1860 Historical Salute To Knox County 1985

State's Youngest County Marks First 125 Years

by Dick Dooley
Staff Writer

"Thus this place, with the rest of Old Thomaston, after peacably abiding in the county of Lincoln just 100 years, found itself embarked on a new bottom, and sailing under the new and justly honored name of Knox."

Historian Cyrus Eaton certainly expressed some feeling when he wrote of the debut of Knox County effective April 1, 1860 in his History of Thomaston, Rockland and South Thomaston. Just how the new 'ship of state' would fare was an unknown quantity when Eaton put pen to paper, but to have a Knox County at all, with Rockland as shire town, had not come about easily. Long, tortuous routes have rarely made for comfortable travel.

Involved had been countless petitions, beginning, actually, when business matters of towns and settlements in the Province of Maine were considered by the General Court of Massachussetts. There was also the period when a county could with approval of the Maine Legislature have a half-shire town to relieve, to some extent, court workloads and reduce distances citizens were obliged to trave to conduct their business.

Then came the decade of the 1850s, when efforts to have a Knox County established intensified to a remarkable degree. There seems to have been no great furor about setting off communities from the eastern portion of Lincoln County and others from the southern part of Waldo to form a new county jurisdiction. Which community was to be designated as county seat made for some very spirited town meetings and legislative sessions, complete with rather fascinating rhetoric. Would Rockland or Camden have the honor?

Just to make the sequence more interesting had been one attempt, with support in some towns now part of Knox County, to have Waldoboro made the shire town of Lincoln. That could have had some effect on the present alignment. Later there was at least attempt to have Thomaston considered as shire town if a Knox County was in fact established. That also remained on the drawing board as it turned out.

Court Of Common Pleas

In his Annals of Warren Eaton noted that a courthouse was erected at Warren in November 1799, a move coming 39 years after Lincoln County was established with Pownalborough the shire town. The new court facility at Warren was "a wooden structure with a hip roof and belfry in the centre." The upper floor was sold to Warren Academy for use as a schoolroom. The historian continued that courts were held at Warren once each year until 1847, when half-shire towns were given up and all courts in Lincoln County were held at Wiscasset.

The phrase "all courts" is somewhat misleading, since probate matters at the time appear to have been conducted on a circuit basis, and other matters were brought before justices of the peace in the various towns.

There remained a very vexing problem — how was one to get to court? For example: "On April 24, 1827 an extraordinary fall of rain carried away bridges and saw mills, and so flooded the roads that parties and witnesses found it difficult to get to the Court of Common Pleas then sitting in this town (Warren)."

There were other problems in trying to have business matters attended to at Wiscasset or Belfast in the years before 1860. Sea travel from East Lincoln communities to Wiscasset could have been one possibility, although not too convenient for many inland commmunities. There was John T. Berry's stage line which ran from Rockland to Bath, but with changes of horses at Waldoboro and Damariscotta, and that many miles of dreadful road conditions, a trip to Wiscasset must have been a grim experience.

"For A New County"

Meanwhile, there was activity in progress to have something done about a new county "bearing the name of Knox." John L. Locke wrote in his *Sketches of the History of the Town of Camden,* that on Sept. 2, 1826, there was an article in the town warrant to see if the town would petition the Legislature for "a new County bearing the name of Knox." This county would include towns in Hancock and Lincoln Counties listed as follows: Camden, Lincolnville, Searsmont, Hope Appleton, Union, Warren, Rockland, South Thomaston, Thomaston, St. George, North Haven, Vinalhaven, Islesboro, "besides sundry other islands."

Another 1826 petition to the same end was reported by Williamson, which listed also listed Appleton, Cushing and Washington. The historian added that the proposed county to be named Knox would have Belfast and Warren as shire towns. It should be rememberd that Waldo County was not established until 1827.

Camden historian Reuel Robinson also referred to the 1826 efforts, noting: "The organization of Waldo County was being agitated at the same time and our people (Camden) were opposed to becoming a part of it and remonstrated against being included in the new county of Waldo in its present shape as described in the bill now pending before the Legislature."

Petitions had already been presented to the Legislature signed by prominent citizens of Waldoboro, Union, Washington, Warren, Friendship, Brremen, Nobleboro, Bristol, Damariscotta, Jefferson and Newcastle. The Waldoboro proposal was short lived. Stahl pointed out that it was not "a vigorously protesting Wiscasset" that stopped the effort, but "influences emanating from Thomaston, Rockland, Rockport and Camden." Plans were already being advanced to have the East Lincoln section taken and become part of a proposed Knox County.

"A Speech Thereupon"

It was observed in *The Rockland Gazette* for Dec. 23, 1858 that Col. Smart addressed a Rockland audience, a relatively brief discourse of only three hours' duration. Needless to say, a large audience was on hand in Beethoven Hall, at the time in a structure which stood between Orient and Oak Streets. Although Smart was in enemy territory, so to speak, and definitely preaching a doctrine not popular with a Rockland audience, the mood of the meeting appears to have been neighborly enough. One conclusion reached by the *Gazette* writer was that "the Colonel was attempting to create a democratic county."

One month later Smart was at Augusta, presenting in the House of Representatives a petition drawn up by three Camden citizens and signed by 772 others seeking a new county with Camden as shire town. In a rather curious speech on the floor of the House, the colonel eulogized Gen. Henry Knox, and also alluded to Lord Camden as "a friend of the Americen colonies in the Revolution," evidently suggesting that Camden should be made shire town in his honor.

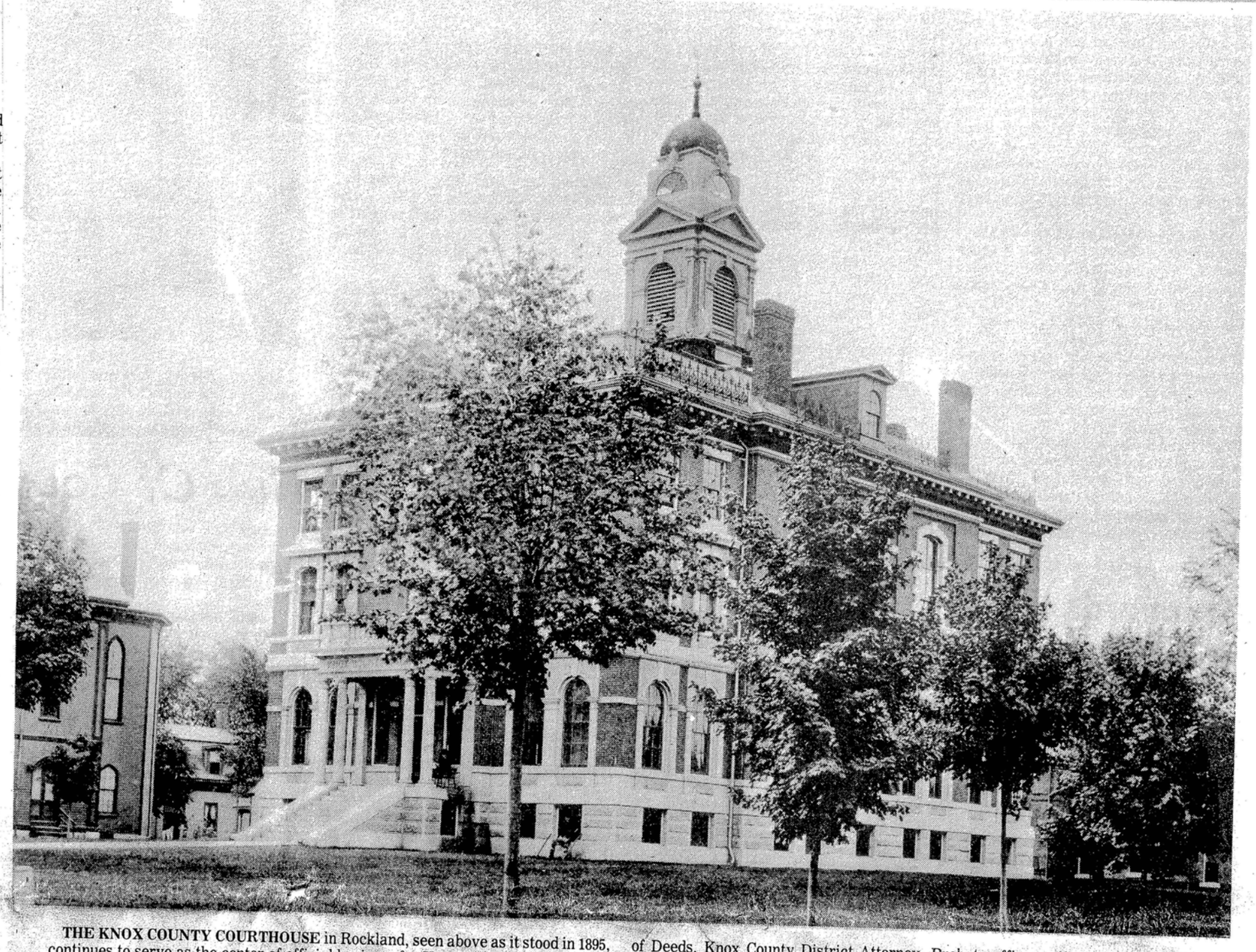
Mr. Stevens of Monhegan really stirred up some interest. As to the petition, he said he had been informed "that there was fraud in getting the names — that people thought they were signing for Rockland." Smart countered by informing his colleagues that every petition he had to present "asked in terms for Camden, and that was a sufficient answer to the gentleman." Mr. Cushing of Frankfort expressed sorrow that any allusions had been made to fraud, "this early to party politics," stating that it implied distrust of the Legislature on the matter. The petition was referred to the Committee on Division of Counties.

It was quite a time for lively dialogue, and to keep the county seat debate at a splendidly high level, a special town meeting was held Feb. 5, 1858 at Thomaston's Union Hall. There had been an effort to have Old Thomaston be shire town should Knox County be established. Just what prompted this proposal is not at all clear, particularly since at the time of that meeting, the very first term of Supreme Judicial Court for Lincoln County was being conducted at Rockland, the half-shire town.

Over a lengthy period there had been a bewildering assortment of proposals and counter-proposals with or without much merit, depending upon the point of view. The new county was, in fact, approved by the Thirty-Ninth Legislature on March 9, 1860. The act, with 14 sections including the designation of Rockland as shire town, was to become effective April 1, 1860, with the original Knox County officers to be appointed by Gov. Lot M. Morrill on advice of the Executive Council.

Section 1 of Chapter 146 — an act to establish the county of Knox — passed by the Legislature ordered this grouping of member communities: the towns of Appleton, Camden, Hope, North Haven and Vinalhaven in the county of Waldo; and Cushing, Friendship, Rockland, South Thomaston, St. George, Thomaston, Union, Warren, Washington, the plantations of Matinicus and Muscle Ridge in the county of Lincoln.

(Continued on Page 19)



THE KNOX COUNTY COURTHOUSE in Rockland, seen above as it stood in 1895, continues to serve as the center of official business for Knox County. The building, and more modern additions, today house District and Superior courts, the Registry of Deeds, Knox County District Attorney, Probate offices, offices of the County Commissioners, Civil Emergency Preparedness, among others.

Photo, John I. Snow Collection

Vital Statistics

KNOX COUNTY — incorporated April 1, 1860

From Waldo County: Appleton, Camden, Hope, North Haven, Vinalhaven.

From Lincoln County: Cushing, Friendship, Rockland, South Thomaston, St. George, Thomaston, Union, Warren, Washington.

Present Communities

APPLETON — incorporated, Jan. 28, 1829.

CAMDEN — incorporated Feb. 17, 1791. Name of southerly part changed to Rockport on Feb. 25, 1891.

CUSHING — incorporated Jan. 28, 1789 and included St. George. Divided Feb. 1, 1803 and St. George formed.

FRIENDSHIP — incorporated Feb. 25, 1807.

HOPE — incorporated June 25, 1804. In 1843 a portion annexed to Appleton.

ISLE AU HAUT — Taken from Deer Isle and incorporated Feb. 28, 1874. Taken from Hancock County and annexed to Knox by act of legislature March 12, 1913.

MATINUCUS ISLE PLANTATION — organized 1840.

NORTH HAVEN — originally a part of Vinalhaven. Incorporated June 30, 1846 as Fox Island. Name changed in 1847.

OWLS HEAD — set off from South Thomaston by legislature April 9, 1921, and incorporated July, 1921.

ROCKLAND — set off from Thomston and incorporated July 28, 1848 as East Thomaston. Name changed in 1850. City government organized in June, 1854.

ROCKPORT — separated from Camden Feb. 25, 1891.

SOUTH THOMASTON — set off from Thomaston and incorporated July 28, 1848.

ST. GEORGE — originally a part of Cushing. Set off and incorporated Feb. 7, 1803.

THOMASTON — incorporated March 20, 1777.

UNION — incorporated Oct. 20, 1786.

VINALHAVEN — incorporated June 25, 1789.

WARREN — incorporated Nov. 7, 1776.

WASHINGTON — formed from westerly part of Union and formed under name of Putnam Feb. 11, 1811. Name changed Jan. 31, 1823.

Former Communities

CRIEHAVEN PLANTATION — formerly called Ragged Island. Set off from Matinicus and organized March 3, 1897. Organization given up 1925.

MUSCLE RIDGE PLANTATION — Organized Oct. 28, 1904. Organization given up 1914.

HURRICANE ISLE — formerly a part of Vinalhaven. Incorporated as township Feb. 7, 1878. Organization given up 1916. Charter repealed March 29, 1921.

Recording History

by Raymond E. Gross
Editor and Publisher

In a very real sense, publishing a newspaper is recording history as it happens. *The Courier-Gazette* has been the historian for the Midcoast area since 1846, 14 years before Knox became Maine's youngest county.

For more than three-quarters of a century, this newspaper has reported the events of virtually every community in the county. When, therefore, Knox County decided to celebrate the 125th anniversary of its founding, this newspaper felt it appropriate to assemble the story of the Knox County communities it has served over those years and which it will continue to serve in the future.

As publisher, I thank all the members of those communities who have contributed to this commemoration of Knox County's founding. As publisher, I am very proud of the expertise our fine staff developed in producing our award-winning Bicentennial edition almost a decade ago, and the way it has employed this knowledge in this salute to Knox County's 125 years of service.

Salute To County Historians

For this special commemoration of Knox County's 125 years, The Courier-Gazette has called upon the resources of the county's residents. For who better, after all, to record the life of their communities over those years than those who live in them?

As the result of a letter of invitation to all Knox County historical societies, and in news stories to individual historians, two well-attended public meetings were held at The Courier offices in Rockland. In addition, there were a number of meetings with individuals separately in ensuing weeks.

The invitation to participate was extended to towns such as Waldoboro and some of the offshore islands, for though they may not fall geographically within Knox County, their story and their people impinge upon it and it was felt they should properly be included.

This newspaper's thanks are extended to all those who have contributed to these special commemorative pages. Some of them shared information for stories to be written by others in their town so are not therefore credited by name for their effort, but it nevertheless is appreciated and valued.

Many hours of work were needed to tell the story of the towns and they took what little spare time they had to tell their stories and in at least two cases, with jobs to work at next day, busy people typed their manuscript until 4 a.m. to meet the deadline for contributions.

