Nor' by East, Jun 1979

Casco Bay Island Development Association

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"DEVELOPMENT" CBIDA STYLE
Stuart Laughlin, President CBIDA
Great Diamond Island

For over 20 years, since 1958, the Casco Bay Island Development Association has been active in Casco Bay, helping its many islands to work together for the good of the Bay area. CBIDA is the only Bay-wide organization that can approach city and state officials with any kind of Island unity, since the Casco Bay area includes the Portland islands as well as Chebeague Island, in the town of Cumberland and state parks on Eagle, Jewell, and Little Chebeague. Over the years CBIDA has grown from a small organization founded on Peaks Island to a group of 300 members covering most of the islands of Casco Bay and the bordering mainland as well.

Islands are by nature very independent. A strong local organization on each island is essential. We welcome the addition this year of the Peaks Island Town Meeting which brings a sense of unity to our most populated island. The Diamond Island Association of Great Diamond Island, by contrast, will celebrate its 100th anniversary in September 1982.

There are times when all islands need to work together as a unified team on issues that affect the whole Bay area. The proposed new Casco Bay Island Ferry Terminal is a current example. Involved is a major project on the Portland waterfront, federal funds from the Urban Mass Transit Administration (UMTA), funds from the state legislature, effective action by the Portland City Council and Casco Bay Lines, and finally a unity among the islands themselves.

"Development" CBIDA style means that Island people have a voice in and are informed of major decisions or projects that may affect the way of life on Casco Bay.

Perhaps one of the best things to happen this year is the restoration of Nor’ by East – a Casco Bay-wide newspaper. We are all involved in the affairs of our own island, but it is good to know what is happening on the other islands. We hope that this effort will strengthen the ties among the islands of Casco Bay.

NEW FACES ON PORTLAND CITY COUNCIL

City Councilor "Jo" Casale

The past winter with a record breaking cold spell and much ice in the harbor reminded some of the oldsters of 1918. It was a war year and Fort McKinley was well populated with soldiers who had a free trip to Portland on the ice from the sandbar to Eastern Promenade. In fact, I walked it several times.

Strangely enough this winter to remember preceded an early spring. Some enthusiastic gardeners planted their gardens very early and hoped the plants would survive. Joy Bishop, Mary Thurston, and Hal Hackett are among those with beautiful flower gardens.

Interested bird watchers have noted an indigo bunting, not seen before, as well as cardinals and Baltimore orioles.

Official and social news are waiting the arrival of Association President Richard Sawyer of Silver Spring, Maryland.

City Councilor "Pam" Plumb

The first woman councilor since 1956 – Pamela P. Plumb, thirty-five, elected to the City Council from District 2, is a summer resident of Cushings Island. Long active in historic preservation, Pam is past president of Greater Portland Landmarks as well as its first director. She was recently named one of three Outstanding Young Women of Maine by the Maine Jaycee Women on the basis of "self development, contributions to family life and service to the community". She is deeply committed to neighborhood development without displacement or destruction, and to the provision of adequate social services to residents of her district.

Born and brought up in St. Louis, she has a degree in medieval art history from Smith College, and a master’s degree from New York University’s Institute of Fine Arts. A former art history teacher, she is married to Peter Plumb, an attorney. They moved to Portland in 1969.

MEMORIAL PLANTINGS

Plantings in the urns at the Fifth Maine Building, Peaks Island, will be given this year in memory of Harriette Johnson (Mrs. John Johnson) by Casco Bay Island Development Association. The Steering Committee’s vote followed a moment of silence and a brief prayer by Sister Nola Wells, honoring the memory of Mrs. Johnson, longtime member of the Association as well as membership chairman.

LITTLE DIAMOND CHECKS IN

Esther Payne
Little Diamond Island

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SAVE JULY 13

Everyone is welcome to attend a Dinner-Dance Cruise via Casco Bay Lines on July 13, for the benefit of Casco Bay Health Center. The price is $15 a person – $30 a couple. For more information call 766-3340.

WHEN IS A SMELL?

A bill introduced into the legislature in an effort to improve dealing with the odor problem of a South Portland chicken rendering plant had to be withdrawn. No one seemed able to provide an exact definition of the point at which an odor may be judged beyond endurance. A no-nonsense enforcement of present regulations has been considered adequate to deal with the problem.

NO APRIL FOOL

Gretchen Hall
Peaks Island

The CBL Car Ferry Rebel was back in operation just in time to avoid the April Fool’s Day target date. Some Peaks Island residents enjoyed the comfort of a passenger boat for every trip, despite getting out old shopping carts to bring back mainland goodies. Others wondered how to keep a car going on the island all winter, or how to get along without the car that waited on the mainland.

