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Round trip ticketing for ferry service may be implemented by January

BY KEVIN ATTRA

At the outset of the Casco Bay Island Transiit District's monthly board meeting Thursday, Sept. 24, President Donna Rockett said she wanted to encourage the board to implement roundtrip ticketing as early as January using the existing paper ticket system.

Interim General Manager Nick Mavodones Jr. said that a study committee composed of office personnel and boat staff had formed and met that week to begin studying the process.

For more than a year the transit district has been trying to plug a perceived hole in its revenue stream in order to meet rising costs associated with getting to the islands.

The board believes that from $70,000 to $75,000 is lost each month to round trip ticketing, though he vehemently assured the board that the actual job description had not been changed.

Some discussion was given to finaIizing the design requirements for the new boat, being funded with $1.5 million in stimulus money through the Maine Department of Transportation.

Several members cautioned the board that making large design changes at this late date would be like looking a gift horse in the mouth and might cost them their funding.

Board member Jim Philp said he understood the round trip ticketing, especially if paper tickets were used. "The problem is that it will work if the deckhands leave somebody on the dock if they don't have a ticket, and I don't see that happening," he said.

He recommended that electronic ticketing be pursued instead, which board member Chris Hoppin has been advocating for all along.

"Electronic ticketing is still out there. We've haven't abandoned it," Mr. Hoppin said, but owing to costs he added that "a good first step is paper ticketing."

In other business, a search committee for the new general Manager's position is "worldwide," an ad that will be sent to internet job sites.

"Our plan is not to do this quietly in any way. We don't think it will be a secret," said Mr. Hoppin.

"I agree we don't want to look like a gift horse in the mouth," he said, "but I don't want to look like a jackass in the mouth either."

Howard Woodside retires from CBITD after 26 years

Howard "Woody" Woodside (left) accepts a commemorative plaque from board President Donna Rockett. Staff photo

BY KEVIN ATTRA

When the Casco Bay Island Transit District was organized in 1952 out of the ashes of the failed Casco Bay Lines, port engineer Howard "Woody" Woodside stepped in to help get the fledgling organization off the ground, overseeing construction of the new terminal when it was built.

He has outlasted several general managers and "it is a big reason the district runs so well," said interim General Manager Nick Mavodones Jr. in a brief ceremony to recognize Mr. Woodside before the monthly board of directors meeting Thursday, Sept. 24.

Mr. Woodside retired this month after 26 years with the company. "This is, without a doubt, one of the most unusual organizations ever," he said.

Board President Donna Rockett presented him with a plaque stating his years of service, but deferred to Mr. Mavodones, who has known him his whole life, to make a speech.

Mr. Mavodones said that Mr. Woodside has been employed longer than anyone else on the staff, but the public never sees them.

"Woody hates the public," he said.

Mr. Woodside was described as a dedicated worker who showed great care in getting things done, whether it was sweeping a floor or putting a boat back in service.

The ad will use the phrase "general manager/CEO" in its job description, though he vehemently assured the board that the actual job description had not been changed.

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but a recent clash that flared up between two prominent members of Long Island and Peaks Island may hint at a deeper resentment over the district's future.

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On the cover:

Gallant

Boats, like whiskey, are all good.

-R.D. Culler

BY KEVIN ATTRA

Dom Zappone's latest acquisition, the "Gallant", is the only schooner designed and built by R.D. Culler in the style of an 18th century Chesapeake Bay pilot ship still in existence today.

"I owned it once before for a week," said Dom, but apparently before the transaction could be finalized another buyer suddenly appeared offering more money and the owner reneged on the deal. Dom was philosophical about it, deciding to concentrate on more constructive projects rather than spin his wheels in a drawn out court battle.

Six years ago to the day after walking away from that deal, Dom signed papers making the Gallant his own again, this time for real. He spent the summer restoring her at the Gowen shipyard in Portland.

She's a classic Culler," he said, "the jibboom, red sail. If you know Culler, you'd look at this and know it's one of his."

In the 1960s and 1970s R.D. Culler, familiarly known as Pete, was considered one of a few authorities on the design and construction of traditional small boats and wooden boats. He wrote many articles on the subject and authored three books still popular today: "Boats, Oars and Rowing", "Skiffs and Schooners", and "The Spray", about building and sailing a replica of a Joshua Slocum vessel.

"Pete had a cult following," said Dom. "Some people didn't like him as a publicity hound, but he was a traditionalist." According to the Motor Bookstore website (www.themotorbookstore.com) "Culler's writing helped launch the wooden boat revival and inspired a generation of enthusiasts."

The Gallant is 40 feet long on deck, 60 feet in length overall including the jibboom - a spar attached to the bowsprit so that an extra jib can be rigged. According to Dom, she was built for a Maryland senator in 1966 and is "a picture-perfect postcard when she's in the water."

She will be moored off Peaks Island for a brief period this month before berthing for the winter on the Portland side.
Among the programs, an examination of the camps’ needs, insurance requirements would need to be made. There are practical matters to consider as well, such as parking to and from the island, making provisions for the weather and coordinating involvement with the Public Safety and Public Works departments and providing food for the campers.

It was guessed that from 200 weekly, to 1000 total, children might be involved. Ed Damani described a similar effort in Colorado, affiliated with the public school system that evolved into a very successful “summer academy” with 150 to 200 kids weekly under the care of 150 adult volunteers involved in the program.

Consolidating the various services on the island into one comprehensive program was thought to provide economic benefits ranging from creating jobs for teenagers to attracting families to the island, but Mr. Zimmerman added that “there needs to be an option to back out of the process, and there also needs to be an objective review of the potential liabilities which might render the process unthinkable.”

In light of the stated intentions of Portland School Superintendent Dr. James Morse that the Peaks Island School develop a curriculum that attunes children from the mainland, the Casco Bay Camp concept may be just what the doctor ordered.

When we spoke, he was busy packing up for the move, but said the island schools are “fantastic.” “They have a great, dedicated staff and they’re great learning environments,” he said.

He earns masters degrees from Hofstra University and Teachers College of Columbia University, is fluent in Spanish and proficient in French, Italian, German and Thai.

He is expected to start work on Oct. 8, relieving Assistant Superintendent Jill Blackwood who is temporarily fulfilling the principal’s role.

There is some pressure to maintain student enrollment as his primary duty, he said, but having been an Outward Bound wilderness instructor to corporate executives, educators, university students and at-risk youth, he clearly knows how to motivate people.

As a wilderness instructor, he provided training in kayaking, hiking, whitewater and canoeing as well as cross-cultural communication.

In addition to Mr. Devaney’s appointment, two new teachers have been hired for the Peaks Island School Julia Brenner, who will teach kindergarten, and Maureen Cott, who will teach first and second grade.

Ms. Cott, whose mother lives on the island, is a graduate of Lesley University and recently completed her internship with Mary Rivers, a multi-age teaching program at Hall elementary school.

Ms. Brenner is a graduate of Vassar with a masters degree from Columbia University Teachers College. She taught for two years in Salt Lake City before relocating to Portland.

Winter parking update

BY KEVIN ATTRA

INFORMATION PROVIDED BY PEAKS ISLAND COUNCILOR BOB HURLEY

Mr. Hurley gathered the following information from City Parking Manager John Peverada and Boott Property Management.

1) 16 spaces in the Casco Bay Lines garage will be available on Nov. 1, the number and the date have been influenced by continuing repairs. Letters have already been sent to those who have previously called or written for them, and the 16 spaces will be awarded to the first 16 responders.

2) So far this year 139 IR permits for on-street parking have been issued to motorists. The casco Bay Lines concept was introduced by Mr. Peverada thinks the “great majority” of them are Peaks residents.

3) The city’s agreement with the Ocean Gateway garage developer is that the city can not rent out spaces in parking lots in the vicinity of the garage until it is full. Currently 620 spaces are still available and 544 are rented, but the number of renters will probably decrease during the winter. The unused parking lot on Thames Street is occupied by the city until Nov. 1, and by the city for its employees. (280 spaces).

4) The Casco Bay Lines garage is currently owned jointly by a private company and the city. Because of maintenance and operational costs, the city has standards for opening the garage for use, which currently includes a fee for the city to maintain the facility and meet costs of operation. The proposed deal would typically include the city’s share of the income and the space would be assigned to people on the waiting list as they become available. The city would also retain its 50 spaces.

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Lines from
Casco Bay Lines
BY CHRIS HOPPIN
Recent reports of complaints by islanders to the Maine Public Utility Commission tell me that this subject should be explored in this column. The Casco Bay Island Transit District that operates Casco Bay Lines is similar to other public utilities, like electricity, water and telephone companies, since specific state public utility commissions scrutinize their operations.