Most contributors preferred to record events in the latter part of the last century, rather than to recall the history they are living now. Some wrote about the town they knew in the 1920s and 1930s and shared photographs they or fellow historical society members had taken then.

Few felt able to speculate on where their communities might be headed, preferring to highlight events in the period when their town showed its greatest industry or growth.

There was an overwhelming response from those who chose to participate, but as publication date neared and production and space limits had to be set, it became clear that only a portion of contributions received could be included in this commemorative section. Stories and photographs were therefore chosen which were felt to best reflect each overall community, and for space limitations even some of these had to be shortened considerably.

In the case of many other contributions which focused on individual events, people, organizations and buildings it was felt they would have suffered too much by compressing them to fit available space. These contributions will therefore be published in succeeding Thursday editions of the newspaper as the beginning of a regular historical feature to begin May 30. This regular Thursday feature will continue until all submitted material is published.

In addition, *The Courier-Gazette* will continue to welcome written material and photographs for this continuing Thursday historical feature, which should be directed to Michal McGuire or Ivy Dodd.

There are hints, also, that some of the results of this research by Knox County historians may now find its way into books to be published for posterity, and artifacts and photographs discovered in the course of that research are now being donated to local historical societies for their collections. Knox County residents of the future will be unfailingly grateful to them.

In this 125th anniversary commemoration, *The Courier-Gazette* is pleased to feel it may have a part in contributing to the future of the county in which it is published, in the same way that its Bicentennial edition in 1976 recorded much that would now be lost for tomorrow's readers. In the same way, we hope interest will be stimulated in Knox County's many historical societies and in the legacy they will leave for the residents of their communities of the next 125 years.

Rockland

City Of Lime, Granite And Fishing

by Robert N. Davis, Director
Shore Village Historical Society

The lime industry built Rockland, and was the major reason Rockland outgrew its parent town of Thomaston, and to win out over Camden as the shiretown of Knox County.

By 1860 the known cargoes of Rockland lime entering the port of New York had increased to 267, representing 80,737 barrels of common and 18,171 barrels of lump lime. Rockland manufacturers sold the major part of their product in New York, where sales depended on the amount of building construction in progress in that city at any one time. After the interruptions of the Civil War, Rockland's business and its population grew, the latter to about 9,000, about 500 more than in 1985. Rockland lime was in demand wherever a first-class quality of lime was needed. Millions of casks were manufactured each year.

The Rockland-Rockport Lime Company was formed at Portland in 1900. It represented a consolidation of the three largest lime manufacturing firms in Knox County: The Cobb Lime Co., A.F. Crockett of Rockland, and S.E. and H.L. Shepherd of Rockport. A subsidiary, the Rockland Transportation Company, ran five steel barges that replaced the lime schooners.

The history of the lime industry in Rockland centered around the careers of Francis Cobb and his son, William T. Cobb. Francis Cobb was born in Cherryfield in 1818 and moved to Thomaston as a teenager to work for his uncle, Thomas A. Snow. In 1838 Cobb opened his own store in East Thomaston (Rockland), and working with various partners, expanded his business interests.

The local granite industry progressed in two different directions. Rockland's first type of granite company was the Bryant and Cobb Marble Works, formed about 1855 by A.B. Cobb, who was joined in the 1860s by Samuel Bryant. With offices at 282 Main Street, the company received marble and granite from local quarries or by ship, to be formed into cemetery stones and other ornamental pieces.

The second kind of granite company provided large quantities of stone for building and other construction. Rockland's Bodwell Granite Company was incorporated in 1871 and named for its founder, Joesph Bodwell. Granite quarried by this company at Fox Island (Vinalhaven), Spruce Head and St. George was used in construction of such well-known edifices as New York's Brooklyn Bridge, Boston's Jordan Marsh and Company Building, the Pilgrim Monument at Plymouth, and the building which now serves as the Executive Office Building next to the White House in Washington, D.C.

These companies flourished from the years following the Civil War until early in the 20th century, when Maine granite was most in demand throughout the U.S. for paving, comstruction of public buildings, and fashioning of monuments.

Fish For Life

Fishing has influenced Rockland's economy not only since Knox County was formed in 1860, but for more than 200 years. The industry remains as important today as it was vital to our earliest residents as a source of food and business. Lime was once king but today Rockland is Maine's major fishing port.

Shore Village citizens traded or sold fish to each other from the first years of our history, but retail fish markets as we know them did not appear until the 1880s. In Rockland of that period, markets run by G.W. Chandler, J. Henry Ostrander, W.J. Titus, Abraham Titus, and R. Fred Crie sold both fresh and dried fish. Soon after, peddlers began selling door-to-door from fish wagons, to continue until the early 1950s with George A. Wardwell as one of the last such peddlers in Rockland.

The early 1900s saw the founding of a canning company, North Lubec, which still operates in Rockland today. The brand name used on sardines canned by North Lubec (Eagle) is one of the oldest in the United States.

In 1931, William Underwood Company opened a fish-processing plant on Tillson Avenue, which was purchased in 1946 by General Foods who operated it for a time as General Seafoods, Inc., and then as 40-Fathom Fisheries, Inc. General Foods also purchased the Snow Shipyard in Rockland's Southend and ran it as 40-Fathom Trawlers, Inc. For many years the basis of Rockland's fishing fleet of trawlers and other craft was the 40-Fathoms fleet. Both operations were sold in 1957 to National Sea Products, Ltd. of Halifax, Nova Scotia.

Frank O'Hara of Portland opened his F.J. O'Hara Company plant at 121 Tillson Avenue in Rockland in 1940, to process frozen fillets of ocean perch. Today, F.J. O'Hara produces a fine line of fish products which includes swordfish and tuna caught by its fleet of fishing vessels.

Lobsters were first flown on order to a customer in 1938. That year Rudy Vallee began what has become a lucrative part of the retail lobster business by having lobsters shipped to Hollywood, Calif. for a dinner party.

A.C. McLoon absorbed the Thorndike and Hix lobster business as well as that of Penobscot Fish Company in 1960, and this division of McLoon interests was sold to Bay State Lobster Company in 1971.

Another lobster Company, begun in the 1920s, was the H.W. Look Company. Shortly afterwards, the Rackliff and Witham Lobster Company was formed in 1926 by three brothers, Elmer, Nate and Edwin Witham. From its first location at Atlantic Wharf, the company moved to a site near Rockland's Public Landing (where Fisher Engineering is now located) and subsequently moved its operations to Tenants Harbor before selling to Harold Simmons in 1963.

Currently, commercial marine species sought for the fishing industry of this vicinity include: lobster, northern shrimp, clams, ocean perch, blood and sandworms, sea herring, scallops, and whiting. Other commercial species are cod, mackerel, pollock, haddock, halibut, smelt, and flounder. Sea moss, kelp and rockweed are also sea products of economic value.

At this writing, more lobsters are landed and shipped from Rockland than from any other port in the world, and for more than 30 years Rockland has been the site of an annual lobster festival the first week of August.

Shipyards Were Link To Sea

During the 1800s and early 1900s, Rockland's lime industry was supported by an equally lucrative shipbuilding business. Each complemented the other, as shipbuilders needed limeburners to keep them in the cargo business and the limeburners needed the ships to get their product to market in cities where lime was used in the construction and finishing of buildings.

Rockland shipbuilding reached a peak during the 1860s. By the time Knox County was formed, several yards had emerged here. These families or individuals and the location of their businesses were as follows: Bird (on Front Street near Maverick), Cobb and Butler (on Atlantic Street), Kimball and Rhodes (Atlantic Street), Crockett (Front Street near Cedar), Ingraham (near the South Thomaston line), Litchfield (near the South Thomaston line), McLoon (Front Street near Cottage), Starrett (Washington Street), and Thomas (Front Street).

Descendants of Elisha Snow (first settler at Wessaweskeag/South Thomaston) bought the Ingraham Shipyard (started in the 1850s) and founded the Snow Shipyard in 1862. This yard has operated continually in Rockland since that time, and now is National Sea Products, Inc. Shipyard.

Many of these yards were created by owners of pre-existing lime companies who needed schooners to carry their lime South and to supply wood from Canada for their kilns. These ships were constructed from wood which was brought from the South or from Canada, as the forest which had covered Rockland had been depleted for housing construction, kiln fuel, and other local building uses. Many of the incredible number of vessels produced here were of particular interest because of their size, weight, or innovative design. Launching day was a big celebration — school was let out and people gathered from far and wide to join in the festivities.

The Shore Village Museum's special exhibit for 1985 (June 1-Oct. 15) will be "Shipbuilding on the Coast of Maine." The exhibit will have a *Red Jacket* corner — the ship being most the famous ship built in Rockland. Bert Snow of Rockland and H.C. Brill of Rockport will help with the exhibition.

MAIN STREET, Rockland at the "Brook", lookikng south in 1877. Brick building (center) marks the corner of Limerock Street, but the wooden structures in the foreground are long gone. Note the wooden sidewalks and dirt street; there was a telegraph wire but no electric wires. Also note the Rockland Gazette sign (left) just under that of M.W. Woodman. Photo is from "Views of Rockland" by Singhi, an 1880s Rockland photographer, from the James L. Burns Collection, Shore Village Historical Society.

Hub Of County Business For 125 Years

Though lime was Rockland's most important manufactured product, other businesses and industries have been important to the growth of the city during the last 125 years.

In 1860, Rockland residents fortunate enough to have "piped" water received it from the Rockland Water Company. This had been started 10 years before by William Farnsworth, who resented the inconvenience of transporting water in barrels and visualized piping it to his new home on Elm Street, now open to the public, adjoining the William A. Farnsworth Library and Art Museum.

One 1892 report lauded Rockland's water system as one of the finest in the world, with water of "remarkable purity."

In 1860, the Lime Rock Bank was located in the three-year-old Berry Block at the corner of Main and Limerock Streets. It was incorporated in 1836, when its offices were located in a granite building at the corner of Summer and Main Streets.

The Rockland Bank (incorporated in 1851) had offices in the Kimball Block, across from Limerock Street, and became the Rockland National Bank in 1865.

Also on Main Street, the North Bank was formed in 1853, chartered as a national bank in 1877, and later absorbed by Rockland National.

Morris B. and Clifford O. started a wholesale fish and retail grocery company on Atlantic Wharf in 1904. They acquired a second store on Tillson Avenue in 1910 which was discontinued in 1915, and another purchased at the corner of Lime Street and Tillson Avenue. In May 1919 this firm opened Rockland's first supermarket on the northwest corner of Main and Limerock Streets, where Pen Bay Pharmacy is presently located. That market continued until 1952 when lack of interior and parking space caused its closing.

Another supermarket was opened in 1935 at 51 Park Street and operated under the direction of Morris and son Earle (Clifford retired in 1932), until 1966. The second Tillson Avenue store closed in 1921.

Morris B. and Clifford O. Perry also had begun a retail fuel and ice business on Atlantic Wharf in 1905, which moved to 519 Main Street in 1920.

The John Bird Company in Rockland began in 1932, with John Bird as sole proprietor of a retail grocery establishment which later turned entirely to wholesale business.

The John Bird Company was to become famous for its "Three Crow" brand spices, which it first began to manufacture in 1890, by which time John Bird, Jr. was president of the company.

The late 1800s and early 1900s saw the development of variety and department stores in Rockland. The best known of the latter during the past 100 years was Fuller-Cobb-Davis located in the Syndicate Building at 328-332 Main Street. From its grand opening in 1893 until its closing in 1936, this store was one of the most popular department stores in eastern Maine. Its famous "Green Room" featured the finest selection of furs north of Boston, and its china department, Oriental rug collection, and black and white candy box were equally well known.

The pillars removed from the front corner entrance of this store now form part of the seawall at the Public Landing.

H.H. Crie hardware store later occupied the Fuller-Cobb-Davis building for many years and is now the True Value hardware store.

Senter Crane Company was formed in May 1926 when Wilbur F. Senter, Sr. bought the W.O. Hewett department store from William Talbot and took Kennedy Crane in as his partner. Wilbur F. Senter, Jr. came into the store in September 1926 on the death of Wilbur F. Senter, Sr. and became half-owner and president of the firm.

Livingston Manufacturing Company was organized in 1893 as a producer of stone-working tools and equipment, with emphasis on tools for working granite and other hard stone. Fred J. Bicknell was the first general manager at the plant on Lime Street (off Tillson Avenue), which was replaced by a much larger brick factory where the company remains in operation today, as Bicknell Manufacturing Company, which sends its precision instruments all over the world.

VanBaalen Pacific Corporation was started in 1939 as a subsidiary company of State-o-Maine, Inc. The factory erected that year now employs approximately 275 people in the manufacture of robes, swimwear, and leisure wear bearing the "Christian Dior," and "State-O-Maine" labels.

In 1936, Robert Holt and Victor LeGoahec started the Algin Corporation of America in Crockett's Point. That became Marine Colloids, which has contributed in a significant manner to the growth and prosperity of the city.

In 1948, Dean Fisher, a native of Kansas, established the first snowplow plant on North Main Street, and expanding business led to his purchase in 1962 of the old Rackliff and Witham Lobster Company building. This has 75,000 square feet in which to manufacture snowplows, dump truck bodies, bumpers, and accessories.

While the manufactire of lime, the building of ships and industrial enterprises related to them held Rockland's economy together for more than 100 years, succeeding businesses have preserved its economy by providing good jobs for thousands of men and women.

More than 25 firms employ from five to almost 300 workers to manufacture products.

One of Rockland's newest enterprises is the State of Maine Cheese Company at 75 Front Street, which is Maine's only cheesemaking plant.

CHAMBER FOUNDERS — The original Rockland Chamber of Commerce Board of Directors for 1926-27 included, front row, left to right: Joshua Southard, Charles Hewett, Willis I. Ayer, Elmer Crockett and Herbert Blodgett. Back row, from left: Henry Bird, Frank (Dutch) Rhodes, Kennedy Crane, Sr., William Glover, Walter Ladd and Edwin Brown.
Shore Village Historical Society Collection

This Historic Edition in Celebration of

Knox County's 125th Anniversary

ROCKLAND

Trade Winds Motor Inn
Bob and Dottie Liberty and Family
Campbell's Market
Mr. and Mrs. Linwood Campbell, Sr. and Family
Mr. and Mrs. Richard Spear
Senator Jean Chalmers
Huston-Tuttle
Horatio and Alice Knight
Knight Marine Service
Mildred Merrill
Frank, Alice and Chris Merrill
Robert, Barbara, Carolyn and Ben Merrill
Shore Village Historical Society
Goodnow's Pharmacy
Ken and Doris MacDougal
Mr. and Mrs. Winfield Chatto
Hollydachs Pet Center
Eastman's Barber Shop
Robert R. and Cynthia McCausland
Alice H. West
Shore Village Museum
Robert N. Davis
Camden National Bank
Your Locally Owned Independent Community Bank Since 1875

City of ROCKLAND

Steamships Opened City Transportation

The Vinalhaven and Rockland Steamboat Company formed in 1864 was the first to carry passengers to Vinalhaven, North Haven, Stonington, Isle au Haut and Swan's Island. This line continued operation until 1942, when two of its ships were taken over by the government for use in World War II.

Eastern Steamship Lines, Inc. had established regular service between Boston and the ports of Penobscot Bay as early as 1834. That company maintained an office in Rockland from 1902 to 1936. Other steamship companies employed agents in Rockland at various times, but the Vinalhaven and Rockland Company was the first of the short lines to carry passengers to the islands from Rockland.

