on the program was the arrival of Mr. Carnival (George Betsay) and his jolly companions - the clowns (Marie and Albert Bursay). Fun and laughter filled the air as the merry trio entertained the audience.

Then silence prevailed; the solemn moment had arrived, the entrance of the carnival candidates and their escorts. The candidates (Méva Fequet, Carmen Gullibois, and Lorraine Maurice) wore white floor length gowns of lace over tulle. Accompanying them were Ivan Orsini, Luban Gauthier and Robert Gaudy. The flower and crown bearers (Micheline Lavallee, Mary Heley Lavallee, Sylvain Drudge and Murray Martin) added both color and charm to the coronation.

To the warm applause of all, Méva Fequet, daughter of Mr. and Mrs. Edgar Fequet was crowned Carnival Queen by Mr. Carnival. After a few words of gratitude from a proud but nervous queen, the children performed their jig, followed by the French Minuet, and then the royal

party livened the carnival spirit with the Carnival Polka.

Saturday and Sunday were filled with contests on the bay. A parade of gaily decorated skis-Boos announced the beginning of two days of competitive sports. Hockey and broom-ball kept the crowd cheering, while other games, such as: ski also skills, target practice, pie-eating and running and jumping races, added laughter, hurrahs, and occasional moments of suspense and surprise.

The Carnival started with a successful blast and ended with an equally successful splash-down... Sunday evening brought the Winter Carnival to its end with the distribution of prizes to contest winners, the raffle of the grand carnival prize, and a closing dance.

We would like to take this opportunity to thank the visitors for showing such interest in the Carnival. Hoping that Carnival 1971 finds you with us again.

The Postillion
February 19, 1986
<Vol. 2 No. 14>

Distribution of electric Power to the North Shore

Dear Sir:

Further to our phone conversation last week regarding the article "17,000 Hydro-Québec subscribers cooperate" I hereby propose to give you generalities on the production and distribution systems of power to the Sept-Iles and Lower North Shore areas.

On the provincial network, the Sept-Iles area is supplied by Arnaud Station, taking

power directly from the 735 Kv lines from Churchill Falls. This region covers the sectors from Bale-Trinité to Kegaska incl.

In case of outage in the Sept-Iles area, there is a diesel heat powerhouse in Natashquan which can take over for the sector Natashquan-Kegaska only. As this powerhouse operates only sporadically, it so happens that it

sometimes cannot take the load from the sector Natashquan / Kegaska and that sector remains then dependent on the Sept-Iles area.

All villages east of Kegaska, that is from La Romaine to Blanc Sablon, are outside the provincial network and their power production is as follows:

La somaine village: Diesel heat powerhouse for this village only

Chevery, Harrington Harbour, Aylmer Sound,

Tête à la Baleine and La Tabatière villages: One diesel heat powerhouse at la Tabatière and lines connecting same to each of the villages mentioned.

St-Augustin and Mutton Bay villages: diesel heat powerhouse in St-Augustin with a line to Mutton Bay.

All other villages, from Old Fort Bay to Blanc Sablon: Diesel heat powerhouse in Lourdes de Blanc Sablon with lines connecting the different villages of this sector to the power station.

This is how, Sir, the power is distributed and produced for the areas of Sept-Iles and the Lower North Shore only.

Hoping this information proves useful,
I remain truly
Louise Lemay

Water water everywhere - and not a drop to drink

Why should a large minority of people in a given area be deprived of water services, which their neighbours at a slightly lower sea level splurge in?

water service bills yearly, when we live with promise of water only in the late night hours.

What we would like to know is why every year the Community Council, or those concerned, wait until the cold months to try and make repairs. They know the problem. Why not make use of the warm weather months to repair ill-layed pipes and connections. They also have a pressure pump to install since the early Fall of 1985, but as we were told, it could not be installed because of the expense of having it within a heated apparatus.

On the following page is a tableau of our water supply hours. Don't we have a RIGHT to have more attention to our water plea.

Veronica Organ

Alice A. McKinnon
James McKinnon
Lorna Shattler
Yvan Organ
Leonard Lavalée
Leo Shattler
Abraham Lessard
Judy Durepos
Roland Durepos
Lindy Shattler
Henrietta Shattler

Calls or pleas to the above reps seem to be to no avail. Why should we be neglected, when houses on the other end of the village at a similar altitude have a steady flow. To give an example, the Riverview Inn at one end of the village has a steady flow of water as compared to James McKinnon at the other end of the village (same altitude) where the water situation is totally the opposite. Why should we pay full water tax and