Unlike other businesses which are market driven, public utilities are often monopolies. The public has determined that communities are better served by one electric service and one water supplier. Using more than one utility company leads to costly duplication and no possible safety issues. Ferry service is no different in this regard.

An important part of public utility regulation concerns charges for the services provided. Simply put, public utilities must receive approval from the utility commission for all rate changes. For example, the MPUC must approve ticket prices before CasBDT can put them into effect, and rate increases that are challenged require detailed justification.

CasBDT and its island owners and customers witnessed that process in detail with the temporary fuel surcharge initiated last year, as well as the overall price changes that were put into effect earlier this year.

In my opinion, the 1980s origins of CasBDT as an independent ferry line without revenue from parking garages or government subsidies place a difficult and costly burden on islanders. Although the fuel surcharge concluded Aug. 31, other price increases continue to impact passengers, vehicles and freight.

Members of the elected board of directors continue to look for alternate revenue sources and cost-saving measures for the District’s $5 million annual budget.

One alternative that has been challenged by some islanders is the operation of specific ferry boat charters, cruises and Casco Bay tours, but these services generate revenue and reduce the overhead costs of maintaining the backup fleet, which the ferry service is mandated to have on hand.

Like other utilities, Casco Bay Lines operates 365 days per year with no holidays. In exchange for permission to operate as a monopoly, the MPUC requires it to provide year-round, uninterrupted services. To do so, it maintains backup boats that sit dockside in Portland, ready literally on a moment’s notice to be used when needed.

Think of the problems caused when we lose electric power or when our water steps flowing. And then think of what would happen if the CBTD was unable to operate the ferries on time to and from the six islands it serves, especially during the winter.

Each of us can recall when that was necessary and the Bay Mist or the Island Romance was pressed into action to maintain scheduled service. The backup boats also pinch-hit when please see LINES, next page

'09 vintage Peaks Island honey sold out quickly
BY KEVIN ATTRA
In early September honey went on sale at Evergreen Landing on Peaks Island. Two sizes were available, supplied in glass jars arranged on either side of an old bucket on a small table out by the beach.

The prices were painted on two small, flat stones that read “large jar $5” and “small jar $1”, and inside the bucket was note explaining how the honey system worked.

Christian Filipos, a restaurateur from Allentown, Pennsylvania, has been raising bees on the island for 10 years. His father, Gus Filipos, who has been on the island since 1934 and lives at the landing, acts as sales manager. He keeps an eye on the bees on the island for 10 years. His father, Gus Filipos, who has been on the island since 1934 and lives at the landing, acts as sales manager. He keeps an eye on the bees on the island for 10 years.

Christian says honey is a variable thing, influenced each year by which plants were blooming while the bees were active, the amount of rainfall and a host of other things.

"Everything is dictated by nature," he said.

In high season on Peaks Island, the bees make honey with flowers from the linden tree, he says, but other good plants are sunflower, black locust, raspberry and blueberry. Late summer honey also makes use of mulberry and aster.

Honey made in May and June is white and thin like water. From late August to September it’s black and thick as molasses. Christian doesn’t bother to separate the honey, he simply collects it all at the end of the year and it is what it is.

What is it above all else is organic, and many restaurants and health food stores in Maine and Pennsylvania buy it. He also uses it himself at his restaurant in Allentown,

Yard’s Oyster House.

Locally, Rosenn market buys it and a couple of kitchen tow town use it, including the Radisson Hotel on Fore Street.

Honey bees only live 30 days in the active season, but winter bee survival is native to Maine and Pennsylvania buy it. He also uses it himself at his restaurant in Allentown.

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New guide hints at an ambitious future for mass transit

By KEVIN ATTRE

A new regional transit guide featuring all public transportation options throughout the greater Portland area was published last month, produced by the Portland Area Comprehensive Transit System (PACTS) in cooperation with the Greater Portland Council of Governments.

The guide, essentially a fold-out sheet with route maps, fares, timetables and contact information for seven mass transit providers in the region, signals the start of a more integrated system of public transportation throughout the region, and the organizers were so excited that they included it in gift bags handed out during Portland's Music & Arts Appreciation Day, Thursday Sept. 24.

It has everything you need to know to use the Greater Portland Transit District METRO bus service in Portland, Westbrook and Falmouth, the South Portland bus system, the intercity Shuttle Bus and Zoom commuter services from Portland to Old Orchard Beach, Saco and Biddeford, and Amtrak's Downeaster service to Boston.

No doubt owing to the size and complexity of the Casco Bay Island Transit District ferry schedule, it was not included in the guide but information about the Bay Lines is (and uselessly, a route map as well).

The guide also lists information about the Regional Transportation Program, Wave and the York County Community Action Corporation (YCCAC), which provide transportation to students and people with disabilities or other specific needs.

The content of the guide was based on information gathered in a regional transit study conducted in 2007, which itself was motivated by input from people who regularly ride the buses. It is admittedly not perfect - one of the bus schedules is wrong because a change needed to be made in the route after the guide was published "while the ink was still wet," according to Ed Collins, who chairs the PACTS Transit Committee and is the director of ShuttieBus/ZOOM.

"I would say this is a first step towards a comprehensive system," he said.

When folded it measures 3 1/2 inches by 8 1/2 inches and easily fits in a shirt pocket (though that's probably not where you want to keep it), and given the size, it's unfortunate that it wasn't published as a booklet.

For one thing the ferry schedules could have been included. But also, when unfolded it is over 2 feet in either direction, making it awkward to use on a crowded bus or standing in the wind and rain - a typical day in Portland this year.

However, a pocketbook would be prohibitively expensive to publish and difficult and costly to modify as the routes and schedules change, which they do often. Unfortunately, mass transit is not only under-funded and under-funded in this state, as they are elsewhere in the country.

"Federal money goes to the automobile industry and highway funding," said Sarah Cushman, lead organizer with the grassroots organization Portland Green Streets, which is working to change commuting behavior in the greater Portland area. She believes the preferred method of transportation for an overwhelming majority of Americans is the car.

Just to prove the point, next month Maine voters will be asked to approve a $71 million state bond package, of which $55 million is slated for highways and bridges while $54 million will go towards mass transit systems, less than 8 percent of the total bond package.

"Compared to the automobiles, it is really terrible how poorly public transit is supported. That it exists at all is a really great thing," said Ms. Cushman.

METRO currently has a number of buses that have far outlived their designed usefulness with over 600,000 miles on each of them. To replace them, the company bought 10 buses built in 1996 from the Delaware Area Regional Transit district, all having 200,000 to 250,000 miles on them already because the district doesn't have the money to buy new.

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Lines: from previous page

regular routine maintenance takes the primary ferry out of service for extended periods of time.

That redundancy costs money. Some might even call it overhead, like the terminal and office staff. And, like every part of the CBIDT's operations, the board and staff seek ways to reduce its cost. Fortunately, the MPUC allows Casco Bay Lines to off-set those backup costs with revenue from charters, cruises and tours.

Several years ago, when the CBIDT bought the used Bay Mist ferry as a backup boat a local cruise company called the Old Port Marina Fleet complained to the utility commission.

In its response, the MPUC ruled that the CBIDT should have enough ferries to serve regular operations, including spares as needed.

The commissioners also concluded that CBIDT should use all spare boat capacity for charters, tours and cruises. Finally, they indicated that the proper costs standard for these added trips was the marginal or extra cost to provide the charter, cruise and tour services. In other words, they should pay for themselves.

The CBIDT promotes tours using a number of regular routes, ranging from the Maine and Diamond Pass runs to sunrise, sunset and moonlight cruises, to generate revenue from tourists. Special charters, lobster bakes and Bailey Island cruises generates additional revenue. In the fiscal year 2009 which ended Apr. 30 those trips generated specific itemized revenues totaling $65,852.

Although most categorize the backup boats as overhead, others claim they are an unnecessary cost burden. One way to identify those costs is to look for expenses that would not occur if these services were not provided, which
Island Views

Community Letters

To the Editor

I propose that the Charter Commission consider the following issues:

1. Voting on city issues and electing officials are of equal importance to any other matters put to the voters. Only citizens of the U.S. should have voting rights.

2. Although the legal department of the city is funded by city taxes, it only represents the City Council and municipal government. The new charter should mandate that the Corporation Council advocate for the general welfare of the community and advise the City Council on actions that will benefit the community and not just protect the Council from being sued.

We need to be aware of what's going on with this Charter Commission and how serious each issue is. The revised charter will affect our lives for the next 50 years.

Sincerely,
Julia Cherubini
Peaks Island

An Island Farewell

It is with great sadness that I'm writing this letter. As of the end of September 2009, I will no longer be your letter carrier. I have been asked to bid for a job in Portland because another carrier who bids for my island job was awarded it based on greater seniority.