By the 1860s, dependable schedules were firmly established on the lines running from Boston to Bangor, and on the smaller auxiliary lines. The stability of these steamship lines kept travel by water as the most popular form of transportation until the railroad and automobile gradually assured its obsolescence.

The center of steamboat activity in Rockland was Tillson's Wharf at the end of Sea Street. Construction began in 1876, considered at that time an extremely risky business undertaking, and it was formally opened in 1881 by General Davis Tillson. The reported cost of Tillson's Wharf and its buildings exceeded $100,000, but steamboats assured the wharf's prosperity and it serviced passenger and freight traffic until it was taken over by the U.S. Coast Guard following World War II.

The *City of Rockland*, launched in 1900, was a ship plagued by frequent misfortune but still was acknowledged queen of the "Boston boats." This steamship could carry 2,000 passengers and 600 tons of freight. She was 274 feet long and weighed 696 tons. *City of Rockland* struck a ledge near Ash Island in 1904, was raised by tremendous effort and, after repairs, served until 1923.

The steamship era ended in Rockland in 1950 when the last steamlighter, *Sophia*, whistled for the final time in Rockland Harbor. The Shore Village Museum has a silver creamer from the *City of Rockland*, donated by Capt. Harlan Wadleigh, and the steering wheel from the *Sophia*, on loan from Mrs. Florence Snow, both of Rockland, on display.

Knox and Lincoln Railroad received its charter in 1864 but did not open track until 1871, when the line from Woolwich to the engine house on Park Street in Rockland was inaugurated. The first train brought construction material for a turntable which allowed regular engines to be turned around before their run back to Woolwich. The first train also carried many passengers to attend a musical convention being held in this city. Its engine was the "Thomaston" which pulled a baggage car and three "elegant" coaches. During that era the train stopped to pick up passengers at any farm or highway crossing where there were people to pick up. Until opening of the Carleton Bridge over the Kennebec River in 1927, trains were carried across to Bath on Maine Central Railroad Company's steam ferries.

In 1876 the Knox and Lincoln Railroad extended its track from the engine house and turntable to a passenger and freight depot at the corner of Pleasant and Union Streets. Maine Central leased the Knox and Lincoln in 1891 and purchased that company in 1901. A new station was built in 1917-1918 and passenger service continued on the Bath to Rockland run of the Maine Central until 1959. Freight is presently carried by that company on a limited run.

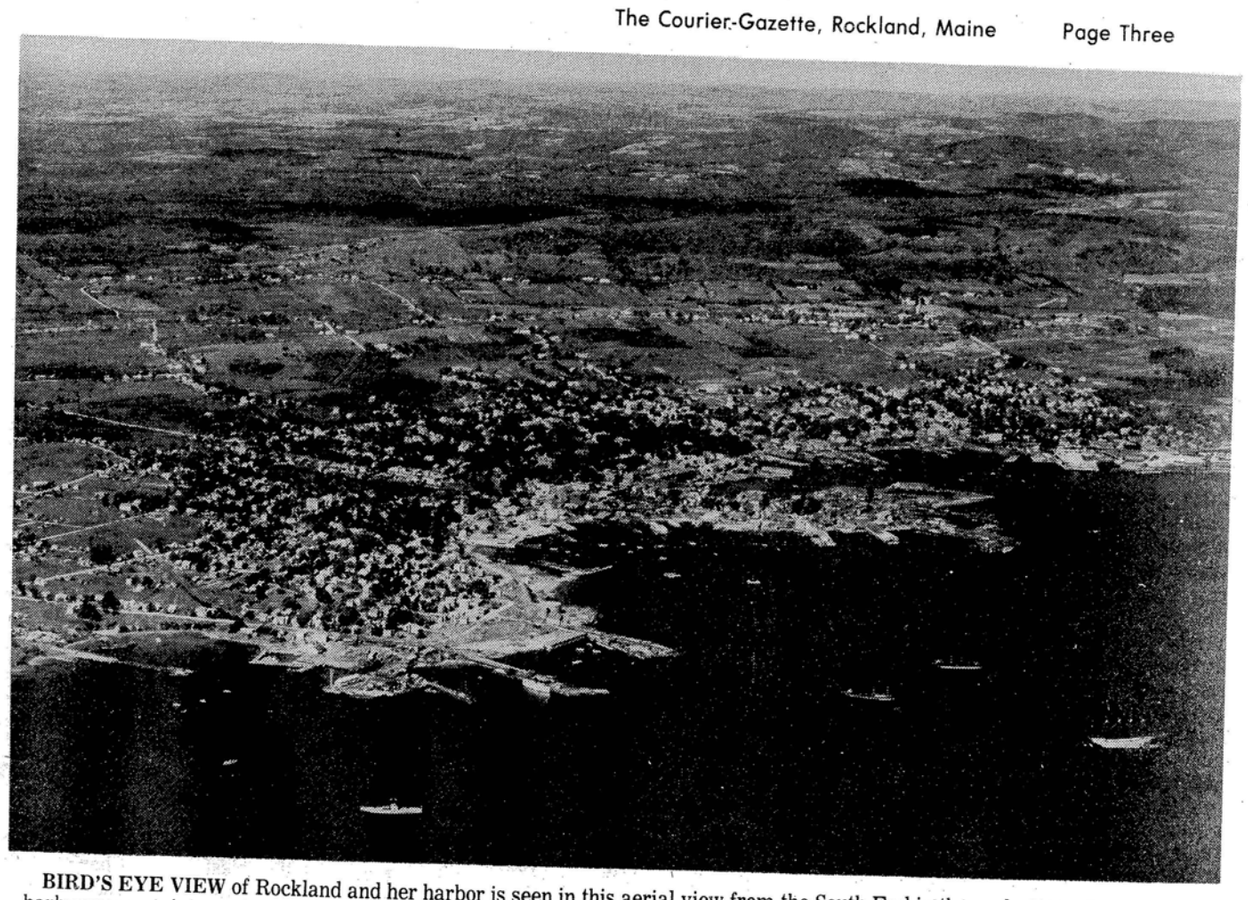
After the last passenger train left Rockland on its run south, the Maine Central Railroad offered its depot at the corner of Pleasant and Union Streets for sale. The city purchased the building and renovated it for city offices. It has served as the Rockland City Hall since 1959.

Another concept of rail travel was brought to the city in 1891, when the Rockland Street Railroad Company was chartered, taking over the inactive Thomaston Street Railway. That company and the Camden and Rockport Street Railroad Company added track in 1892 and built a power house on the hill above Clam Cove (Glen Cove), just north of Rockland. This power house also provided electricity for home use after about 1900. In 1919 the name of the company was changed to Knox County Electric Company and the following spring was purchased by Central Maine Power.

About three miles north of Rockland the company owned 72 acres fronting on Penobscot Bay. The area, called Oakland, was opened as a park for public entertainment. This park and Crescent Beach, conveniently located on the railway line just north and south of Rockland, provided recreational facilities for citizens.

Freight service on street cars between Rockland and Camden terminated in 1928, and the remainder of the electric railway ceased operations in 1931. This latter was very necessary as public transportation before the automobile became commonplace, and was replaced by bus lines which served the same areas.

The automobile first arrived in Rockland in 1900 when Dr. Charles Britto purchased the first two machines. The new horseless carriage caught on quickly and, within a few years, automobiles and garages to service them were sprouting all over town.



BIRD'S EYE VIEW of Rockland and her harbor is seen in this aerial view from the South End in the early 1920s. Boats in the harbor were a mixture of sailing a engine-powered craft.

Photo by Curtiss-Wright Flying Service Photo Division

Railroad Provided Link To Land, Sea

by Margaret M. Stone, Thomaston

(The late Forest Stone of Thomaston was a charter member of the 470 Club, and shared his remembrances and gave assistance for much of the material in "Rambling Rails Along Maine's Rockbound Coast: A History of Maine Central's Rockland Branch," published by fellow 470 Club member Ron Johnson, from which this information derives.)

The line to be known as the Knox and Lincoln was chartered on March 21, 1864. Enthusiasm for a connecting link from Rockland had run high after a branch line of the Kennebec and Portland Railroad, the first major railroad in Maine, completed a branch line between Brunswick and Bath in 1848.

During the winter of 1866, therefore, a survey was run via Woolwich through Wiscasset, Damariscotta, Waldoboro, Warren, and Thomaston into Rockland, and local cities and towns along the proposed route issued construction bonds.

Rockland's issue was $400,000; Thomaston, $200,000; Warren $50,000 and Waldoboro, $150,000, these loans to be secured by a mortgage on the railroad. At least $300,000 was to be raised by the sale of stock; Rockland bought in the amount of $100,000 and Thomaston $25,000.

The bridge over the Georges River was one of five patent folding drawbridges bought for $16,000 each from Joseph Ross of Ipswich, Mass. This was protected by a wooden covered bridge. In all, 29 bridges were built.

The first ferry to transport railroad cars and locomotives across the Kennebec, between Bath and Woolwich, was the *City of Rockland*. It was a double-ended sidewheeler, 130 feet long and 50 feet wide over the paddleguards. It cost $22,000 and was built in Bath. A single track amidship could handle two passenger coaches or four freight cars. Locomotives to be used on the Knox and Lincoln, once ferried across, remained on the east side and ran only between Woolwich and Rockland. Only once, in February 1888, was she unable to move from her slip in Bath, because of thick river ice.

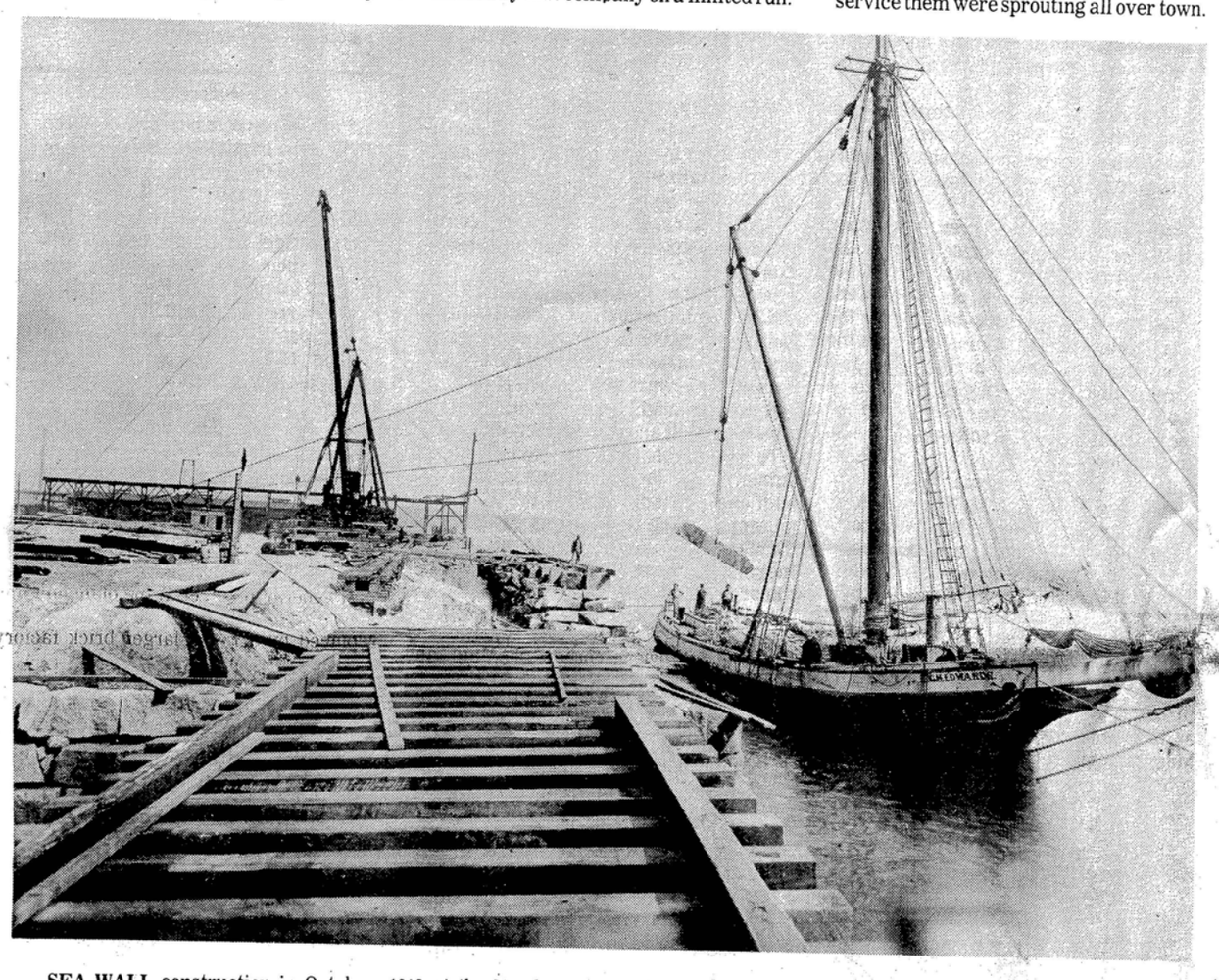
The track-laying crews completed the line on Oct. 28, 1871 and the first train arrived in Rockland on that date to a band playing and a huge crowd awaiting at the depot, even though it was only a five-car work train. A roundhouse, turntable, and yard were yet to be finished. Coincidentally, 88 years later, the last passenger train to leave Rockland was also made up of five cars.

On Oct. 31, 1871 the first regular passenger train arrived in Rockland, hauled by locomotive No. 5, the *Thomaston*. The first passenger train going west left Rockland on Nov. 1.

The Knox and Lincoln's trains were a gaudy sight to behold, with the coaches painted yellow and the locomotives olive green with brass banding. A narrow border of bright red surrounded the silver lettering on the cabs.

This latter line gradually expanded its passenger service until it offered three trips a day in each direction, with scheduled freight trains departing from Bath and Rockland as well. In order to get from Boston to Rockland in the 1880s, one had to travel over three railroads — Boston and Maine to Portland, Maine Central to bath, and then the Knox and Lincoln. In 1880, a $3.50 experimental fare from all stations on the Knox and Lincoln to Boston resulted in a 26 percent increase in business.

As time went on, costs outstripped revenues, however, and the Knox and Lincoln became more and more of a burden to its local supporters. In 1883, the towns voted to sell the railroad outright for $1,400,000. Finally, in 1891, it was leased to the Maine Central and merged into their system in 1901.



SEA WALL construction in October, 1912 at the North End Coal Wharf built for the Rockland-Rockport Lime Company, a consolidation of Knox County's three largest lime manufacturers. From this wharf, the Rockland Transportation Company (a subsidiary of Rockland-Rockport Lime Company) ran five steel barges which replaced the lime schooners.

Photo: James L. Burns Collection, Shore Village Historical Society

CITY FIRE — This photo taken of the June 16, 1920 fire in Rockland shows the corner of Winter Street along Main Street, opposite to Oak Street. The fire was reportedly so hot that it damaged the windows of the Fuller-Cobb-Davis Department Store across the street at the right.