The storekeepers, contractors, and the public works crew faced the problem of finding alternate transportation for the necessities and wreckage continued to accumulate on the Peaks Island Dump waiting for a car carrier ride on the ferry.

The passing of the loaded car carrier en route to the dock and the parade of huge construction equipment up Welch Street were a welcome sign that the Rebel was busy making up for lost time.

BATTERY POSTED

CBIDA has set up regulations for the use of Battery Steele, and, at the advice of the police, has posted the property. (Peaks Island Town Meeting would like to see the land left in a wild state, properly administered.) Mis-use of the property, vandalism, and accident liability are concerns of CBIDA in regard to Battery Steele.

The Property was offered to the University of Southern Maine but was declined with appreciation.

PEAKS ISLAND

WOODBURY’S DAIRY BAR
Italian Sandwiches – Fried Clams
Pizza
Open 11:00 - 9:00 p.m. daily
Closed Monday except holidays
Dining Room open 4:00 - 8:00 p.m.
featuring seafood dinners
766-2929

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MARINE SERVICE
Lobsters - Groceries - Marine Fuels
Boat Storage and Repairs

LITTLE DIAMOND ISLAND, MAINE
Tel. 766-2087

PEAKS ISLAND TAXI

Courteous Service to Your Door
or Around the Island
Meets All Boats
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REMODELING BUILDING SIDING
GENE DINSMORE
Peaks Island 766-2017
FREE ESTIMATES
PORCHES ROOFING

CBIDA “BIRTHDAY” PLANNED

Celebrating twenty-one years of community service, members of the CBIDA Steering Committee are planning a public Birthday Party for members and guests at Boone’s Harborside Lounge on Saturday, July 21 from 3 to 5 p.m.

City and state officials will be invited. There will be a champagne punch, birthday cake, music and surprises.

Members are invited to bring or send before hand a gift for the gift table as a mini-benefit for CBIDA.

A FEELING OF COMMUNITY

Artist and writer, Jane Carter, 33, of Peaks Island summarizes her two years on Peaks as bringing “peace of mind and a sense of community”. Jane and her husband Richard, formerly of Connecticut were looking for a life style near the water and in a small community. They had purchased a parcel of land outside of Bath on the New Meadows river, but when they toyed with construction plans it was over their heads financially so they decided to look for a house already built.

One Sunday in April they arrived on Peaks following up on an ad by Port Island Realty. And they found their house, adjacent to the Public Safety Station, moved in and remodeled it to suit their personalities. So intrigued with island life and when his job was threatened by the boat schedule Richard resigned and found another. He is a heavy equipment maintenance man and had been working some distance from Portland. He is now with the Portland Water District as a master mechanic. “We came to Peaks by the back door and it was a ‘fluke’ but we haven’t regretted it one minute,” Jane concluded.

Blond, blue-eyed and very attractive Jane was soon recognized as a valued addition to the community. She is currently chairman of the Peaks Island Town Meeting Committee.

Formerly a teacher in Connecticut and a part-time teacher at USM, Jane’s major activity is free lance writing for young people, and illustrating for the J. Weston Walsh educational publishers in Portland.

The Carter family includes two beautiful Siberian Huskies, a father and daughter relationship, and a young black Scottie for variety.

As relative newcomers the Carters have observed that Peaks Island offers an almost “classless” society where it makes little difference what your income status is. People accept you for what you are not what you have. “In this age of inflation we are forced to decide what we really want in life such as simplicity and purity of environment.”

—Bea Chapman

PEOPLE SECTION

PEAKS ISLAND TOWN MEETING
Peaks Island, Maine 04108

COMMITTEE:
Clyd - Jill Tiffany
Jen Carter
John Flynn
Arline Galope
Fay German
Howard Heller
Ellen Herrick
Richard Klein
Marjorie McVane
Karen Minter
Irene Murray
Hardy Perry

SAVI July 13

13,

BOLD’S BAKING

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PORTLAND TERMINAL "FLAP" SHOWS HOPE

At a meeting of the Legislative Committee of the Portland City Council on Friday May 18, the first steps were taken to rescue the disastrous situation resulting from an administrative mix-up involving a new Portland terminal.

Under the leadership of Councillor John O’Leary, and with some fast footwork by City Manager Wilson and his assistant Tim Honey, the new pier proposal was seemingly back on track although suffering from a delay.

Contracts with the Legislative Transportation Committee in Augusta and the Department of Transportation, resulted in a hope of saving the $198,000 set aside now for nearly four years, and making a new bid for the $360,000 hanging unacted upon in this session when the legislature convenes in special session in January.

The "flap" over the Planning Department's design for Portland Pier as the terminal has been brought with unanswered questions and various conflicting testimony.