For the past several months a route adjustment process has been taking place, abolishing a number of routes. The reduction in routes left several letter carriers without permanent jobs.

Under the Postal Abolishment of Jobs Agreement (Article 41.30) a bidding of routes within the Portland area took place so these workers could find new positions. Routes on Peaks Island have not been affected, due in part to the seasonal nature of the island.

We have, however, experienced a reduction in mail volume. I would like to thank you for your support in the past nine years. I may not have an opportunity to thank all of you individually. I want all islanders to know that I will miss all of you and your families.

If some of you would like to communicate, I can be reached by U.S. mail or email:
Michael Picard
Island View
Windham, ME 04062
Michaelpicard@yahoo.com

A Letter from HomeStart

Many people have asked about the application process for affordable housing through HomeStart. As we evaluated opportunities and reviewed the processes used by other island housing groups it became clear that the application and selection process should be independent of the board.

We are now establishing an independent housing selection committee that will provide HomeStart with names of qualified applicants and their particular housing needs and review housing applications (all information is confidential).

Once the selection committee is firmly established, their names and contact information will appear in the paper and they will be able to provide applications to community members.

We gratefully thank the individuals who have expressed interest in serving on this committee and look forward to announcing the committee names in November.

Persons interested in applying for either purchase or rental of a HomeStart home may apply for pre-approval as they become available.

The application asks for much of the same personal data that is required when applying for a mortgage or home purchase program. Forms and an outline of the process are available from Mary Terry, Casco Bay Island Fellow, and board members. These forms and materials are also located on the HomeStart binder on the second floor of the library and posted on our website at CascoBayIslandTimes.org.

At this time HomeStart does not have any rentals available, although we are investigating the purchase of a building for that use. If you wish to be placed on a waiting list for a rental apartment please complete an application. The Selection Committee will fill vacancies in a timely way from the waiting list.

If you are a member, you may be eligible for the Maine Rent Rebate and Property Tax Refund (Circuit Breaker). For information visit www.maine.gov/REVENUE/assistance/tenement, or call 626-8475.

Maine Housing programs are also available, posted at www.maine.gov/RENTALPrograms.aspx, or you may call (800) 452-4668.

HomeStart is working toward building two affordable homes on Luther Street, contingent upon securing funding and obtaining a conditional release from the City of Portland - a public process that is just now in the initial stages so actual designs and sales prices have not yet been determined.

If approved, our goal is to provide housing that will cost less than 33 percent of the household gross income for families or individuals earning between 80 percent and 120 percent of the area median income (roughly between $54,000 and $82,000 for a family of four).

If you are considering homeownership, the HomeWorks homebuyer training course is a valuable educational tool to help you through the process of planning for and purchasing a home. In the Portland area, classes are offered through the HomeWorks/Community Credit Counseling Services program (contact Jackie Wiegler at 321-2037) and People's Regional Opportunity Program (contact Vicky Doughy, 553-3930).

In addition, the City of Portland's HOMEPORT program offers deferred loans of up to $30,000 toward the purchase of a house. Rather than making monthly payments, the loan is paid back when the home is resold. For more information, including income eligibility and sale price requirements, call Mary Davis at 874-8968.

At this time, HomeStart cannot provide a timeframe for purchase or rent for the two houses, but we are moving forward with the Portland process. HomeStart would like to find a primary location for the houses now, and we are exploring several different options. Please feel free to contact Mary Terry at 221-2507, or any board member as well.

Respectfully Submitted,
The HomeStart Board

Letter Carrier Michael Picard on the job last month.
YOGA FOR LIFE

A yogic perspective on health and simple living

BY REBECCA JOHANNA STEPHANS

Rebecca Johanna Stephens teaches weekly yoga classes and private yoga sessions in Peaks Island and in Portland. You may direct your comments, inquiries, or column ideas to 766-3027 or ryoga@us.net.

This column is the first of a two-part series on breathing. This month, I will offer energizing breathing techniques that warm the body, stimulate metabolism, clear the mind and lift the spirits. Next month, I will guide you through the three-part breath, a slow, deep breath that is the foundation of yoga practice.

I am about to wax poetic about the pure joy of breathing deeply the crisp, clear autumn air, so I want to begin by apologizing to folks who experience autumn allergies.

Today is the first full day of autumn. Dragonflies abound and there is a gentle breeze. On my way in from hanging laundry on the line I picked several handfuls of blackberries. The morning intention, Begin your practice with a moment of stillness in which you affirm your intention to practice with compassion and mindfulness.

Improving concentration and mental clarity, subduing cravings and improving digestion.

Many of the yoga postures and movements are specifically designed to stretch and strengthen the muscles of respiration and to encourage deeper breathing. As we move the torso into side bends, twists, back arches and forward folds we open up more and more space for a full deep breath. Simply bringing awareness to standing or sitting, with your spine erect and your sternum gently lifting, will facilitate a naturally longer breathing pattern.

Energizing breathing exercises often involve vigorous movement coordinated with the breath. These techniques get your heart beating faster, your blood pumping, oxygen nourishing your cells, endorphins flowing and warmth bathing your whole system. The Sanskrit term for the heat we generate in yoga practice is tapas, or yogic fire. Fire energy cleanses toxins from the organ systems, somewhat like taking a sauna except that you generate your own heat.

Contraindications to these vigorous breathing exercises include shoulder injuries, untreated high or low blood pressure, heart weakness or recent abdominal surgery. If you have any of these conditions or other concerns, or if you don’t feel well doing these exercises, please consult a physician. There are invigorating air of the year. Breathe breathing. As we move the torso into side people who are missing out on a rich resource for abdominal surgery. If you have any of these conditions or other concerns, or if you don’t feel well doing these exercises, please consult a physician. There are vigorous breathing exercises that you can do sitting still, but I prefer to teach those in person.

Energizing breathing exercises are helpful at the beginning of the day for folks experiencing depression, sluggish digestive systems or general lethargy. For people with sedentary jobs, I recommend standing up to breathe and moving every few hours. With condolences to my allergy-sensitive neighbors, I invite you to practice daily breathing exercises outside whenever weather permits.

Some yoga students have the discipline and wisdom to weave breathing practices into their daily routine, and very quickly begin to reap the benefits. Unfortunately, many others — myself included — are inclined to get stuck or forget to practice at the very times we need it most. Participating in a weekly class offers support for your practice and a reminder of how breathing will inspire you. This is one of the many reasons I teach yoga — to keep breathing and remembering.

Begin the series of breathing techniques offered below with a set of five sun breaths to warm up your shoulders and awaken your breath (not shown in photo). Standing with your arms at your sides, turn your palms out to face the sky and raise your arms up overhead as you inhale. Turn your palms towards the earth and lower your arms as you exhale.

Hara Squats

Begin standing. Bend your knees and round forward until your fingertips touch the ground (left), then lower your hips down towards your heels while raising up onto your toes (right). Inhale in the squat. As you exhale, press your heels to the ground (left), then lift your hips and slide your arms up to overhead (right). Exhale in the square, inhale upright, then exhale to the other side. Repeat side to side for 12 breaths.

Twists and Side Band

Stand with your feet comfortably wide and rest your fingertips on your shoulders with elbows wide (left). Twist side to side from your waist. Inhale through your nostrils as you twist to one side and exhale strongly through the mouth as you twist to the other side. Alternate breath: take two sighs of breath in as you twist side to side, and then two breaths out on the next two twists. Repeat for 12 breaths. For the side bend (right), stretch one hand down along your leg as the other hand slides up along your rib cage. Exhale into the bend, inhale upright, then exhale to the other side. Repeat side to side for 12 breaths.

Breath of Joy

Stand with your feet about hip width apart. Raise your arms in front of you to shoulder height. Stretch your arms out wide, then sweep them up overhead (left). Then fling your arms down and back while bending your knees (right). Take three sighs of breath in through your nostrils as the arms come up, and exhale strongly through the mouth as the arms fly down. This is meant to be an exuberant, puji breath. Repeat for 12 breaths as quickly as you like.

Prana Pulls in Goddess Pose and 5-Pointed Star (left)

Stand with your feet comfortably wide, toes pointed outward a bit and knees bending out over your toes. On the inhale reach your arms up overhead and exhale pull your fists in towards the base of your rib cage (this movement is shown in the photo). Do a series of 12 breaths like that. Continue with another series, this time reaching your arms straight out in front instead of overhead. Repeat in 5-pointed star with your feet wide and arms stretched straight out from your shoulders until your breath is calm and even.

Finish this series with five more minutes of breathing and then bring your palms together in front of your heart (right). Pause, feel your feet on the earth, and feel your body breathing.