News Business Has Thrived Over Years

by Robert N. Davis, Director
Shore Village Historical Society

"The Rockland Gazette" was THE newspaper in Rockland in 1860. Lewis Richardson and John Porter had started the paper in 1846 on Main Street's Frye Block, just south of the present Masonic Temple. Printing was with hand-set type on a hand-operated Washington Press.

On his graduation from high school in 1874, William Oliver Fuller, Jr. started a paper called "The Rockland Courier" and in 1882 bought an interest in "The Rockland Gazette," combining the papers into "The Courier-Gazette." In 1897 the "Rockland Free Press" was merged with it.

By this time, the newspaper's offices had moved several times. In 1924 "The Courier-Gazette" moved to new quarters at 465 Main Street, where it was to remain until construction of its building at 1 Park Drive, where it still is.

Rockland has had several other papers over the years. "The Rockland Opinion" was published for more than 40 years, at one time as a near neighbor of "The Courier-Gazette" on Main Street.

"The People's Cause," a weekly, published in the 1890s, "The Rockland Daily Star" was one of the few attempts to sell a daily paper, and "The Knox Messenger" in the 1920s also did book and job printing.

Today, close by each other on Main Street there are two district offices of "The Bangor Daily News" and "The Portland Press Herald," and radio's WRKD/WMCM Braodcasting Stations.

Some 125 years ago, the Maine Telegraph office was located in the Berry Block about half-way between School Street and Limerock Street on the western side of Main Street. The company began in 1848, with Knott Crockett as director, at its first location in the Lime Rock Bank at the corner of Summer and Main Streets. The company later affiliated with Western Union and, after moves to Maine Central Depot and to Limerock Street, closed in April 1971.

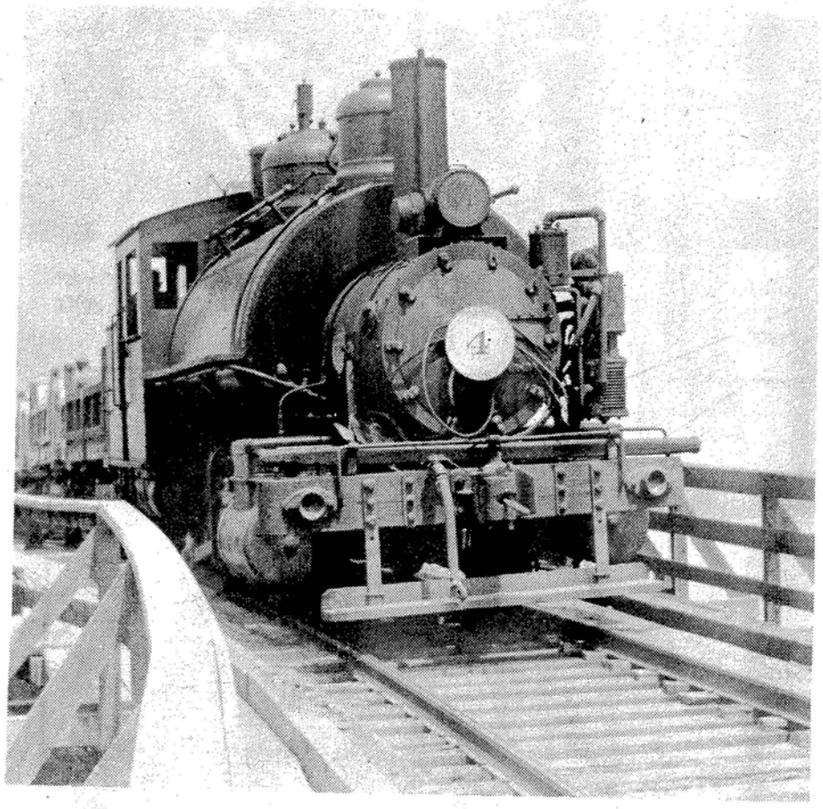
State News Company opened a branch of Western Union about 24 years ago, and since the closing of our 100-year-old telegraph office, this company has become the only local receiver of telegraph messages.

In the 1890s, Commercial Union Telegraph Company opened an office at 16 Limerock Street which became the Postal Telegraph Company in 1905 and remained in operation until the 1940s.

In March 1881, telephone communication became possible in Rockland with the establishment of a magneto-powered telephone system which served 28 subscribers. Most telephones during those early years were located in businesses. The only home subscribers were those of H.H. Crie, Sidney M. Bird, and Dr. William Banks.

By 1910, Rockland boasted 960 telephones in use and a connection to long-distance service. The Rockland Board of Trade claimed that Rockland had more telephones than any city of its size in the world. In 1914, Knox Telephone transferred the service of Rockland and other area towns to New England Telephone and Telegraph Company. In 1959, the switching office was moved from School Street to a newly-constructed building at 37-41 Limerock Street. The business office stayed at the School Street building until about 1975 when operations were moved to Waterville.

Currently, there are more than 4,000 subscribers to telephone service in Rockland, of which 400 are businesses.



PUFFER — Engine No. 4 of the Limerock Railroad, shown in 1900 on the elevated trestle off Front Street in Rockland's North End, bringing lime rock to the kilns.

Photo by Mervin Harriman

MUSIC MEN — Rehearsal photograph of the Huntley Minstrels at the Farwell Opera House in the Main Street, Rockland block now occupied by Mid-Coast Community College. Fred H. Huntley, who was born in Rockland in 1877 and educated in local schools, led the Minstrels when he was in his late twenties and lived on Stanley Lane. Family members were Minstrels and Huntley's brother Neil was a singer. Photograph and information courtesy Donald Huntley of Simmons Street, Rockland, Fred Huntley's nephew.

Warren

Economy Has Had Strong Industry

by Parker Spear, Warren

Warren, settled in 1736, was a part of the Waldo Patent. Incorporated in 1776 it was named for General Joseph Warren who died at the Battle of Bunker Hill. Geographically, it is the largest town in Knox County.

The town contains about 29,636 acres with approximately 1,600 acres of water surface. Its first settlers were Scotch and Irish.

Early, all the territory east of Cumberland County was in Lincoln County. For several years prior to 1860 the town opposed further division of that county, but in that year, in spite of petitions circulated by Francis Spear and others, the division was made and the new County of Knox was established.

In its early days the town included what is now a part of Thomaston and in 1859 Oyster River became for some distance, the dividing line between the two towns.

Warren Shoe Factory

A shoe factory meant much to the economy of Warren over a period of 50 years. Back in 1871 at a town meeting on July 14 of that year, it was voted to exempt from taxation, for a term of 10 years, all new manufacturing establishments providing the capital investment would be at least $10,000.

Immediately, the Warren Shoe Manufacturing Company was formed with a capital of $30,000. Lewis A. Howe was the leading stockholder, coming here from Marlboro, Mass. It was a large building three stories high with a French roof, built by W.H. Glover of Rockland for $8,000 and with work beginning Jan. 3, 1872.

The first excitement at the shop was on June 8, 1872 when Martha Wiley caught her long flowing hair in a shaft. Fortunately, she was rescued before her loosened scalp was wholly removed from her head, and after much suffering she fully recovered.

Mr. Howe soon became the sole owner. Hard times set in and in 1875 the company failed, with a great loss to Howe.

Rice and Hutchins took over that same year. In 1876, from carelessness in not keeping the boiler clean it blew up, making a large hole in the rear end. Luckily no one was injured, but at least one woman fainted.

In 1882 the factory was completely destroyed by fire. It was rebuilt immediately. Rice and Hutchins continued to operate until August 1913 when they moved to Marlboro, Mass., having been in Warren 38 years. At the height of their operations they employed 165 people and the value of their products sold was about $250,000 annually.

The building was vacant for about a year when it was repaired and Spinney and Tenney took over in June 1914. They went out of existence in 1919.

Then James H. Shortell Co. took over. They were very active and seemingly prosperous. But in the late 1920s the selectmen refused to allow the same tax exemptions to them, so they moved to Manchester, N.H. where they remained until quite recently. That ended shoe manufacturing here in Warren.

In the early 1930s the building was torn down. In 1933 the old steam engine that provided power, even in its early days for running the machines, was sent to the Ford Museum in Michigan. It was said at that time they knew of only one other like it in the United States.

The Georges River Woolen Mill

In looking at the history of this important contribution to the economy of Warren, perhaps we should glance back for just a minute to the clothing worn by our early residents.

Much of the clothing worn by the men in the cooler seasons was of leather. This included breeches, shirts, hats and outer clothing. The original settlers knew about flax and brought it with them. Processing the flax into material for weaving was quite long and tedious but much of the men's summer clothing was of this material.

Sheep were brought here about the time of the Revolution by various people including General Knox. The wool was very poor in quality but it was mixed with the flax and made into a yarn called "Linsey Woolsy." Woven into cloth it was very coarse and very scratchy.

As a result, very early a "Fulling" mill was erected by Moses Copeland. In this mill the linsey woolsey cloth would be soaked, beaten and finally rolled between rollers which compressed the cloth and made it far less scratchy.

Sheep which provided a better quality of wool were brought in and the weaving of wool alone was a natural development.

The first woolen mill in Warren was built in 1842. It was managed by Johnson and Fuller for 25 years, when it was incorporated under the name of Warren Manufacturing Company.

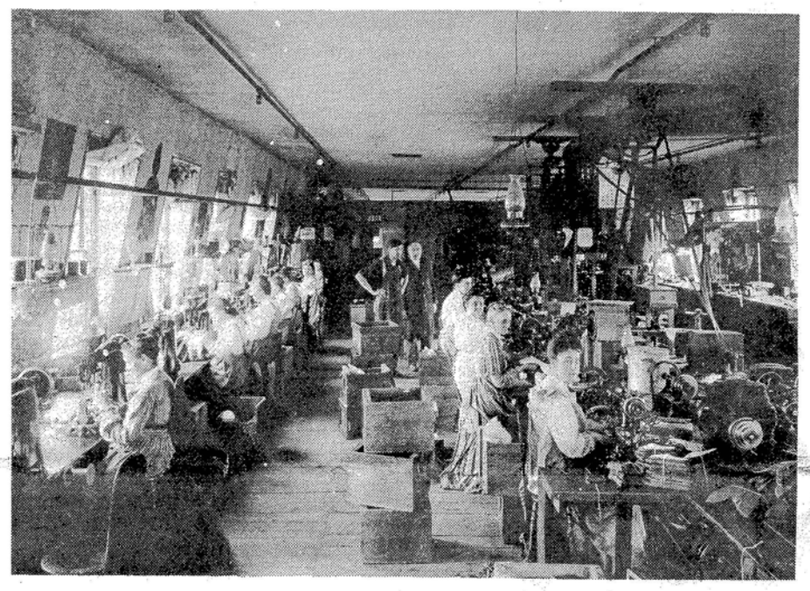
The mill burned March 18, 1868 and was rebuilt immediately. It had several years of remarkable prosperity, at one time paying dividends as high as 15 percent. Then it became a victim of poor management and failed in 1877. Many farmers had hauled wood to the mill for their boilers, so they as well as those employed suffered.

In 1878 Thomas Walker took over and prosperity returned to the town. At that time mostly domestic wool was used, obtained from farmers in the area. As the mill expanded, wool was imported from other states and even foreign countries.

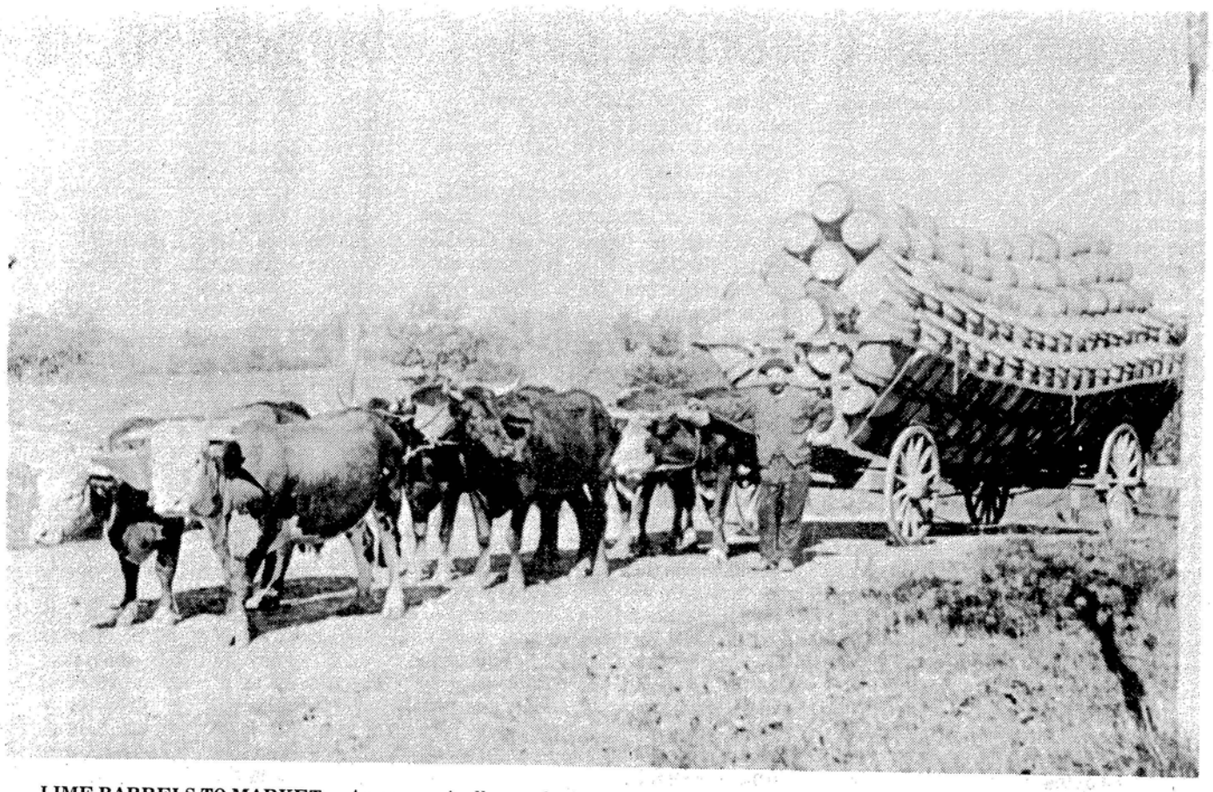
In 1893, then known as the Georges River Woolen Mill, it received a blue ribbon medal for the finest woolen Cheviot cloth exhibited at the Columbian Exhibition in Chicago. It was recognized that woolen goods made here were among the finest in the country.

Thomas Walker remained manager until 1898 when his son, George Walker, took over the reins. Under his guidance the building was enlarged to twice its orginal size. In 1903 a power plant was built to furnish electric power for lights and machinery.

Woolen material lost its popularity and soon synthetics took over. The mill changed hands and finally closed down. After remaining idle for several years it was purchased by the Crowe Rope Company whose successful operation is a real asset to the town and to the community.



INSIDE SHOE FACTORY — With Warren's shoe factory meaning much to the local economy for at least 50 years, many women in town found work readily available. Above, workers are shown in the early 1900s at work in the Warren Shoe Manufacturing Company



LIME BARRELS TO MARKET — An economically worthwhile endeavor in the off-season was the making of lime barrels and a familiar sight in the spring was that of horse-drawn wagons loaded with barrels headed to market.