However, both the CBIDA and all the island central organizations have stood firmly behind the proposal and for the first time in memory had a majority, consensus, pending resolution of the unexpected problems. By the time this paper is in print it is expected that a Building Committee, recommended by the Legislative sub-committee of the City Council, will have been enacted. Also, the presence of new councilors in upcoming discussions and votes may substantially help reduce the chaos which has prevailed, much to the inconvenience as well as annoyance of those spending time to attend meetings.

In the words of Councilman O’Leary — “We need to reassure the people of the islands that we are going to build a ferry terminal as soon as we can and as well as we can.”

TRAFFIC FLOW A NIGHTMARE

Robert Hickok
Long Island

The only charm Portland Pier seems to offer—combining regular and car ferry operations on the same wharf—is illusory. Neither it nor the channel where the ferry boats would tie up is wide enough to handle the expected traffic. Nor does it hold out hope for improved parking facilities.

The entrance from Commercial Street is only 21 feet wide plus six feet of sidewalk. While the entrance to Custom House Wharf is not much wider, foot passengers there (at least) can walk to and from Commercial Street under cover and off the street. That pedestrian passageway would be sorely missed on rainy, cold and blustery days.

Proposed plans for Portland Pier offer nothing similar simply because there is not room. Everyone would have to squeeze in and out between those two brick buildings fronting Commercial Street. No one is sure that a second access to the pier could be added via Tony DiMillo’s parking lot.

Even if entrance and egress could be improved, the pier itself is still too narrow to accomodate a terminal with two perpendicular leading ramps on one side, and, three lanes for traffic on the other. The dimensions to handle one lane for traffic waiting to board the Rebel, sandwiched between two lanes for the usual assortment of private cars, taxis and delivery trucks, plus the huge 18-wheeler trailer trucks and large refrigerator trucks serving New Meadows at the far end of the wharf, plus the vehicles disembarking each time the Rebel pulled in, simply do not exist as an on-the-spot look will show.

Everyone is familiar with the frenetic atmosphere that often prevails at the existing terminal. Requiring all this traffic, plus that serving New Meadows, swelled by entire busloads of tourists, to maneuver in and out of such cramped quarters would merely substitute one nightmare for another even worse.

Squeezing a 200-pounder into a corset for someone half that size might eliminate some of the bulges. But is that an advantage if the person inside can hardly breathe?

The lack of maneuvering room also applies to the water inlet where the ferry boats would tie up. It is nearly one-third less wide than the area now available at Custom House Wharf. The fact that once a warship docked in there seems irrelevant. Maneuvering a large vessel in and out of a tight spot slowly and with the help of tugs is not to be compared with boat traffic in and out of the same area 20 to 30 or more times a day, especially with other vessels tied up alongside and more on the opposite side. Although aircraft carriers can thread their way through the Panama Canal, it does not mean that the canal is a suitable site for naval exercises.

The pressing problem, of course, is “where do we go from here’? Several alternative proposals have been submitted. Hopefully all the planners will pay closer attention to actual dimensions and the critical nature and requirements of “traffic flow.”
PEAKS "SKYLINE" CHANGES

"My ultimate objective is to dress up the front of Peaks Island," said Howard Heller of Port Island Realty as he discussed his recent purchases.

A staunch advocate of island living, Heller recently purchased the entire upper corner of Welch Island Avenue including the properties occupied by the Greenlaw family, the Brackett Church Thrift Shop, the Casco Bay Art Gallery, the Peaks Island Post Office, the Senior Citizen Center, and the formerly vacant lot adjacent which now boasts an instant structure.

On April 17, a deadline date established by the City, the James Murray house movers expedited a smooth relocation of a house posted for sale or demolition to make way for the new City Community Center to be built on Peaks Island.

Heller, not wanting to see a basically sound house demolished, purchased the house "for a song" but laid out considerable cash to accomplish the move. Required moving of telephone and electric wires was a most costly element.

Peg Ney 766-4447

CIVIL WAR EVENT SLATED

On July 7 the Fifth Maine Regiment Association on Peaks Island will hold a CIVIL WAR PANO­RAMA AND DESCENDANT'S DAY for residents and guests far and near. This is a redesign of the historic military reunion held last year.

This year's program will feature registration, a picnic lunch with sandwiches for sale, and boiled lobsters available by reservation. Speaker and brief ceremony of re-dedication, an afternoon of films of Gettysburg, book fair, memorabilia display, a Civil War songfest, and music to dance by -- topped off with a baked bean supper.

Progress in restoration of the historic landmark will be explained and registration of descendants of any regiment, north or south will be featured. Allan Hawkins of Falmouth Foreside, is chairman of the event.