Rebecca Johanna Stephans, Kripalu Certified Yoga Teacher since 1994, has 22 years experience in the healing arts.
For the love of Peaks!

Millie MacIsaac

Part 2

AS TOLD TO FRAN HUSTON

What was Peaks Island like 50 years ago?
Oh I loved it. When I walked on the island for the first time, it's a hard thing to describe. It was so peaceful, so quiet. It just came over you, the peace of the island, and you didn't have all the cars. It was just a peaceful, quiet little village.

TRANSIT, from page 5
ones, according to Dick Nye, senior director of transportation and maintenance with the bus line. But METRO will be able to buy two new diesel models next year thanks to funding from the Federal Transit Authority and the stimulus bill. On the other hand, a privately-held utility like the Casco Bay Island Transit District gets no financial support from the state and minimal federal assistance, so it is more directly dependent on ridership and ticket sales for the bulk of its revenue. Facing a staggering shortfall last year, the district's board of directors tried to avoid raising ticket prices by micromanaging expenses in order to cut costs, but needed far more money than those efforts could provide. The board implemented (or in some cases tried to implement) measures that would only have saved the district less than 1 percent of its $5 million operating budget anyway.

Ms. Cushman feels Portland has the best transit system in the state with its access to a variety of public transportation services, but lacking a huge ridership the system is caught in a financial catch-22. To get more people riding, transit services need to provide frequent service which means they need a lot of vehicles and drivers. But most of them can't expand unless the ridership increases, giving them the necessary demand for service and the money to make it happen. In the last 10 years ridership on the METRO bus has slowly crept up from 1.24 million in 2000 to over 1.5 million, but it's not clear whether this is due to more public interest or just more people. The system is going to be empowered by [greater ridership] regardless of why it's increasing," said Ms. Cushman, "They need bodies.

How do we encourage people to take that very first step of taking the bus? she asked.

So, I always did what she told me, and I put my coat on and she said, "Millie, isn't this wonderful!" The waves were crashing across in the street and it was just the most spectacular thing you'd ever want to see and she looked at me and said, "Isn't this wonderful?"

I said, "Oh my gosh!" I've never seen anything so beautiful.

She said, "Let's go back and get your husband. Let's get George."

I had three boys sleeping downstairs on three cots, and my oldest boy said "What was it doing mother?" I said, "It was going to the backshore. Rita wants us to look at the waves."

So I called George, and I didn't tell him what he was going to see. And he put his coat on and saw the waves, too. That's the type of person she was, she saw the beauty in something, and she'd come over and want to share it. We shared that, and it was really something!

One other day that was so beautiful she came and picked me up and she said she was taking me to some street down from where they had beautiful flowers all growing all over. I forgot the name of them, they were gorgeous and the sun was shining on them and she could see the beauty in so many things, and she always wanted to share them. Those were the friends that I had who were so wonderful.

Another night we went to the dance down at the Clubhouse, and Mr. Sargent - who now dead - had a boat, and after the dance he said, "Why don't we all go over to Cliff Island? I have a friend over there.

It was a beautiful moonlit night and so my husband and I went, and the Whites and another couple, and we had lobsters. I picked the lobsters right outside there - Cliff was like this [gestures] and they picked the lobsters and started

cooking them at 4:00 [a.m.] and by 5:00 we were all through and came home in the boat.

My son said to me - he was 14 at the time - "Where have you been?" I said we went over; we couldn't refuse. The first time we ever did anything like that, that we ever stayed out after 12:00. We didn't want to miss the opportunity, something like that was so beautiful and the water was so nice and the moon shining down on the water. And we had lobsters at 4:00 in the morning. Then we came home to our kids and they said, "That Mrs. White, she's always getting you into trouble!"

Those were the good times that we had. Something to remember. Something you would never do anywhere else.

The new transit guide may be an answer. By laying out all the public transit options conveniently in one double-sided map, the coalition of transit providers thinks it will help people who aren't regular riders use the service. "This is the missing link," said Ms. Cushman. "To have it all in one place is a big deal, it's the simplest thing.

Last minute winners

In this picture John Whitman and David Norton in the blue Soling Fellowes (with spinnaker, right) have just overaken Peter Dinsan's Aleron Mcboinie at the finish line to win Sunday's sixteenth annual Around Peaks Island race, Sept. 6. Said Fellowes' teammate Mike Richards, "I served on the race committee so I didn't sail this year, which is probably why they won.

photo by Mike Richards
Dear Island Neighbors,

Thank you for allowing me the privilege of serving you on the Portland City Council since 2006. I had campaigned and was elected on a platform of affordable housing, transportation choice, and community development as well as a commitment to public participation in the planning process.

Please visit my website, www.kevindonoghue.com, to learn more about my record and why I am seeking the honor of your vote again in 2009.

Resurgam.

City Councilor Kevin Donoghue

Affordable Housing: I worked with both Homestar and the Peaks Island Council to develop strategies for zoning reforms that promote affordable homeownership and to enable current homeowners to earn income from accessory dwelling units.

Transportation Choice: I worked to create Islander parking permits for Thames St., introduce a new carsharing program, and enable a taxi service on Peaks Island. I am also advocating for better commuter ferry ticket pricing at Casco Bay lines.

Community Development: I worked with city staff and Oliff Island Association to plan for and construct a new barge landing and passenger shelter on the city pier and residents of Peaks Island to build a community garden at Trott-Littlejohn Park.

Island voters should feel fortunate to have the rare opportunity to send back a representative who is as sincere, hardworking, innovative, and thoughtful as Kevin Donoghue to the City Council. In his first term, he followed through on these areas he promised to pursue with more than a little bit of success. What a novel idea that is! He is someone who listens to his constituents and actually follows through on his promises. What more can we ask of the person who represents us? Kevin has earned three more years on our City Council. - Kirk Goodhue

www.kevindonoghue.com

Paid for by the Committee to Re-Elect Kevin Donoghue - 76 Beckett St, PTLD ME 04101
A look at the November ballot

Election day Tuesday, Nov. 3

BY KEVIN ATTRA

On November 3, island voters will decide who gets seated on the City Council, the School Committee, the Portland Water District, the Peaks Island Council and the Casco Bay Island Transit District (Casco Bay Lines) board of directors. In addition, seven state referendums are being put before the public: five citizen initiatives and two pieces of legislation.

City Council

Candidates for City Council are incumbent Kevin Donoghue and Charles Bragdon competing for the District 1 seat, and incumbent Nick Madoffenes Jr. running unopposed for an at-large seat, all 3-year terms. In an odd coincidence, both Mr. Donoghue and Mr. Bragdon live on Munjoy Hill and have made their livings in Portland driving taxis.

Mr. Bragdon, a Democrat, still makes his living that way as owner and operator of A-Plus Family Taxi. He lived in Portland on Monument Hill and moved to Munjoy Hill and have made their livings in Portland driving taxis.

Mr. Donoghue, a Green Party independent running in the November 3 general election, is supervisor of the personnel committee for the spectrum companies, an affordable housing consultant in Cape Elizabeth, and has been on the City Council since 2006. He is a proponent of mass transit and has served as the CASCO BY LINES board of directors. In addition, he's made, serves in favor of affordable housing, and serves on the Maine State Board of Education. His campaign office is at 15 Water Street, Boston, MA 02135.

Statements he's made, serves in favor of mayoral dections and gay marriage, opposed to immigrant voting, unless he considers migrant workers "permanent tax-paying people". He would also like to replace the city manager with an administrator who, "so no unelected officials will ever have more power than the elected officials" (http://www.mannaford.com). Mr. Donoghue is a Green Party Independent employed by the Spectrum Companies, an affordable housing consultant in Cape Elizabeth, and has been on the City Council since 2006. He is a proponent of mass transit and increased infrastructure for bicyclists and pedestrian use, as well as increased affordable housing, and serves on the board of the Casco Bay Lines and the Greater Portland Transit District METRO as well as on numerous transit and housing committees.

School Committee

Candidates running for 3-year terms on the School Committee are east and west enders Jenine Veidt of Vegter Street for District 1 and incumbent Sarah Langella and Bob Hurley will fill two 1-year terms created by the resignations of councilors Mike Langella and Bob Hurley. Mr. Levinsky is an educational technician at Windham High School and secretary-treasurer for two high school athletic conferences. He has been endorsed by the League of Young Voters. Mr. Levinsky is an educational technician at Windham High School and secretary-treasurer for two high school athletic conferences. He has been endorsed by the League of Young Voters.

Mr. Outerbridge is owner of the gourmet pizzeria Bonobo and is notably opposed to fluoridation of drinking water. He organized a citizen's campaign in June called Fluoride Leaves Our Water (FLOW) to get a referendum on the November ballot calling for its removal, but was unable to get enough signatures.