Lime Was An Important Commodity

by Ernest Maxcy, Camden

To the younger people of the area today, the words "lime" or "limerock" do not mean much, but a generation or two ago it was a very important commodity. Lime mixed with sand and goat's hair and a certain amount of water became the material with which our houses were plastered to help keep us warm in winter and cool in the summer. Lime mortar was also used to set the brick in our chimneys.

Limerock was abundant in this area and in the early days, kilns were erected on a farm, perhaps, processing a single kilnful of stone to provide the necessary lime for the house.

Many inhabitants of Warren were either directly or indirectly connected with the industry. In addition to the quarrying of the stone, large quantities of wood were needed to keep the fires burning in the kilns. During the winter months it was the going thing for farmers to cut quite a few cords of kilnwood, as they called it, to be hauled to Thomaston, Rockland or Rockport. It would be softwood, cut into four-foor lengths.

Another off-season home industry was the making of barrels or lime casks, as they were called. Many of the farms had a small workshop out back called the cooper shop and beside the shop would be a pile of staves and heads. The farmer would cut small white birch or alder poles to be soaked and split to make the hoops for holding the cask together.

These would be taken to the kilns in the farm's hayrack. This was a familiar sight as the weather warmed up in the spring. Many a young fellow from Warren would be found working on the coastal ships carrying the casks of lime to ports up and down the East Coast.

Warren was relatively late in becoming involved in this commercial quarrying of limerock, being several miles inland. But when the railroad came, there was increased interest. Not only did the railroad create interest in the lime industry, but the lime industry created interest in the railroad.

In 1888 Silas M. McLoon and Alden A. Stover purchased the Buxton farm on the Middle Road in Warren, only a few miles from the railraod. About 1,000 casks of stone were quarried and shipped to Rockland by rail to be test burned. It was found to be extremely white and superior in many ways.

Soon another company, the Rockland and Warren Lime Company, was organized and in 1895 these two companies consolidated. As soon as the results of the original tests were known more land was purchased and mineral rights were secured. More kilns were built and activity increased.

To provide housing for many of the employees, a large boarding house was built on the Middle Road at the top of the hill approaching the Georges River. Only the stone foundation and cellar remain, but the steep hill down to the river is still called "Boarding House Hill."

In 1893 the Georges Valley Railroad was born, connecting with the Maine Central. It ran between Warren and Union and valiantly served the lime industry.

The kilns here were, for their day, very modern. Due to the increased demand for wood, McLoon and Stover were the first in this area to convert to oil. This proved highly successful; by using oil they were able to reduce the firing time by 25 percent.

The industry remained active until the turn of the century when a depression of the building industry hurt it. It is also said that the formation of the Rockland and Rockport Lime Corporation created almost a monopoly in this industry in Maine.

Property Insurance

by Theodore Overlock

Property owners have always been concerned over the possible loss of their buildings by fire.

In early 1871 several Warren citizens petitioned the State Legislature for the right to form a company to insure their buildings and contents against loss by fire. In February 1871, The Warren Farmers Mutual Fire Insurance Company was incorporated by the State of Maine Legislature and was signed into approval by Governor Sidney Perham, Feb. 22, 1871. This is a member owned company with each policy holder being a member and can insure only in the Town of Warren. We have been in continuous business for 114 years and now have about 80 members.

Our present directors are James R. Kinney, president; Edward Barrett, vice president; Edwin Boggs; Robert Beattie; LeRoy Norwood; Harold Weaver; and Otto Bowden Jr. Theodore Overlock is secretary, treasurer, and agent.

Trolley Line Was Key To Warren Growth

by Parker Spear, Warren

The trolley line added greatly to the transportation and development of the town, an extension of the Rockland, Thomaston and Camden Street Railway.

In February 1902 rails were being hauled along the line of the proposed electric trolley line, and the next month a crew of laborers arrived. They lived in a camp on the line about halfway between Warren and Thomaston. In general, the line followed the St. George River after it crossed the Oyster River.

Approaching the village, they spoiled the cove which the Baptist Church had used for their baptisms. Then when they reached the Tiger Engine House it was in the way; that was moved with the Town of Warren bearing half the cost.

As the line was being finished it was so newsworthy that Governor Hill came to Warren from Augusta to look it over. Then on July 7, 1902 the first passenger car arrived in Warren, with Edwin Kalloch of Warren as its motorman. For a while the trolley ran every hour and then every half hour. Freight, express and mail were carried as well as passengers.

That fall the small waiting room so familiar to Warren's oldsters was built, but this was not the only waiting area on the Warren line. Many of the high school students of the Oyster River area used the trolley to commute to the village. One of the stations was called Hanover Street. Several of the young folk would go across the field through an opening in the stone wall to this, reputed to be one of the best of the stations, closed in and even boasting a door.

A little farther down the Oyster River Road was a station called "The Oaks," and not too far below The Oaks was a platform at the Knox Arboretum. In the 1920s Norman Lermond's arboretum was at its height.

Georges Valley R.R.

by Ellis Spear, Warren

In 1887, some members of the community in Union caught the railroad fever which had been sweeping the country. It turned out that, yes, Union did want a railroad and money began to be raised for one.

Work started in 1892 and was generally completed the following year. Since Warren already had its Knox and Lincoln Railroad, it was logical that the new Union Railroad (later to be renamed the Georges Valley Railroad) would establish a junction at Warren Depot. Service began on Dec. 1, 1893.

While the main purpose of this railroad was to serve Union, Warren had made financial contributions so took advantage of it, also. A station stop therefore was established in North Warren for the convenience of passengers, and a store was built next to it. Nearby a short branch was built to a limestone quarry.

While Warren patronage was never very large, the line was there and, with it, a connection to the outside world.

The next spring, in fact on May 8, 1903, the first open car appeared. Many times during the summer these would be filled with excursionists to Oakland Park for a day of fun.

The trolley also took people for a fun time in the evening as well as during the day. There was a dance at Glover Hall in Warren on Friday nights, and people would come from Camden and Rockland and those from the Oyster River area would board at the station nearest their homes. On the return trip in the late evening the regular motorman would always get off and see that the young ladies were safely on their way.

The passenger cars were not large. There were four closed four-wheeled cars carrying 20 to 25 passengers and four eight-wheeled cars built to carry 40 to 50 passengers. But William Stanford, a motorman from Warren, said he had as many as 95 aboard at times. The fare was five cents from Warren to Thomaston plus five cents for each additional town.

There were several accidents, one in Rockport village with several killed including the motorman, Ernest Perry from Warren. There was another on Aug. 9, 1911 about a half-mile down Riverside Street. Several people were injured including Mrs. Thomas Copeland, Everett Munsey, Arthur Dolham and William Stanford, the motorman. Arthur Dolham died the next day and Mr. Stanford spent 76 days in the hospital.

Times changed, and on Oct. 2, 1925 the last "electric," as we used to call them, ran to Warren with William Stanford as motorman.

ALEWIVES FISHING — Long a migratory path for alewives, the St. George River in Warren has provided an annual harvesting of the herring-like fish. Although now used mostly for lobster bait, alewives can still be enjoyed, especially smoked, and "dipping" the fish from river traps is still the accepted method.

Knox County's 125th Anniversary

HAS BEEN SUPPORTED BY THE FOLLOWING CONTRIBUTORS

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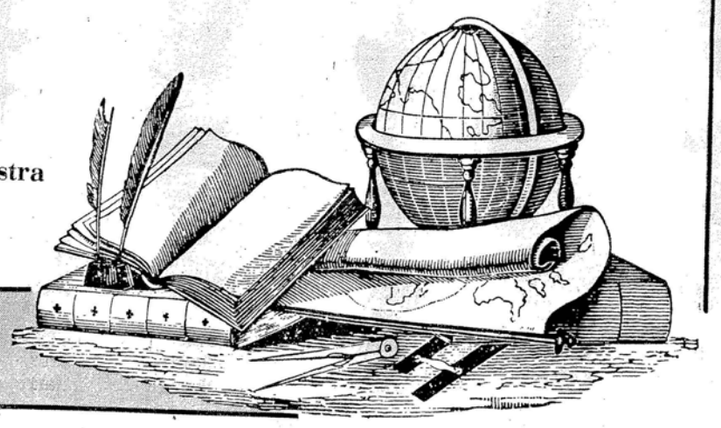
Town of WARREN



Union

Business, Industry Then And Now

by Alison Metcalfe, Union

In 1860 Union was a thriving community with a variety of commercial interests, many of which are still in operation today or which have developed along parallel lines. Then as now, the Common was the heart of the retail and business center, supported by outlying farms, mills, and manufacturing concerns.

Situated in a fertile and well-watered countryside, agriculture has always been a mainstay of the town. Apples were perhaps the most important of the early cash crops, giving rise to a large cooperage industry to transport them. Apples are still grown but blueberries are now of greater commercial importance; the harvesting and processing of wild low-bush blueberries is a big seasonal industry.

Piper Packing Company canned corn for three years before the factory burned down in 1890. Since then Monmouth Canning Company and A.L. Stewart Canning Company have processed corn, squash, beans and blueberries.

The Monmouth Canning Comoany operated throughout five generations before it was sold in 1967 to A.L. Stewart Canning Company. This, in turn, was sold in 1967 to Allen's Blueberry Freezer, Inc. of Ellsworth, of which the Union branch is Allen's Union Farms on Route 235 just off Union Common.

Dairy farming is the principal form of agriculture now in Union, with 11 dairy farms. Dairy products also used to be processed locally.

Lewis Hunt of the Union Cheese Factory made the first cheese on July 1, 1874, but after several years the business was discontinued. A more successful enterprise was the Union Creamery Company which made butter for many years, starting in 1893. All Union milk is now trucked elsewhere for processing but it is pleasant to note that cheese-making has been revived recently in Rockland.

Although Union in 1985 is well-served by several garages, automobile repair shops and body shops, there is no modern parallel with such businesses as Wingate and Simmons, who in 1860 had a thriving business making carriages and sleighs. The firm enjoyed a national reputation and examples of their fine work are to be seen at the Matthews Museum of Maine Heritage in Union and the Smithsonian Institution in Washington, D.C. The 1860 equivalents of the auto service industry were carriage repair shops and harness makers, of whom A. Shuman, L.R. Morton and D.L. Bennett were listed in the 1895 Business Directory.

On Dec. 1, 1893 Union enjoyed a form of transportation which has vanished — the Georges Valley Railroad, which ran eight miles from Warren Junction to Union Common.

The many small general stores (about eight in 1860) have been combined into a centralized supermarket on the Common, although several farm machinery and supply businesses continue to operate.

Union Farm Equipment and Fuller Equipment sell farm machimery, but in 1872 a mowing machine was manufactured in Union. The Cole mowing machine was made at a machine shop and iron foundry in South Union, which was started by Amos Drake and G.H. Jones. Under the later ownership of S.W. Jones, the foundry had a large business in light iron castings, such as schoolhouse seat castings. Today, Clark Body and Trailer Company produce equally specialized but much larger units; the company is one of the country's largest producers of trailer units to haul bulk feed.

A manufacturing business which has enjoyed a steady demand from 1875 to the present day is Thurston Brothers of South Union, long known to the town as "The Casket Factory." The parlor organ, however, has long been superseded by such electronic entertainments as VCRs.

Organs and melodeons were made by Edward and Moses Morse of South Union, whose factory was built in 1850. One made by Morse Brothers is on display at the Matthews Museum of Maine Heritage in Union. By a recent count, there are three video rental outlets in town!

A vanished industry was the furniture, organ and clothing manufacturing company of Brown Brothers, also of South Union, founded in the mid-1880s. When "Union Past and Present" was published in 1895, the company was a large establishment employing from 100 to 150 people. One of its beautiful organs can be seen at the Historical Society's Robbins House in Union.

One of the most significant kinds of manufacturing in Union today takes the form of fine craftsmanship. Lester and Barry Braddock, of Braddock Brothers Decoys, carve and market wooden decoys and bird carvings, some of which are reproduced in porcelaine. Lester has won national awards for his detailed and lifelike carvings, priced for all wallets and on display at their Route 17 business.

Gerald Curry of Pound Hill Road has been termed "one of the six best cabinetmakers in the United States." He reproduces antique furniture pieces, high quality handmade items which require the finest specialty wood and many hours of highly skilled woodworking.

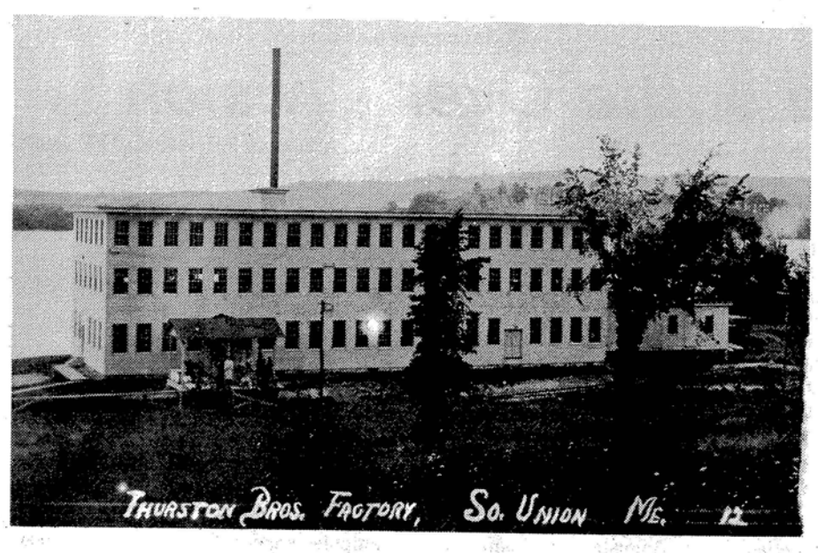
Another "then and now" business which is enjoying a revival is the East Union gristmill which is almost as old as the town itself. After some years of idleness, the mill has been restored by Richard Morgan to its original function of grinding grain, and is also used to generate electricity by hydropower. Similar mills at South Union and Hills Mills have vanished.

Lime quarrying has been carried on in Union from the late 19th century to the present day, and has supported subsidiary industries such as cask-making and the railroad. Cooperage used to be very important locally, with casks and staves for lime and apple barrels being made at steam- and water-powered mills in North, South and East Union. Before the start of the Union quarrying operation, lime casks were made in huge numbers and were taken to Thomaston to be filled.

A discussion of Union businesses would be incomplete without mentioning a product which originated in the town but was never made here — Moxie. Dr. Augustin Thompson's famous "Nerve Food" enjoyed a high reputation in the early part of this century, and is still very much in demand as a soft drink today. "Moxie Day" was held in Union in July 1984 to celebrate the 100th anniversary of the soda's manufacture.

Unlike many surrounding towns, Union has not turned town government into a "business" run by a manager. Three selectmen still take charge of all the town's concerns — although 125 years ago it would be unthinkable for the first selectman to be a female!

The huge changes which society has seen in the last century and a quarter have affected Union along with other places, yet have made surprisingly little difference to the fundamental character of the town. It remains a pleasant, out-of-the-way community, close-knit but friendly, and well deserving the name bestowed on it by early citizens, "because of the uncommon harmony of its inhabitants."



CASKET FACTORY — The postcard view of the casket factory on the banks of Seven Tree Pond was taken between 1900-1920. Some employees can be seen taking their break under a shed. In the foreground at the right are tracks for the Georges Valley Railroad line. The tall smokestack fell down during demolition about 15 years ago when a new furnace was installed.