Casco Bay Lines board

Candidates for the Casco Bay Lines board of directors are Erin Bonebacker representing Chebeague in place of Jim Phipps who will not run again, incumbent William Overlock for Long and incumbent Daniel Doane for Peaks, all unopposed.

Board President Donna Rockett will also bow out this year, and Emily Jacobs of Long Island will compete with A.J. Alves of Peaks Island for her at-large position. All terms are three years.

Mr. Jacobs is the health officer for the town of Long Island and runs the Cove Side Bed & Breakfast there with her husband, Rod. Mr. Alves is supervisor of the Public Services Department on Peaks Island.

Peaks Island Council

In the Peaks Island Council race, two 1-year positions created by the resignations of councilors Mike Langella and Bob Hurley. Mr. Levinsky is an educational technician at Windham High School and secretary-treasurer for two high school athletic conferences. He has been endorsed by the League of Young Voters. Mr. Levinsky is an educational technician at Windham High School and secretary-treasurer for two high school athletic conferences. He has been endorsed by the League of Young Voters.

State Referendums

The following measures will also appear on the November 3 ballot, as written here.

Question 1: People's Victory

An Act To End Discrimination in Civil Marriage and Affirm Religious Freedom.

"Do you want to reject this new law that lets same-sex couples marry and allows individuals and religious groups to refuse to perform these marriages?"

The wording of this question is deliberate and confusing. If you are in
Island Mysteries

BY JERRY GARMAN

Each year there is a national mystery writers contest which requires a one paragraph entry starting with, "It was a dark and stormy night..." Islands by their very nature are mysterious and ours are no exception. The Casco Bay island version would start like this:

"It was a damp and foggy night when the Saint Anthony by the Sea Catholic retreat burned to the ground during a winter snowstorm (suspected causes? there are nun); the bulletin board in front of Hannigan’s store caught fire (inflamatory letters had been posted); Central Avenue and Welch Avenue signs disappeared (part of the island witness protection program); a car with keys left in the ignition went missing (valet service)."

"It was a damp and foggy night when" cracks appeared in Flannigan’s glass door (round up the usual suspects); controversial messages were removed from the bulletin boards (island censor at large); 425 tennis balls were removed from Doug MacVane’s house (island dogs suspected); a large referee chair disappeared from the TEIA tennis courts (a very large dog suspected).

"It was a damp and foggy night when" a No Parking sign was posted in the middle of a back shore vernal pool (turtle fed up with visitors); a blue-gold cockatiel went missing (still missing); a small box turtle went missing (still missing); island pheasants vanished (feral cats quiet); blue trash bags exploded overnight (dogs, cats, crows and seagulls all quiet). Flock of red flamingos perched in island trees (actually burned seaweed).

"It was a damp and foggy night when" 50 bicycle owners disappeared (Public Safety holds bike auction); sailboats and dinghies went missing (other islands searched); over 500 pounds of sea glass was removed (summer visitors searched); stone sculptures on the back shore got dismantled (jealousy); 600 reggae fans disappeared one Sunday (hurrah!).

"It was a damp and foggy night when" the neighbor’s leaves piled up on your property (possibly too many of your loud parties); someone took your special parking spot (the same person who takes your seat on the ferry); fall vegetables disappeared from the gardens of "people from away" (could be anyone on the island); snow you shoveled off the driveway got shoveled back onto it (we all know who is doing this).

"It was a damp and foggy night when" strange birds inhabit a tree on the back shore (staff photo by Palmer)

Strange birds inhabit a tree on the back shore

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October 2009

Star Gazing

BY MIKE RICHARDS

Illustration by Jamie Hogen

Like an octopus has eight arms, October means "eighth month," but it's been the 16th month since Roman King Numus Pomphilus added January and February to the front of the calendar at 731 BC. In this month alone we gain almost 1.5 hours of darkness, the better to see the stars, moons and planets above us.

PLANETS

The ruddy dawn sky is graced by Venus, the brilliant "evening star" rising in the east, though a little lower each day as it heads away toward the backdrop of the sun. But she's not really alone. In fact, Venus serves as our guide to Mercury, that elusive speck of light below and to the left of us. Being small and quick, Mercury will soon duck out of sight behind the sun.

Fainter Saturn starts the month next to Mercury but rises up beside Venus by mid-month and then hangs above it. Saturn's rings were edge-on to Earth recently, but now we start to see the northern face of Saturn's rings, the first time since 1994. Mars is high in the sky before dawn and wavers slowly into the Beehive star cluster in Cancer's northern end.

In the evening south, mighty Jupiter (89,000 miles wide) outshines every star. With binoculars, you can see the four Galilean moons splayed out to the sides of this gas giant, and they visibly change positions throughout the night. Occasionally, they obscure the moon or each other. Now that's more compelling than it is fast.

Well within the course of a single Earth month, Jupiter rotates all the way around the sun, so fast that it's noticeably fatter than it is fast. Earth, being far closer to the sun, orbits faster than Jupiter and leaves it behind quickly, so now is the time to check it out with a telescope. The two outer planets, Uranus and Neptune, are also visible now, though you'll need a finder's chart.

STARS

Earth's orbital period of 365 days nearly matches the 360 degrees in a circle, so the stars move westward about 1° per day except for the North Star, which is constant at 90°-45° to the horizon and serves as the center of the stars that seem to circle around the earth.

Overhead, the Northern Cross appears first to my eyes, and if I add wing tips to the short timber it becomes the constellation Cygnus the Swan. To the north in Lyra is brilliant Vega, blue and hot, shining twice as far as our sun and burning through its hydrogen fuel at a prodigious rate. Its pole is pointed toward us and is fairly close at 23 light years, so when it goes supernova in 1 million years it may throw a sandy gamma ray our way. Because of Earth's wobbly spin, Vega was our North Star 14,000 years ago and will be again in another 14,000 years, if you like to plan ahead and mark that on your calendar.

COMETS & METEORS

This month, one comet passes west of Aquila the Eagle in the evening, and another passes near Venus in the morning. Halley's Comet last approached the sun in 1986 and left a trail of dust through which Earth passes on the 21st, creating the Orionid Meteor Shower, which should be good this year.

Red-giant Artarctus, the fulcrum of Bootes the Herdsman is just setting on the western horizon as yellow Capella in Auriga the Charioteer rises in the east.

ALMANAC

Oct. 1: 1958: Congress establishes NASA. Sunrise is at 6:38 AM, sunset 6:23 PM.

Oct. 3: 1815: The first known meteorite from Mars lands in France, having been blasted off Mars' surface by a larger meteor and escaping Mars' weak gravity.

Oct. 4: 1957: Russians launch Sputnik, the first man-made satellite, igniting the space race. Full "Harvest" moon sets over towns this Sunday morning at 7:48 AM and rises out of the ocean again at 6:04 PM.

Oct. 5: 1923: Ed Hubble discovers that spiral galaxies like ours exist throughout the universe. Mercury is visible this Monday morning before dawn.

Oct. 8: Saturn is just 1/3 above Mercury this morning, with Venus well above them.

Oct. 9: 1964: Kepler discovered his supernova, the latest one in our galaxy and only 20,000 light years away. At the time, this cosmic explosion was brighter than any star or planet in the sky today, all that remains is an expanding shell of colorful gas and dust.

Oct. 11: Last quarter moon is high in the sky at sunrise.

Oct. 13: Saturn is now 1/2 above the left of Venus, with Mercury below them. The Moon is an appetizer, closest to Earth this month, but it's close to the quarter moon, dividing the magnetic attraction and moderating high tides.

Oct. 15-19: 1852: Pope Gregory XIII introduces his new calendar (the one we use today), replacing the 1600 year-old Julian calendar which was less precise and had gotten the months out of sync with the seasons.

Oct. 16: A thin crescent moon hangs to the right of (from the top) Saturn, Venus and Mercury at 6 AM, worth a look with binoculars.

Oct. 18: New moon means dark skies all night. Take your binoculars out and be astounded at the stars in our Milky Way galaxy. Highest ("spring") ride this month at 11:35 AM, 11.8 feet above the moon's lower ride at 5:54 PM. This is the weekend to pull out the boats again.

Oct. 21: Orionid meteor shower peaks tonight, and the crescent Moon sets at 7:38 PM, so seeing should be great this year. Look eastward and you should see a meteor every couple of minutes, as they hit the Earth's upper atmosphere at 40 miles per second.


Oct. 25: First quarter moon is high at sunset and at apogee, its furthest point away from Earth; no rides are about as impressive as they get here in Maine.

Oct. 26: That's Jupiter to the left of the small and slightly gibbous moon. "Neep" ride is today, with just 5.6 feet between high at 5:40 AM and low at 13:40 AM.

Oct. 31: Sunrise is at 7:15 AM and sunset is at 5:23 PM this Halloween Saturday night. Ancient Celts in Ireland celebrated Samhain, the end of the harvest, by carving faces into gourds and hanging bones from the windows to ward off the wandering spirits. 1200 years ago, Pope Gregory Ix moved All Saints' Day from May to Nov. 1 to take advantage of this pagan celebration already underway.

Moldy seed potatoes shipped from America caused blight and famine in Ireland from 1845 to 1852 and drove 1 million Irish to America. Remember those who are suffering this Halloween with them. Daylight Saving Time ends tomorrow at 2 AM, so turn your clocks back an hour before you hit the hay tonight.

Striped blackberries and strawberries (among others) will be more abundant in the morning and less in the evening—and that's a good thing for star-gazers.

DON'T MISS THE BOAT TO BRUNCH.

HARBOR CRUISE & GOURMET BRUNCH AT THE INN ON PEAKS ISLAND

SUNDAY, OCTOBER 25, 10 AM

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Art Roamings
Fiber connections
BY JAMIE HOGAN
As the fall air turns crisp, we yearn for fuzzy warmth. How fitting that October 3 is the International Day of Felt. An organization called We Felt United (www.feltunited.com) intends to garner global visibility with fiber artists all over the world posting photos of their fiber art in action. The Food and Agriculture Organization of the United Nations also named 2009 the International Year of Natural Fibres (www.naturalfibres2009.org).
Given that wool is produced in about 100 countries, its demand as a natural product is sensitive to the same economic slowdown as any other. Peaks Island artist, Suzanne Parrott, is dismayed that the wool she ordered from Canada will not arrive until after her upcoming show, “Inside and Out,” opening Friday, Oct. 9 at the Gem Gallery (www.peaksislandart.blogspot.com). Still, she is knee deep in wool scraps and eager to transform the gallery into an installation of texture. “It will be mostly wearable, and mostly felt,” Suzanne said. She will exhibit vests, skirts, and a wide range of fingerless gloves in various sizes and subtleties of shades. She’s also fabricating bags, made from her own designs which are carved onto blocks, hand-printed with fabric inks onto canvas or oil cloth, and sewn. “I’ll also have felt samples for feeling. It’s odd that people are reluctant to touch art, but the tactile qualities are so important. And, this is sturdy wool,” Suzanne said.
As Natural Fibres 2009 puts it, “Wool’s complex protein structure is responsible for unique characteristics and properties such as exceptional resilience and elasticity. That synthetic fibres just cannot match...”
Suzanne will use her painting talents as a backdrop for her wearable pieces, including restructured clothing not made from wool. In recognition of the International Day of Felt, she will create a felt awning for the doorway of the gallery “unless it rains,” she said.
Another Peaks Island artist, Kathy Newell, knows all about rain. It interfered with her schedule of outdoor craft fairs that she installed in the yard next to the Gem Gallery this past summer. Kathy has been working in wool since taking a one day rug-hooking class at Maine College of Art (www.meca.edu). “I just loved it,” she exclaimed. She approaches her fiber work in the same folk art manner as her paintings on wool. “I draw the picture, but I use wool instead of paint. And it’s portable. Even the hunt for old clothes and army blankets is fun. Plus, sometimes people even leave them on my doorstep.”
She first contributed pieces to a breast cancer benefit show at the Gem Gallery in February 2007. She created painted wood items, then added felt ornaments and table runners with pink polka dots, calling the series, “Dots for Dot” in memory of her mother, Dot Flynn. Twenty percent of sales are donated to the Susan G. Komen Fund (www.komen.org). She attaches a tag bearing a photo of Dot to every piece, delighted when someone says, “I didn’t know Dot the taxi driver was your mother!” Kathy finds irony in her use of pink, “a color my mother always wanted to put me in. But I was not a girly-girl, not with five brothers!” She added, “I like folk art and old timey painting, but this lets me work outside of that, with bright colors.”
She makes lively hooked rugs, ornaments, and pillows alongside her painted wooden pieces. With the mixed experience of craft fairs behind her, Kathy is organizing a Family Craft Fair, to be held at the Doug MacVane Community Center on Saturday, Oct. 10 from 10 a.m. to 2 p.m.
She said, “Anybody participating has to be related to the Toohey Girls, by blood or marriage,” referring to her mother, Dot, and aunt, Betty Slaney, Island sisters with hearty family trees on Peaks Island. Kathy will show her wood and wool. Her nephew, Connor, will show his glass works, while her sister-in-law, Beth, will provide a baked goods table and son-in-law, Adam, will exhibit photography.
Kathy’s cousin, Gayl Vail, will sell handmade cards, with Gayl’s sister, Meg, and nephew, Justin, stowing pottery, while another sister, Laurie, will sell quilts. Each of them will donate a piece for a chance table, manned by Kathy’s mother-in-law, with 100 percent of the proceeds donated to the Maine Cancer Foundation (www.maineccancer.org). “Cancer has touched all of us in some way,” said Kathy. She and daughter, Amanda will walk in the Susan G. Komen Race for the Cure on Sunday, Oct. 18. Their team name? The Pink Polka Dots.

Antiques on Peaks
Enjoy the Adventure!
Located on the Lions’ Club Fairgrounds.
Fall/Winter Hours; 11-5
Open now through Columbus Day Weekend; Fri.-Sun.
Columbus Day to Thanksgiving; Saturdays & Sundays.
Thanksgiving to Christmas (including Christmas Eve Day);
Saturdays.

www.antiquesonpeaks.com
Island Newspapers
A neat way to discover the past

BY KIM MACISAAC
FIFTH MAINE MUSEUM CURATOR

The "island grapevine", as old timers call it, has kept generations of islanders informed of news events, goings-on, even gossip and tall tales. Yet Peaks has always had its share of newspapers as well.

One of the earlier was the Island Gazette, a hand-written newspaper edited by E. A. Daniels and published by James B. Jones for several years in the late 1850s and early 1860s. It contained poetry, letters to the editor, historical articles, and commentary on island social events.

The February 7, 1870 issue printed this announcement: "In a few weeks there will be no lack of bacon on the Island, as the Smokehouse is in full operation." The meat that was smoked came from pigs raised on the island.

An 1869 issue reported the following: "The Portland Argus [newspaper] of the 15th inst. contains a list of inspection lately paid by the editor of that journal with the Mayor of Portland and a party of gentlemen, to a school house now in an advanced state of construction on Peaks Island. The schoolhouse, which is under the supervision of Mr. E. F. Fassett, is situated in the centre of the island, the main entrance facing Portland. The inspection showed that the schoolrooms were well ordered and spacious, and the arrangements and conveniences all that could be desired. The structure will cost only $6,000 and will accommodate 120 scholars; and, as this number much exceeds the number of school-going children now registered in the district, it is likely to meet all wants for many years."

The school house described in the Argus is none other than the central portion of our current Peaks Island School. It holds the distinction of being the oldest elementary school building still in use in the Portland school district. It replaced the original one room wooden school house, built in 1832 on the site where the first track and ambulance now reside.

Since Halloween is a celebration of remembering, it would be appropriate this month to briefly mention the people in the Casco Bay island community who died since October 2008 in order to make a collective record of the year and to remember their lives.

This record is in large part thanks to the tireless efforts of our staff researcher Irene Schensted who diligently studies the area newspapers for relevant island deaths. Our records may not be complete, we apologize in advance for any omissions.

Names are listed in alphabetical order, grouped together by the date of death. There were no recorded deaths in months that are not listed here.

October 2008

Florence M. Connolly, 94, Gulfport, Fl Monday Oct. 6, 2008 of unspecified causes. She grew up on Peaks Island and later in Munjoy Hill, and moved to Florida in 1967. She is survived by her daughter Kathleen Shortill, brother John McDonald, two grandchildren, and several nieces and nephews.

Hilda Cushing-Dudley, Cape Elizabeth, Saturday Oct. 26 2008 of unspecified causes. She was born in Portland and returned to Maine in 1955 and purchased House Island with two Scammells in order to preserve it. She was predeceased by her sister Betty Jean Childs, and is survived by her sister Phyllis Scott (husband Eugene Scott), son Hal Cushing (wife Judy), daughters Karen Lannon and Tina Constandt (husband Michael), and numerous grandchildren.

William R. "Bill" Tolford, 84, Falmouth, Saturday Oct. 11, 2008 of heart disease. He grew up in Portland and on Peaks Island, a Navy veteran of World War II and Korea, a lifelong career in optometry, he was also an avid sailor. He was predeceased by his wife, Ruth, and is survived by his sister Rhoda Tolford Stone, son Timothy W. (wife Kathryn), daughter Nancy W. (husband William), nieces Margaret Loomis and Andrea Davis (husband Robert "Skip" Davis), and two grandchildren.