Woman's Club Has Served

by Muriel Heath, Union

Union Woman's Community Club recently celebrated its 60th anniversary on April 17, 1985 with a review of history, accomplishments and service to town and country over the past six decades.

The club was organized by the Rev. Bessie Crowell, Pastor of the then active Congregational Church, who called together 26 ladies on April 17, 1925. A few weeks later the club affiliated with the Maine and General Federation.

The early 1920s, shortly after the passage of Women's Suffrage and more influential roles available for women, found the early club members much concerned with the welfare of all women and children.

A partial list of club projects during its first decade includes: the library, activated by the ladies using a collection of books belonging to the town. The ladies worked each year to raise money to purchase more books. At first, members took turns acting as librarian, but later they hired one. Her first salary of 50 cents was soon raised to $1.50 weekly.

Under the will of Helen Vose, a gift was made to the town of a collection of her books, plus a sum of money, the interest on which was to be used for expenses. The library was renamed in her honor — the Vose Library. Though no longer responsible for the Vose Library, the club continues to support it with annual gifts of books and money.

Clubwomen were, and still are, involved with community and town beautification.

In the midst of the Great Depression of the early 1930s, the clubwomen became very involved in raising funds for a new building to consolidate the scattered one-room district schools. The result of their efforts was recorded in the 1932 town report.

"The amount received by public subscription, solicited by Lizzie Hawes, Carrie Abbott and Grace Williams (from Union Woman's Club) and Dr. H.H. Plummer (from the Town Chamber of Commerce) who were able to collect all pledges solicited by them, was $16,856.66."

The town voted to raise $15,000 and $1,000 was received from the State, making a total of $32,856.66. The school which resulted is the yellow building at the corner of Routes 17 and 131. Club members show their continued interest in good schools by supporting the current effort of M.S.A.D. to provide a new, safe building for the Union schools.

Early club members raised money to provide hot lunches at the school for needy children, to hire a teacher for two days each week for music instruction, to sponsor dental and well-baby clinics, and to provide playground equipment at the school.

Members of the Union Community Club are women with a cross-section of ages, educational backgrounds, occupations and religious affiliations, enjoying each other and sharing their interests and talents. Club program are beneficial and of service, and always intermingled with music, singing, a lot of fun, laughter and, yes, good things to eat!

Members enjoy having Charter Member Ethel Creighton with them when she is in Union and also several who have been members almost from the beginning: Doris Robbins, Sadie Cunningham and Marion Alden.

The group would welcome ladies of all ages to join and see the value of our club.

With others in the Maine Federation of Women's Clubs, for the two-year period ending December 1983, were reported 880 projects, representing 41,687 hours of volunteerism and financial contributions within the State of $76,658.14.

Each local club, affiliated with the Maine State Federation and the General Federation of Women's Clubs, belongs to the oldest, non-denominational, international service organization of volunteer women in the world. There are 10 million members worldwide in 46 countries, a half million members in the U.S., and about 4,000 in Maine — all women working for mutual benefit and helpfulness to others.

The club's motto, "To help, is to be helped," is as valid now as it was when adopted nearly 60 years ago.

GOING TO THE FAIR — Traffic leading to the Union Fair was as jammed in 1925 as it is still today each August. When the above photo was taken the annual summer agricultural fair was called the North Knox Fair. The fair remains one of the summer highlights in Knox County and serves to remind many of the rural nature the county has been a part of over the years.

Courtesy of Isabel Abbott

Fair Is Reminder Of Rural Traditions

by Isabel Abbott, Union

The North Knox Agricultural and Horticultural Society was organized in 1869 by the five towns of Appleton, Hope, Union, Warren and Washington, who for a number of years held their annual cattle show and fair in these towns on a rotating schedule.

The first fair held October 5-7, 1869 in Union, was attended by exhibitors and visitors who came by foot, wagon or carriage. The Union Common had been prepared with pens and tie-ups for livestock, but arranged in a way so as not to damage the young elm trees that had been set out 10 years before.

From 1870 through 1866, fairs were held annually in September or October at the Town Hall, Warren; McLain's Mills, Appleton; the Baptist Church and Academy in Warren; the old school building and grounds in Union; South Hope Manufacturing Company and grounds, the Central House and grounds in Washington, Union and Warren commons; Hope Corner Town Hall; and the Union Cheese Factory.

In 1866 the society voted to locate future fairs in Union, in 1887 to hold the next fair in the last week of September, and in December 1888 to hold the next fair in the last full week of September.

One of the purposes of the various fairs was to improve the husbandry of farm stock and products. The officers and trustees of the North Knox Agricultural and Horticultural Society tried very hard to achieve this and to increase interest in the fair itself.

During the early years, some interesting and unusual exhibits were shown at the fairs, including reed organs by Brown Brothers of South Union, a Thurston Brothers casket and couch, Indian relics found by Dr. Judson Alden in Union, and Mrs. E. H. Mero's immense geranium with 50 blossoms.

In 1878, when the fair was held in Washington, tents and shacks were put up for the first time to be used by peanut vendors and operators of wheels-of-fortune and other games of chance.

Meantime, a group of men had built a track on the farm of A.O. Ripley in Union and in 1882 the Society arranged with the Union Track Association to use its grounds and buildings for the annual fair. In 1902 the Society purchased the property for $1,000 and an annual fair has been held there each year except for the war years of 1941-1944.

Union Fairground now consists of 76 acres of land just off Route 17, almost completely surrounded by the St. George River as it makes its way from Sennebec Lake to Round and Seven-Tree Ponds. Along the river are tall trees and nearby can be seen Clarry, Coggan, Shepard and Overlock Hills.

To add to this natural beauty, in the 1970s Fair officials built a small park in the center of the Fairgrounds. Benches are placed beside the little fountain and among the pretty flower gardens to the Fair visitors a place to rest and relax. This Sherman Park was named in memory of Willard Sherman, Trustee from 1899 to 1925, Albert Sherman, Trustee from 1926 to 1943, and Ivan Sherman, Vice-president and Secretary from 1944 to 1969. In 1978 a small band shell was built in the park and interesting demonstrations of crafts and other entertainment are held here each day during the Fair.

In 1902 horse-racing became a feature of the Union Rair program. In early years, the horses were all local animals. The earliest racing was confined to simple races for which sheaves of oats were given as prizes and the name "oat races" was given to these races. On the Thursday of the 1905 Fair there were only three starters in each of the trotting events and the total purse was $125 for each race.

Robert McKinley was appointed the first Race Secretary in 1925, and he served through 1955. His duties were to classify the horses, hire the track officials, and make up the race program. Curtis Payson was Race Secretary for three years and Howard Hawes has been Race Secretary since 1959.

Continuing Progress

The Society extended its membership to other Knox County towns in 1915 and finally, in 1949, changed its name to Knox Agricultural Society — even though it is today better known as Union Fair.

Each year improvements continue to be made at the fairgrounds and new buildings erected.

Exhibits and displays in the Exhibition Hall have grown to such an extent that a 60-foot extension was added to the hall in 1960, and a second exhibition hall, this time 50x100 feet, was built in 1984.

In 1964 a collection of farm and country artifacts was purchased from Edwards Matthews and the Matthews Museum of Maine Heritage was built on the fairgrounds to house this collection. In natural settings, thousands of valuable relics Maine rural life are shown there — antique tools, kitchen utensils, looms and spinning-wheels, organs and melodeons, agricultural implements, and vehicles such as old sleighs, sleds, carts and wagons. This outstanding collection may be visited from July 1 through Labor Day.

At 8 p.m., the moment arrives for which the crowd has been waiting — the Queen candidates and their escorts are presented to the audience. The first State of Maine Blueberry Queen, Mona Lee Smith from Brooksville, was crowned in 1961. Since then 23 lovely girls have become Queen of the Blueberries, with Gail Hawes, daughter of Mr. and Mrs. Howard Hawes of Union, the current titleholder.

Over the years, a steady remodeling and building program has been carried out at Union Fair so that it now has features which appeal to all members of the family. Records show that in 1984 attendance was 50,000.

Union Fair has been and continues to remain a Maine tradition. Not only do people from the immediate area look forward to this annual event, but visitors from many other states plan their vacations in order to attend.

Knox County has reason to be proud of it fair!

Union Trivia Quiz

by Bob Heald, Union

1) If all the public roads in Union were placed end to end they would reach to: a) Sanford, b) Brunswick, or c) Skowhegan?

2) The Union Post Office is about: a) 97 feet, b) 123 feet, or c) 277 feet above sea level?

3) Curtis Payson has been moderator at: a) 17, b) 28, or c) 38 town meetings?

4) The last steam boat left Union via the canal in: a) 1799, b) 1807, or c) 1848?

5) Holman Robbins went to work for the Georges Valley Railroad for: a) $4.60, b) $7.20, or c) $11.00, for a 50-60 hour week?

6) In the 1880s Union had: a) 5, b) 11, or c) 15 school districts?

7) Who wrote the hymn "Throw Out The Life Line?"

8) The Town of Union borders on how many towns?

9) Union Fair has been in operation for: a) 86, b) 96, or c) 106 years?

10) What were Union's former names?

11) The highest point in town is: a) Barrett Hill, b) Coggan Hill, or c) Clarry Hill?

12) Who founded the first phone company in Union?

13) Where was Union's only motel located?

14) What products were canned at Monmouth Canning Company?

15) Union residents paid excise taxes of: a) $20,759, b) $42,351, or c) $69,347 on cars and trucks in 1984?

16) Union's "Time Capsule" is buried: a) under the steps of the band stand, b) by the monument, or c) next to the large spruce tree?

17) How many acres are there in "100 Acre Island" on Crawford Lake: a) 73, b) 100, or c) 80?

18) The bottle collection of Bob and Muriel Heath is the: a) fourth, b) third, or c) largest in the State of Maine?

19) Where was Union's five-and-10-cent store located?

20) Who made the one-horse shay that is on exhibit at the Smithsonian in Washington, D.C.?

21) Which came first — the rebuilding of the road through the Common, or the new Post Office?

22) "Maine's Best," the water bottled and sold in Union, is said to rank: a) first, b) seventh, or c) 11th in the State chemical analysis?

23) Union's population was greater in 1860 or 1960?

24) What former Union resident wrote the verse: "The world stands out on either side, No wider than the heart is wide. Above the world is stretched the sky, No higher than the soul is high?"

25) The base of the statue on the Common was carved: a) in East Union, b) in a barn on Buttermilk Lane, or c) on Clarry Hill:

26) Making Lime casks was big business in Union at one time. In the peak year, how much was exported at 12 to 21 cents a cask: a) $50,000, b) $150,000, or c) $45,000?

Answers

1. c) Skowhegan.
2. a) 97 feet.
3. b) 28.
4. c) 1848.
5. b) $7.20.
6. c) 15.
7. Edward Smith Ufford.
8. Five towns.
9. c) 106.
10. Taylortown and Sterlingtown.
11. b) Coggan Hill.
12. Fred Burkett and Hamp Robbins.
13. A little way up the river from the old iron bridge in Sunk Haze.
14. Corn, squash and blueberries.
15. c) $69,347.
16. By the monument.
17. c) 80.
18. c) Largest.
19. Where Susa-Belle's is now located.
20. Wingate and Simmons.
21. Road built in 1961 and Post Office in 1962.
22. a) First.
23. In 1860, population 1,958; in 1960, population 1,085.
24. Edna St. Vincent Millay.
25. c) On Clarry Hill.
26. b) $150,000.

Knox County's 125th Anniversary

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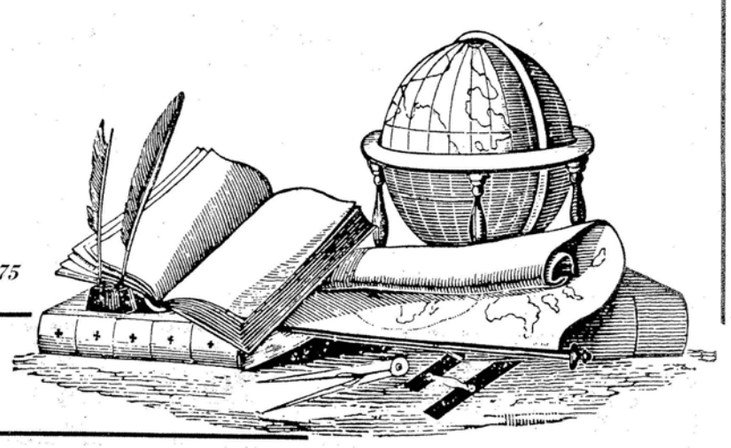


Town of UNION

Camden/Rockport

A Tale Of Two Communities

by James Perry, for
Camden-Rockport Historical Society

In the year 1860 Camden was a far cry from the place the Indinas called Mecaddacut (Mengunticook) when James Richards of Dover, N.H. became the first white settler here in May 1769.

By 1860 Camden's population had reached 4,588, almost 14 times more than when the town was incorporated in 1791, and it included all facets of trade, manufacture and services befitting a town with ambitions of becoming the shiretown of the soon-to-be formed new county.

There wre apothecaries, attorneys, blacksmiths, a brickmaker, master ship's carpenters, a saloon, shipbuilders, sailmakers, caulkers, wheelwrights, painters, tailors, grocers, harness makers, joiners, milliners and one physician — in short, the gamut of skills, trades and manufacturers to sustain a largely self-contained Maine community.

The census of 1860 placed a valuation of $1,062,228 on the worth of Camden's natural and manmade bounty.

All this enterprise was not lost on the Honorable Ephraim Smart, a Democrat who served two terms in Congress (1847-49 and 1851-53). Robinson's "History of Camden and Rockport" credits Col. Smart with being the originator of the movement to form Knox County which reached its peak in 1858. In that year Col. Smart won election to the state legislature on the Knox County issue and by promoting Camden as the logical choice for a shiretown. The "Knox County" bill was not acted on by the 1858 Legislature but did pass in the 1860 legislature. However, the Rockland lobby prevailed and Rockland became the county seat instead.

Before, during and for many years after the Civil War, Camden and Rockport were major shipbuilding towns with their two fine, protected harbors. Although the early settlers made their living primarily from field and forest, Camden and Rockport soon came into their own — building and outfitting ships. Keels were being laid before 1800. By the time Knox County was born in 1860, 180 ships (mostly schooners) had come out of Camden and Rockport yards, and shipbuilding remained a major industry in the two towns well into the 20th century.

The best known Camden shipbuilder was Holly M. Bean who operated his yard on the easterly side of the old steamboat wharf on Eaton's Point. He is credited by William Rowe in "The Maritime History of Maine" as having been the largest individual builder of schooners, launching 51 in sizes ranging from two-masters up to the giant George W. Wells, the world's first six-master, in 1900. The year before, Bean had launched the world's largest five-master, the John B. Prescott.

She was built for John G. Crowley who had a number of large vessels built in the Bean Yard for his Coastal Transportation Company. The six-master George W. Wells was a fast vessel and was engaged in trade up and down the east coast for 13 years. She was lost on Ocracoke Island, N.C. in a gale on Sept. 3, 1913.

The Holly M. Bean Yard was started in 1875. In 1899 Holly was joined by his son Robert L., who took over the yard about 10 years later when it became known as the R.L. Bean Yard, but within two years it closed for lack of business. Bean reactivated the yard in 1914 and continued through World War I. His last vessel was launched Oct. 29, 1920.

In Rockport, the largest shipbuilder was the firm of Carleton and Norwood which later became Carleton, Norwood and Company. The most famous ship to come out of these yards was the Frederick Billings, launched in 1885. George W. Wasson in "Sailing Days on the Penobscot" writes that "The ship Frederick Billings, constructed in and hailing from what was hardly more than a village on the shore of Penobscot Bay was, at least, one of the largest wooden sailing ships ever built in the country, and her launch attracted hundreds of spectators from neighboring points, and even from distant towns, where launchings of large vessels were common

Another ship launced by Carleton and Norwood, the Wandering Jew, set a record time of 33 days from Hong Kong to San Francisco. The time has been equalled but never beaten.

As steam and diesel took the place of sail in coastal and trans-ocean trade, the building and outfitting of large wooden commercial sailing ships in Camden and Rockport came to an end.

Lime Trade

Paralleling the rise and decline of the building of big wooden sailing ships in Camden and Rockport, the linme industry flourished in the two towns for about the same period.

Like much of Knox County, Camden and Rockport are pocketed with rich, high-grade deposits of limestone. Apparently, the first-worked lime deposits were those on the Jacobs farm, where the present Camden-Rockport town dump is located. Line was being taken from these quarries as early as 1808.

In 1839 Carleton and Norwood Company in Rockport were in the lime burning business, in addition to their shipbuilding enterprise.

Their successor, Carleton and Norwood and Company, manufactured lime in Camden as well as Rockport from 1872 until 1901, when the business was sold to Rockland-Rockport Lime Company. Formed the year before, this company took over the greater portion of the quarries, kilns and other property of the various Knox County lime manufacturers including the properties of S.E. & H.L. Shepherd of Rockport, the third largest lime processor in the county at that time.

Other lime businesses taken over by the Rockland-Rockport Lime Company included those of Granville E. Carleton, who invented and patented the water gas process of burning lime using soft coal exclusively: David Talbot, Thomas Spear, Jacob Graffam, Paul and Eben Thorndike, William Upham, John Harkness, Job Ingraham, Amot Dailey, and Samuel and Charles Barrett. William Simonton was processing lime at Simonton Corner and Minot Tolman at West Camden.

The kilns in Camden on the west side of the harbor were also taken over by the Rockland-Rockport Lime Company but were closed down after 1901.

Perhaps no other facet of the lime industry in Rockport was more interesting or shorter lived than the Rockport Railroad, built especially to carry lime from the quarries at Limerock Corner, a quarter-mile west of Simonton Corner down the Goose River grade to the kilns at Rockport Harbor — a total distance of a little over three miles. This "Tunerville Trolly" of a line was a railroad in every respect and licensed in 1885 by the State Railroad Commission as a common carrier. The narrow gauge track was only three feet wide.

The great Rockport fire of 1907 destroyed several kilns and it became increasingly more difficult to produce lime economically in competition with other processors closer to market and with modern equipment. The lime industry was essentially dead by 1910 and, together with the concurrent decline in shipbuilding, the two towns fell on hard times.

NOT AS CROWDED — Downtown Camden in 1905, looking north, was a mostly dirt road with the Rockland, Thomaston and Camden Railway trolley tracks down the middle. Many of the buildings still stand and horse-drawn carriages have been replaced with enough auto traffic in summer months to create traffic jams in the downtown area.

Photo Courtesy of Camden-Rockport Historical Society

Towns Waged Battle Over Division

In 1888, an article in the warrant for the March town meeting called for division between the villages, but after heated discussion, the town voted not to divide.

Earlier, in 1800, a similar warrant article had failed, though a survey did lay out a line roughly corresponding to the line between the present towns.

The division issue surfaced again at town meeting in 1890 and the vote this time was to divide into three towns, but the committee appointed could not agree and another committee was appointed to draft a bill for the next Legislature to divide the town into three or more voting precincts.

By the following year, 1891, the all-absorbing question of division had those "for" and those "agin," and a large petition was presented the Legislature early in the session supporting setting off the northerly part of the town from the original township, which was strenuously opposed by Rockport residents and others from the southern portion of town.

The meetings were held in both villages to arouse people for and against the division; sectional feeling ran high and sectional virulence became so acute that for a time it was hardly safe for a Rockport man to favor the proposition to divide or a Camden man to oppose it. All this resulted in almost every voter on the Camden side of the proposed line (whatever the original feeling on the question may have been) signing the petition, and almost every voter on the Rockport side attaching his name to the remonstrance.

The bill dividing the town was referred to the Legislative Committee on Towns. A large number of the prominent men of both sections made Augusta their home for a greater portion of the time while the bill was pending. The Committee on Towns was split evenly and the bill sent to the full House, where it was passed after long and stubborn debate. The bill was also passed in the Senate, and Camden became two towns 100 years almost to the day from the date on which Camden had been incorporated.

An interesting provision of the Act setting off the two towns, that the "books and papers and records of Camden shall be retained by said town of Rockport and each town shall have access to the same," is still in effect. Persons desiring to research Camden records prior to 1891 will find them in the Rockport town office!

The burning issues which brought about the division of the town in 1891 have long been forgotten, and the two towns enjoy a cordial relationship, working together in a number of mutually beneficial ways.

The Century Turns; Summer Folk

Towards the dawn of the 20th century, Camden and Rockport found their fortunes mixed. Although both towns gained in population between 1890 and 1900, Rockport's valuation fell slightly, while Camden's showed a marked increase. The lower valuation for Rockport probably was due to the decline in shipbuilding and the lime industry, while Camden's increase can be attributed to the industries that flourished along the Megunticook River and were unaffected by the fire of 1892.

Along with the inevitable changes in the commercial and industrial complexion in the two towns which took place during the last half of the 19th century came the realization that the area was being sought out by city folks looking for an idyllic summer haven. Camden and Rockport filled the bill for those who wanted to "rusticate," sail, explore or just loaf.

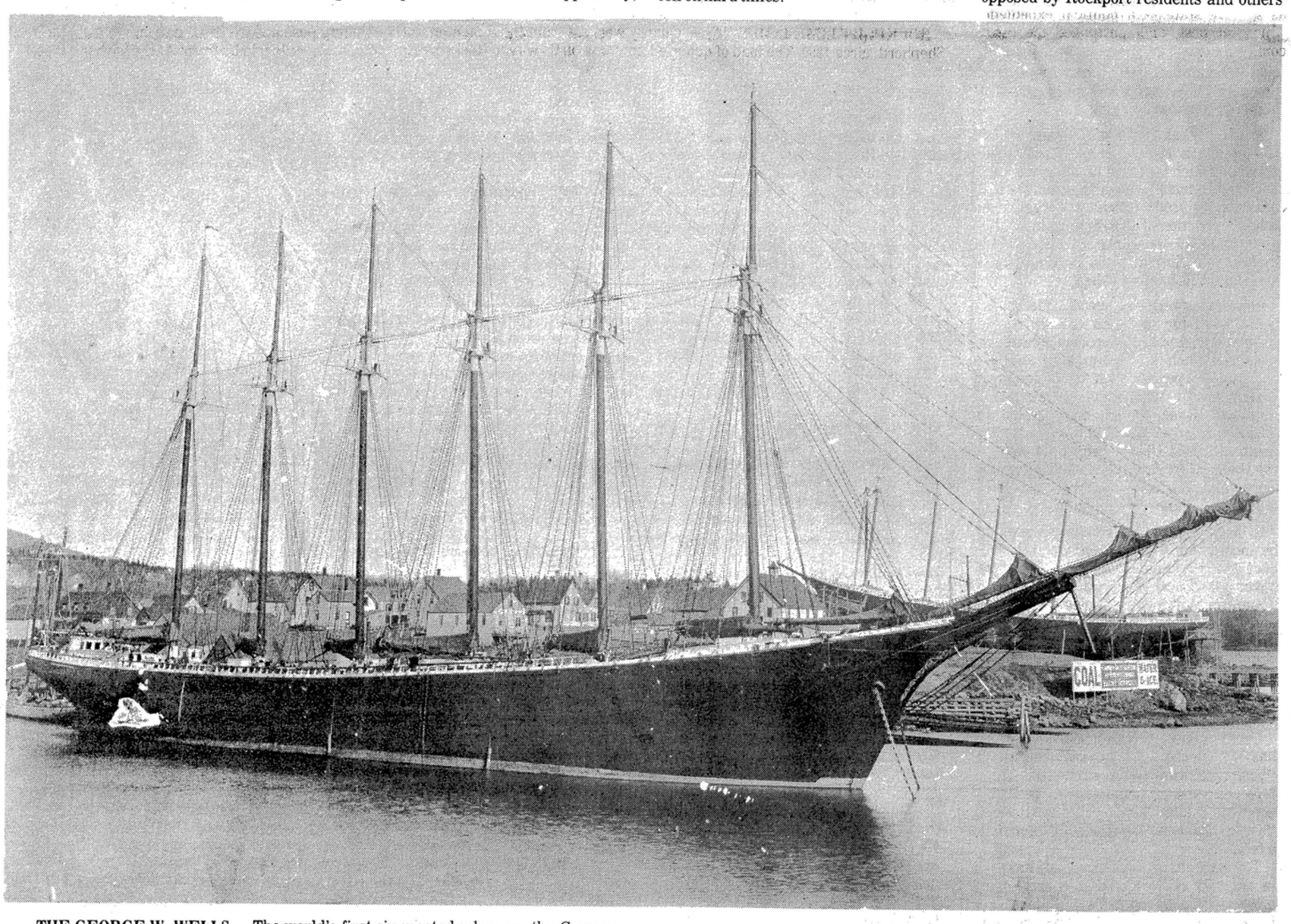
Camden's attractiveness to "summer folk" became evident as early as 1857 when Mrs. A.P. Guild with her daughters, and the daughters of Frederick Dillingham, all of Bangor, spent the summer boarding with Mrs. Amasa Hosmer on Belfast Road.

The first summer "cottage" was built by Caleb Holyoke of Brewer on Ogier's Point in 1871. By 1890, Camden was having a real estate "boom" in property being sold for cottage sites. Robinson lists no fewer than 70 summer residences built in Camden and Rockport before 1906, with such imaginative names as Nodeneyo, Woodclyffe, Idle Hour, Arequipa, Fernlea, and Wawenock. While the earlier summer folk were from inland Maine cities and towns for the most part, the balance quickly shifted to out-of-staters with contingents from Massachusetts, Connecticut, New York, Chicago, Philadelphia, Washington (D.C.), New Jersey, Ohio, and Missouri.

Camden and Rockport's growing popularity was helped along by publications aimed at "boosting" the area as a summer resort. The earliest of these was "Picturesque Camden" published by T.R. Simonton in 1886. The August 1896 issue of "New England Tourist" featured Penobscot Bay with extensive coverage of the Camden-Rockport area. In 1897, a pamphlet appeared bearing the imposing title, "Mountain . . . Lake and Ocean . . . An Ideal Resort . . . Camden on the Coast of Maine," by John R. Prescott. First published in 1899, it was revised and republished in 1904 and again in 1916.

All these publications are profusely illustrated and well worth looking for in used book shops. The Camden-Rockport Historical Society is currently working on a reprint of Prescott's 1904 "Glimpses of Camden" and hopes to have it available to the public soon.

As the summer colony grew and matured over the years, its involvement in the affairs of the local communities increased. Families which came here for summers found their children and grandchildren settling here. Much of the cultural life of the community was fostered by the summer folk.



THE GEORGE W. WELLS — The world's first six-masted schooner, the *George W. Wells*, was launched in Camden in 1900, having been built at the Holly M. Bean Shipyard. In the background is a five-masted schooner. The sign to the right of the *Wells'* bow proclaims, "Coal, Water and Ica Available from the Camden Yacht Building and Railway Company."

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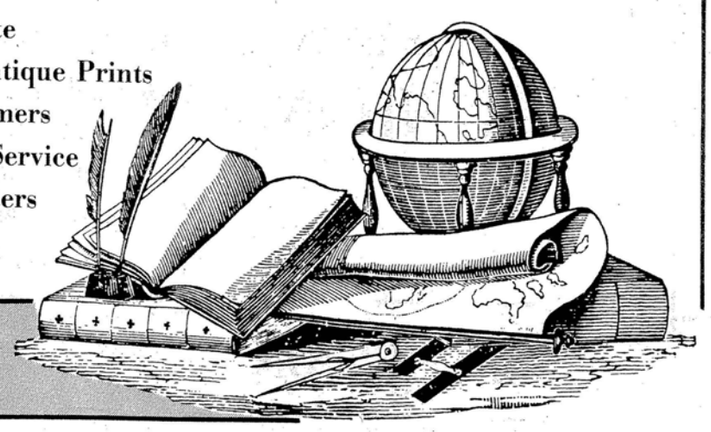


Town of Camden/Rockport

SIDEWALK SUPERINTENDENTS — The greater part of downtown Camden was destroyed in the great fire of 1892 and at least one business recovered its safe from amidst the rubble. An "expert" from New York was brought in by W.R. Gill to open this safe and, once that was accomplished, it was discovered all the contents were in good condition. The safe opening attracted a large crowd of the curious, standing amid the ruin.

Photo Courtesy of Camden-Rockport Historical Society

The Great Fire — Middle Years

by James Perry, for Camden-Rockport Historical Society

By 1891 both Camden and Rockport had matured and prospered. The 30 years after 1860 saw an increase in property valuation from $1,062,228 to $2,763,401 in 1890, $1,232,201 of that amount attributed to Rockport. However, in that same time period, there was only a modest increase in population — from 4,588 to 4,631 for both towns.

Although shipbuilding and the lime industry were still major factors in the economy, other industries were born and flourished during this period. In 1864 the parent company of the present Knox Woolen Company commenced the manufacture of endless felts for the paper industry, the first factory in the country to do so. Other wool manufacturers followed, including the Camden Woolen Company, Megunticook Woolen Company and Mt. Battie Woolen Company — all situated on the river, their source of power. Only the Knox Woolen Company survives today.

In 1866 the Camden Anchor Works was established which at one time was the largest manufacturer of anchors in the country. In 1901 the Anchor Works was merged with the Rockland Machine Company and, in addition to the casting of anchors, manufactured the well-known Knox Gasoline Engine in buildings where now the Camden Public Landing is located.

In 1896 the D. Knowlton Company foundry and machine shop was organized, with David Knowlton at its head. He was the inventor of the "Portland Power Windlass Beam" and the "Power Capstan" for ship loading.

The company also made both freight and passenger rail cars, car wheels and granite-polishing machinery. According to contemporary reports, the passenger cars made for the Boston and Maine Railroads were hauled to the railhead at Rockland by 21 yoke of oxen.

In 1881 the Dr. D.P. Ordway Plaster Company was organized, doing a large mail-order business in plasters and patent medicines; the Camden Post Office was upgraded to a first-class post office to accommodate this business.

In 1887 the Camden and Rockland Water Company began pumping water from Mirror Lake to Camden and Rockport — our first public water supply. Now, nearly 100 years later, the two towns are looking at proposals for tapping Megunticook waters (lake or river), should the flow from Mirror Lake be interrupted.