November 2008

David L. Adams Sr., 69, Peaks Island, Saturday Dec. 13 of idiopathic pulmonary fibrosis. A retired clockmaker and dedicated monitor of local politics, he is survived by his wife Jan Parks A., his daughter Debbie Heckman, son David L. Adams Jr. (wife Pamela Jane) and Brian E. partner David J. Blackwell, his sister Nancy Adams, two grandchildren, two sisters, and one nephew.

Richard "Dick" Dougherty, 88, Brighton, NY Wednesday Nov. 19 of unspecified causes. A veteran of World War II and journalist with the Gannett Newspapers for 56 years, he spent summers on Peaks Island and often wrote about it in his regular column of 27 years. He is survived by his wife Pat, herself a journalist, and his sons Richard and Steven, daughter Carolyn Flores and three grandchildren.

December 2008

Donald L. Perry, 69, Peaks Island, Sunday Dec. 14 unexpectedly. A career in broadcasting with radio station WGLY, WABI and WPBC and an anchor at TV Channel 7 News, he also taught communications at Husson University and was a motorcycle enthusiast. He was predeceased by his wife Barbara R., and is survived by his daughter Holly Ann Sullivan (husband David M.), brother Richard W., an aunt, several cousins and two grandchildren.

Robert S. Stevens, 82, Portland, Thursday Dec. 25 at Gosnell Hospice House in Scarborough. He was an educator and principal in Maine, Connecticut and Massachusetts, and spent summers on Little Diamond Island where he served as a captain for the Casco Bay Lines and also operated a fishing charter service. He was predeceased by his wife Louise, and is survived by his daughters Pamela S. Ohida and Marsha L., son Daniel W., brother Daniel, eight grandchildren, and five great-grandchildren.

Richard C. Watson, 65, Long Island, Monday Dec. 1 in hospital. Having retired from a 30-year career at Control Devices in Standish, he had recently moved to the island and took up lobstering. He spent his first Thanksgiving there the previous week. He was predeceased by his brother William and one son. Richard Clarke Jr. He is survived by his wife Mary Tompason, daughters Sandy Atwood (husband Wayne), and Bobbi Jo Limburner, son William A. (his wife Anne-Marie), brother Edward, sisters Mary Dyer and Judith Porter, 10 grandchildren, two great-grandchildren and many nieces and nephews.

February 2009

Irving S. "Bud" Fisher, 88, Great Diamond Island, Tuesday Feb. 24 at the Maine Veteran's Home. A retired minienlogist and professor, he served as treasurer of the Great Diamond Island Association for many years. He is survived by his wife Virginia (Stockman), daughter Beth M., sons Charles F. and Lawrence E. (wife Amy), and four grandchildren. His brother Joseph Otto was killed during World War II at the Battle of the Bulge.

Charles A. Harvey, Jr., 59, Chebeague Island, Wednesday Feb. 18 after a brief illness. A trial lawyer who served on President Carter's
School Committee candidates Jenna Vendil (left) and incumbent Sarah Thompson (right).

favor of "an act to end discrimination in civil marriage and affirm religious freedom" (i.e., if you support same-sex marriage) you would vote No to this question.

Question 2: Citizen Initiative - An Act to Decrease the Automobile Excise Tax and Promote Energy. "Do you want to cut the rate of the municipal excise tax by an average of 55% on motor vehicles less than six years old and exempt hybrid and other alternative-energy and highly fuel-efficient motor vehicles from sales tax and three years of excise tax?"

Proponents of this measure - primarily More Green Now and TABOR NOW - say it will promote our efficiency, create jobs and boost Maine's economy. The most visible opponent, Maine Municipal Association, says the state will lose 40% of the revenues usually spent on roadwork, leading to increased property taxes and reduced services.

Question 3: Citizen Initiative - An Act to Repeal the School District Consolidation Laws. "Do you want to repeal the 2007 law on school district consolidation and restore the laws previously in effect?"

The 2007 law (actually enacted in April 2008) reduces the number of school districts in Maine from 290 to 80 in order to "increase school efficiency" by consolidating students into fewer schools, and thus reduce the cost of education to the state. Those opposed to this referendum, led in a campaign organized by No On 3, argue that the repeal will be too expensive and will undermine whatever gains have been achieved to date, which purportedly include uniform, low cost school administration and streamlined staffing.

Support for the referendum, spearheaded by Skip Greenlaw of Stonington (skpg8@midmaine.com) with the Maine Coalition to Save Schools, has been greatest in rural areas where the costs of implementing it are highest. There is also some lingering resentment over Governor Baldacci's uncompromising efforts to get the law on the books immediately after his reelection - one journalist allegedly nicknamed him "Baldacci the Bulldozer" - and both the anticipated cost savings, once projected at $241 million for the first three years, and the timeline are proving unrealistic.

The state expects to save around $37 million annually when all the districts have consolidated, but with 140 of the 290 districts in compliance (23 were deemed exempt including Chebeague and Long islands) it will only save $1.6 million this year according to the coalition. The remaining 127 districts are currently non-comforming, subject to penalties of $102 per student and reduced funding (http://www.maine.gov/education/estat/).

Question 4: Citizen Initiative - An Act to Provide Tax Relief. "Do you want to change the existing formulas that limit state and local government spending and require voter approval by referendum spending over those limits and for increases in state taxes?"

This measure, known familiarly as TABOR II, is supported by TABOR NOW which says it gives voters power to approve "significant taxation," while opponents such as the Maine Municipal Association say it gives the state too much authority over municipal decisions. In addition, they say that tying spending limits to the previous year's expenses makes the budget process responsive to current conditions.

A fairly evenhanded account of the debate over questions 2 and 4 can be found through the More Green Now website at: http://www.morgenewson.com/news/207/26/June/.

Question 5: Citizen Initiative - An Act to Establish the Maine Medical Marijuana Act. "Do you want to change the medical marijuana laws to allow treatment for more medical conditions and to create a regulated system of distribution?"

Proponents say marijuana meets the FDA requirement that an acceptable drug must have benefits that far outweigh the penalty, and also claim that it is safe and effective in patients with cancer, AIDS, multiple sclerosis, and a variety of other conditions.

Opponents argue that it is dangerous and addictive, and that there are a number of FDA-approved drugs that are much better, well, and there is virtually no organized opposition to the initiative in the Portland area. It is supported by the Maine ACLU, four AIDS foundations and a host of political action groups.

Question 6: Bond Issue - (Part A of Ch. 414, Public Laws of 2009). "Do you favor a $71,250,000 bond issue for improvements to highways and bridges, airports, public transit facilities, ferry and port facilities, including port and harbor structures, as well as funds for the LifeFlight Foundation that will make the State eligible for over $348,000,000 in federal and other matching funds?"

The bond authorizes $55 million for highways and bridges, $4 million for railroads, $5.75 million for port improvements (primarily Eastern Prom and Searsport), $1 million for ferry, $40,000,000 for a multimodal transportation center near Acadia, $400,000 for the Knox County Island Airport Consortium plus $1 million for LifeFlight - both organizations that provide medical emergency evacuations using aircraft to islands and other remote locations.

In addition, $2.2 million for other aviation services and $1.5 million for whale and bulkhead improvements at the Gulf of Maine Research Institute.

Question 7: Constitutional Amendment - (Ch. 1, Constitutional Resolutions of 2009). "Do you favor amending the Constitution of Maine to increase the amount of time that local officials have to certify the signatures on direct initiative petitions?"

This amendment gives citizens two more weeks (10 workdays) in each legislative session to get their petitions to the legislature, and adjusts the amount of time allowed for signature certification by two days, reducing it in the case of a people's veto and increasing it for an initiative. Legislators also get an extra week to return initiatives to petitioners.

Are You Ready for Winter?

Start saving money before winter approaches

BY NICOLE EVANS

Energy saving improvements made to existing homes will provide homeowners with a $1,500 (maximum) federal tax credit next year. The "Residential Energy Property Credit" applies to upgrades including insulation, energy-efficient exterior windows, heating and air-conditioning equipment, and more.

To receive the federal energy efficiency tax credit, upgrades must be made to your home between April 15, 2009, and April 15, 2010. To take advantage of this credit, the equipment must be purchased and installed by the homeowner. The Department of Energy says the average homeowner who makes energy saving improvements that qualify for the tax credit will save about $155 on their energy bills every year for the next 15 years.

Visit the Department of Energy website at http://www.energystar.gov/ or call 1-800-256-7231 to learn more about how to save money before winter arrives.

Nicole Evans is a Project Director with CAHI Greater Portland, a partnership of community leaders and industry experts. The program enables families and individuals in Cumberland County to achieve financial self-sufficiency by providing energy efficiency improvements to their homes. Visit http://www.energycahiportland.org for more information.

www.portisland.com
City Catering to CAT Passengers Complicates CBL User Parking

By Henry Myers

Portland’s contract with CAT owner, Bay Ferries, contains provisions for CAT passengers to use the Thomas Street dirt lot located across the street from the Ocean Gateway terminal. The parking fee of $10/day goes to the city, which previously leased space in this lot to Canoe Bay Lines users prior to the opening of the Ocean Gateway garage and arrival of the CAT. This pact with Bay Ferries was made notwithstanding an agreement between the city and the owners of the Ocean Gateway parking garage that prohibited public parking on city land in its vicinity until all the spaces allotted for long-term parking in the garage were leased, an agreement which appears to have been entered into by city officials without giving the affected public an opportunity to comment thereon.

In 2008 the city received $7,110 from parking associated with Bay Ferries, compared with a lowball estimate of $108,000 (assuming 50-year round parking at $80/month) that would have been the minimum the city could have received if CBL users had been permitted to park in the Thomas Street lot.

Thus the city forgone the greater revenues it would have received from CBL users. Moreover (and worse in terms of besmirching its credibility) it has considered the satisfaction of parking needs of out-of-state CAT passengers more important than providing for parking needs of taxpaying residents of Portland’s island territories who have been denied the option of paying for relatively convenient and inexpensive parking in the Thomas Street lot.

At bottom, city officials have allowed to a commercial enterprise, Bay Ferries, which yields little benefit to the city at the expense of citizens who provide the funds that pay their salaries.

The fact that CAT, which has a responsibility to represent its owners with respect to their mainland parking needs, as well as to its citizens and local media and does not take issue with such behavior does not bode well. Among other things, such complacency reinforces the probability of city officials to continue the practice - manifest on the Portland waterfront - of favoring narrow interests over the greater good.

O P I N I O N

PEAKS ISLAND BAPTIST CHURCH

Jesus saith unto him, I am the way, the truth, and the life: no man cometh unto the Father, but by me

John 14:6

Peaks Island Baptist Church
The Gem FALL 2009 SHOW SCHEDULE: Oct. 9 to Oct. 15; Suzyanne Parroott, fiber arts. The artist/craftsperson cooperative includes over 25 year-round and seasonal individuals in the various media of painting, drawing, sculpture, pottery, jewelry, photography, printmaking, assemblage, fiber arts and writing. The gallery mission is to “share and sell fine art and contemporary crafts and to reach out and create an inviting, professional, inspirational space that shares, educates, and celebrates art.” Solo and small group exhibitions change weekly and bi-weekly from mid-October with larger themed member shows off-season and a holiday sale each year. Please call the gallery at 5600 for more information.

At the Dodwell: The new exhibit Assorted Tapestries from 14 area artists and collectors will be on display through mid-November. A reception will be held on Sunday Oct. 18 from 2pm to 6pm. In mid-November through January, SUZANNE PARROTT jewelry, photography, printmaking, assemblage, fiber arts and writing. The gallery’s mission is to “share and sell fine art and contemporary crafts and to reach out and create an inviting, professional, inspirational space that shares, educates, and celebrates art.” Solo and small group exhibitions change weekly and bi-weekly from mid-October with larger themed member shows off-season and a holiday sale each year. Please call the gallery at 5600 for more information. 

The Fifth Maine Harvest Supper Saturday, Oct. 10 with seatings at 5:30 pm and 7:00 pm. Chef Bill Hinderer promises a “dine in the dark” meal of roasted root vegetables, roasted fall vegetables, breads, dessert and beverages. Tickets are $7 per adult under 10 and $12 per adult. Reservations are strongly recommended as it’s always a sell-out. For tickets call: 766-5314 or 322-4829.

The Eighth Maine is a living museum and lodge built in 1891, providing accommodations for individuals and families. Cook your own meals in the spacious dining room. Come see what life was like in the 1890s. Tours available on request. Pre-registration is required or more information call 766-5086.

The Library First Tuesdays Book Discussion- Oct. 6 Little Bee by Chris Cleave. Nov. 3, First They Killed My Father: A Daughter of Cambodia Remembers by Loung Ung, a memoir by a childhood survivor of the Pol Pot regime. To reserve a copy, call (5540) or email portland.lib.me.us. Come into the library to reserve a book. Please include your library card number. Book discussion meetings are at 7 pm in the MacVane Community Room.

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COMMUNITY NOTES from page 21

Verity. Stop by to shop or pick up, gently used clothes and household goods. For more information contact the Church Office, 766-5013. Thursday evenings: Spiritual Direction, "Christian Pilgrimage." Meeting: October 15, 22 & 29, 700 pm, at the Parish House.

People will Ministry: Thursday evening, 7-9 pm. Meeting: October 30 at Rebecca’s house. Call for directions 766-8007. All are welcome!

January 2009

for more information. Encourage strong bones. Call Rhonda (2481) at the MacVane Center. Eight training sessions: Tuesdays Adults 9:30-10:20, Wednesdays 10:30-11:20.

Gun Raffle: Saturday, October 3rd, 1-3 pm. Meet at Community Room, with simple ankle braces offered at Portland Public Schools.

Question Sign-up: Monitor your own health. Questions go to: mailman@goIhhiohealth.com

Leon Scott Hour, 65, Long Island, in August of cancer. He was a summertime lobsterman all his life and taught school for the South Portland School Department for 32 years. He is survived by his wife Sharon "Cheri," sons Jason and Kory, daughter-in-law Kathy, and three grandchildren.

Alzheimer’s Disease, 93, Chebeague Island, September 19 at Portland Maine Veterans’ Home. A retired machinist from Bridgeport, Conn., and lifetime member of the Lions Club, he was an honorary "Mayor of Peaks Island." He was survived by his wife Elaine, step-daughter Edith Einstein, granddaughter Debra Marsi, for children and three great-grandchildren.

Thomas James Quigg, 91, Peaks Island, Monday August 19 after a long illness at the Maine Veterans’ Home. A retired furniture designer, artist, teacher and carpenter. He was survived by his wife Liz, daughter Beth R., step-daughter Elizabeth Ross, four grandchildren and two great-grandchildren.

August 2009

Robert G. Anderson, 44, Long Island, Thursday August 20 under a complicated while visiting family in New Brighton, Pennsylvania. He was a renowned furniture designer, artist, teacher and carpenter. He was survived by his wife Liz, daughter Beth R., step-daughter Elizabeth Ross, four grandchildren and two great-grandchildren.

Robert Ingalls Chase, 60, Chebeague Island, Saturday August 22 of complications from Multiple Sclerosis. A retired investment banker he devoted himself to preserving the island and to renovating his cabin. He was survived by his parents William Bradford and Kathleen and his sister Sara Jane, and by his brother Bradford William, sisters Priscilla Chase Kerchun and Cynthia Chase Gaskin, former wife Joelyn Chase, daughters Katherine M. and Rebecca P., and many nieces and nephews.

Frederick Frederick Craig, 72, Peaks Island, Wednesday August 19 at home in Chebeague, from an apparent heart attack. A former United Presbyterian Church for 22 years and a licensed psychologist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island. He was a commercial fisherman and a licensed psychometrist for 28 years, he donated over three acres of property known as Clark’s Woods to the island.

Robert C. Ingalls, Jr., of Peaks Island, August 21 at home. An Army nurse in World War II and government food inspector for 20 years, he was preceded by his sister Diane, his wife Elaine, step-daughter Edith Einstein, granddaughter Debra Marsi, for children and three great-grandchildren.

Marjorie Ester Rice, 93, Chebeague Island, Saturday August 22 of complications from Multiple Sclerosis. A retired investment banker he devoted himself to preserving the island and to renovating his cabin. He was survived by his parents William Bradford and Kathleen and his sister Sara Jane, and by his brother Bradford William, sisters Priscilla Chase Kerchun and Cynthia Chase Gaskin, former wife Joelyn Chase, daughters Katherine M. and Rebecca P., and many nieces and nephews.

September 2009

Nancy Adams, 76, Chebeague Island, September 19 in Portland. A graduate of Colby Junior College in New London, N.H., telling her family she majored in bridge, she was active in several organizations on the island.

Next Issue

On the cover

Casco Bay Lines Mate Tom Petsinger is a familiar face to anyone who rides the ferry and he loves living on Peaks Island.

Raised in Philadelphia, he started working on the water as a teenager on coal and steel barges operating on the Monongahela, Allegheny and Ohio rivers. He has been a commercial airline pilot, a car salesman (where he bought a car from him) and a lobsterman with his son Austin, who qualifies him as the cover ship story next month.