In 1889 the community got its first electric power generating plant, built by the Camden and Rockport Light Company. It was founded initially by Johnson Knight to provide electric lights for a brick block he had just completed on Mechanic Street, but it was later expanded to provide lighting for other buildings and the streets of Camden and Rockport villages.

A survey of major industries in the community would be incomplete without mention of the Rockport Ice Company which, in its heyday, regularly harvested 40,000 tons and more of ice each winter form the Lily Pond in Rockport and shipped it from its seven huge storage sheds in Rockport Harbor. Together with all the loading wharf and loading gear, these sheds were destroyed in the great fire at the harbor in 1907. The company partially rebuilt its facilities but the industry, like the lime and shipbuilding industries, never recovered and eventually died.

Camden did, however, have the privilege of providing the first Knox County attorney, Thaddeus R. Simonton, Esq., who was later appointed Deputy Collector of Customs for the Port of Camden and for a number of years was part owner and managing editor of "The Camden Herald" newspaper.

Trains, Trollies, And The Fire

In 1891 the Rockland, Thomaston and Camden Street Railway was seeking a charter from the Legislature to include service to Rockport and Camden. There was a good deal of opposition, especially in Camden village, among those who were touting the idea of a steam railway rather than an electric one. The petition was turned down after a public hearing. However, by the following year sentiment had changed and both Rockport and Camden granted permission for the line to be built. The first run into Rockport was July 30. A few dyas later the cars begab service to Camden.

The coming of the trolley to Camden in 1892 was a memorable event. But what most folks remember from that year was the "Great Fire" which started in the early morning hours of Nov. 10 on the harbor side of Main Street.

Driven by a fierce easterly wind, the fire soon consumed the wooden Cleveland Block where it started, and other buildings on that side of Main Street. Soon the fire leaped to the westerly side of the street, then to Mechanic, Elm, and Washington Streets. In addition to the high winds, firefighters were hampered by inadequate pressure at the hydrants.

The fire was finally brought under control with the assistance of the Rockland Fire Department "steamer." The toll was heavy — much of downtown Camden was in ruins. Luckily, a snow squall, coming shortly after the fire began, covered the roofs in the westerly part of the village, preventing the town from suffering a much greater loss.

Plans for rebuilding were launched immediately; an ordinance was passed restricting the use of wood in new construction in the downtown area and funds were appropriated for the purchase of the Molineaux steam fire engine for the town which is now on display at the Owls Head Transportation Museum.

The Civil War

While local affairs dominated the day-to-day life of Camden and the other towns in the new county, in 1860 storm clouds were gathering on the national scene. With the election of Abraham Lincoln, the coming clash between the North and the South seemed inevitable. And although Maine was far from the Mason-Dixon Line, most Mainers were mindful of the fact that Maine became a state ubder the Missouri Compromise of 1820 whereby Maine was admitted to the Union as a free state, and Missouri came in as a slave state — a political expedient which, at best, only postponed the final conflict.

When war finally came it was not unexpected. Camden sent 468 men to fight for the Union. They fought at Bull Run, Fredericksburg, Chancellorsville, Gettysburg and in many of the major and minor battles of that long and tragic war.

A monument near the Camden Library commemorates the brave men who gave their lives in the Civil War. For an excellent account of Camden's part in the war, see Robinson's "History of Camden and Rockport." Of particular interest to Camden is William Conway, a Camden native who is remembered for an act of heroism while he was a Navy quartermaster stationed at the Pensacola Navy Shipyard in 1861. Conway was ordered to strike the colors by a secessionist superior officer when Rebel forces appeared to take over the yard.

Conway refused, saying, "That is the flag of my country, I have served it all my life. I will not haul it down."

Conway was commended for his action by Gideon Welles, Lincoln's Secretary of the Navy, and a bronze plaque memorializing his brave deed can be seen at the corner of Elm and School Streets in Camden.

Municipal amenities such as the Village Green, the Library, and the Amphitheater in Camden, and Mary Lea Park and the Vesper Hill Chapel in Rockport were made possible through the generosity of summer residents.

Since increasing numbers of the summer population were becoming amateur sailors, it was ony natural that Camden should have a yacht club. It was organized in 1906, with Chaincey Borland its first commodore. The ensuing decade before World War I in many ways were Camden's and Rockport's golden years.

Communities Grew As Century Waned

From 1920 to 1940, Camden and Rockport reflected the fortunes of the country at large. Both towns grew in assessed valuation, although Camden showed the greater increase. In population, Rockport continued to decline slightly and did not show an increase until the census of 1950. Like the rest of the country, Camden and Rockport felt the lean years of the Great Depression, which began in October 1929 and did not end until World War II stimulated all sectors of the economy.

Those lean years, however, were marked by two singular events, both of which have an impact on our towns today, 50 years later. One was the coming of the Civilian Conservation Corps to what is now the Camden Hills State Park. The other was the decsion by Capt. Frank Swift to take a chance on offering landlubbers "from away" an opportunity to take a cruise on an authentic windjamming schooner.

The CCC, a federal program to put jobless men to work on conservation projects during the Depression, came to set up the Camden Hills Park, spread over 5,000 acres from the shores of Penobscot Bay to the summits of Mts. Battie and Megunticook. At that time the park land belonged to the federal government which planned to turn it into a national park. At its peak, the camp put 200 men to work cutting trails, building shelters and roads, and installing sanitary facilities.

Hans Heistad, a Norwegian-trained landscape designer who had settled in Rockport, planned and executed much of the extensive landscaping and construction in the park and his daughter, Gudrun Kononen of Rockport, has many of the designs he developed for it. Heistad's work on the park and on summer estates in and around Rockport are discussed in "Maine Forms of American Architecture", edited by Deborah Thompson and published by Downeast Books in 1976.

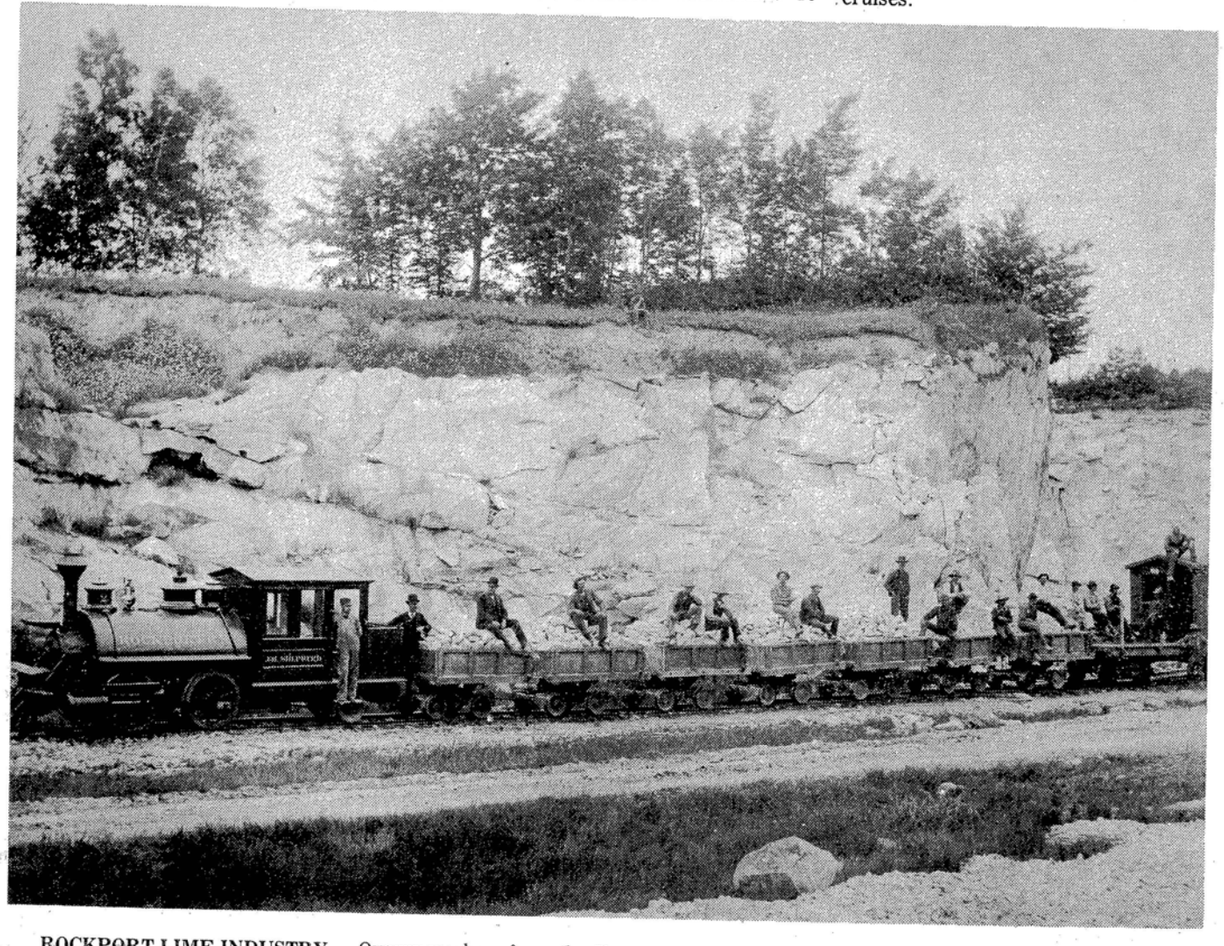
Earlyn (Stubby) Wheeler of Rockport recalls that he learned his life's work as a landscape gardener from Heistad while employed at the camp. Russell Thurston, also of Rockport, was educational and recreational advisor there in 1935 and 1936.

Closed during the war, the camp afterwards was turned over to the State of Maine, to become the Camden Hills State Park which attracts thousands fo sightseers, hikers, campers and skiers each year.

It is a little-known fact that the top of Mt. Mattie, where the look-out tower is located, was privately owned until last year. A group of Camden people, mostly summer people, formed the Mt. Battie Association in 1899, a private corporation which purchased the summit of Mt. Battie with the express purpose of "holding the mountain perpetually as a park and to preserve it from being used for objectional purposes."

The corporation continued to own this 58-acre enclave in the midst of public land until 1984 when it was transferred to the State, subject to restrictions of a conservation easement held by the Mid-Coast Audubon Society.

Capt. Frank Swift's venture into the cruise business in 1935 blossomed from one reconditioned schooner to a fleet of eight. Camden is now rightly known as the Windjammer Capital of the United States with 10 schooners sailing out of Camden Harbor and one from Rockport for six-day cruises. There are also two day-sailers offering overnight and two- and three-day cruises.



ROCKPORT LIME INDUSTRY — Quarry workers from the Simonton Corner Quarry pose aboard their load on the train, Joe Shepherd, circa 1890. The load of quarried lime was on its way to Rockport Harbor, a three-mile trip by train. At the harbor, large lime kilns awaited the cargo carried on the Rockport Railroad. Today, in the Marine Park at Rockport, restoration efforts have saved several of the old lime kilns and an engine from days gone by rests on a section of track overlooking the harbor.

Towns Grow, Usher In A New Era

World War II brought shipbuilding back to Camden for the duration. No fewer than 30 wooden-hulled vessels were built here for the Navy between 1941-1945 by the Camden Shipbuilding and Marine Railway. The fascinating story of this episode of Camden shipbuilding is admirably told in Barbara Dyer's book, "Grog Ho!" published last year.

The war years also brought black-outs, Civil Defense wardens, submarine scares and ration stamps. With the end of the war in 1945, Camden and Rockport mourned many loved one who would not return but, looking to the future, got down to the business of peace in a mood of optimism.

The wartime travel restrictions lifted, Camden and Rockport again became a mecca for tourists and summer folk. Over the past 40 years the traffic of pleasure craft in both harbors has increased many times over. There are now approximately 200 moorings in Camden Harbor and about 180 in Rockport Harbor. To accommodate the increasing numbers of tourists, new motels were built in both Camden and Rockport. Rockport has become a major convention center with the new Samoset Resort Inn and condominium complex attracting convention groups from around the country. In recent years the demand for bed and breakfast type accommodations has spurred the conversion of many private homes to this use.

New major industries have found a home in Camden. Tibbetts Industries, Inc., maker of electronics for hearing aids, started here in 1945. The Camden Tanning Corporation came here from Massachusetts in 1953. Knox Semiconductor, Inc. opened here in 1974 manufacturing diodes for complex electronic equipment. Moss Tent Works came along in 1977.

Penobscot Bay Medical Center in Rockport, which opened opened its doors in 1975, serves the entire Midcoast region and together with the Camden Health Care Center is the major employer in the area. Other smaller enterprises including several publishers, and computer software and data processing firms add their support to a vigorous economy which has grown dramatically since 1950.

Both towns have shown a gradual increase in population and an explosion in property values as the demand for housing increases. In recent years, Rockport has shown a more rapid encrease in population and property values, primarily because of its greater land area and major real estate developments.

For all its economic growth and pressures for development, Camden and Rockport have remained uniquely allied with the arts. Since before the turn of the century, this area became a mecca for artists who never tired of painting the endlessly changing panorama of sea and ships. Maine Coast Artists Gallery in Rockport, a non-profit member-supported organization dedicated to bringing artists and the public together, was founded soon after World War II. The Salzedo Harp Colony in Camden has been training the country's top concert harpists since 1931. Based in Rockport, The Bay Chamber Concert Series has been a staple in our cultural diet since 1960 when it was founded by Thomas Wolf. The Camden Shakespeare Company has been staging plays during the summer months in the Bok Amphitheatre in Camden since 1978. The Camden Civic Theatre, the Historical Society, the Garden, Women's and Book Clubs all contribute to the rich fabric of cultural life of Camden and Rockport.

The Future?

What will the next 25 year be like when Knox County celebrates its 150th anniversary?

Camden and Rockport will have grown and prospered in directions pleasing to all their citizens. Real estate development will be wisely guided so that we don't suffer the horrors that have blighted other resort areas where only the dollar rules.

We will see more young professionals and retired people moving into the area precisely because of the quality of life to be found here.

Industry will continue to grow but on a small scale with emphasis on high technology and publishing.

Camden and Rockport still will be good places to live, wisely preserving the best of the past and accepting the good of the future.

Knox County's 125th Anniversary

HAS BEEN SUPPORTED BY THE FOLLOWING CONTRIBUTORS

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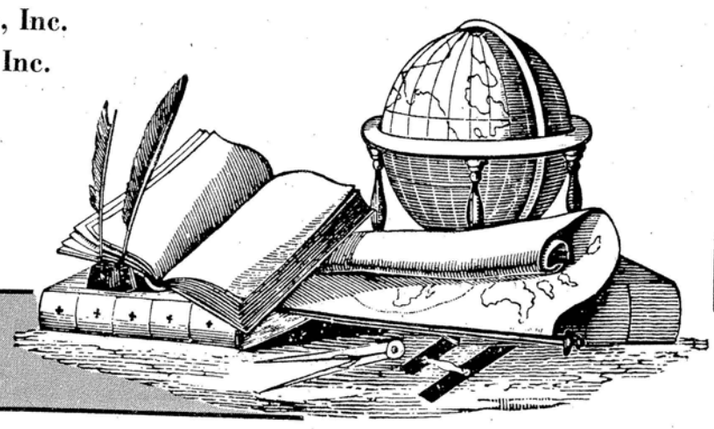
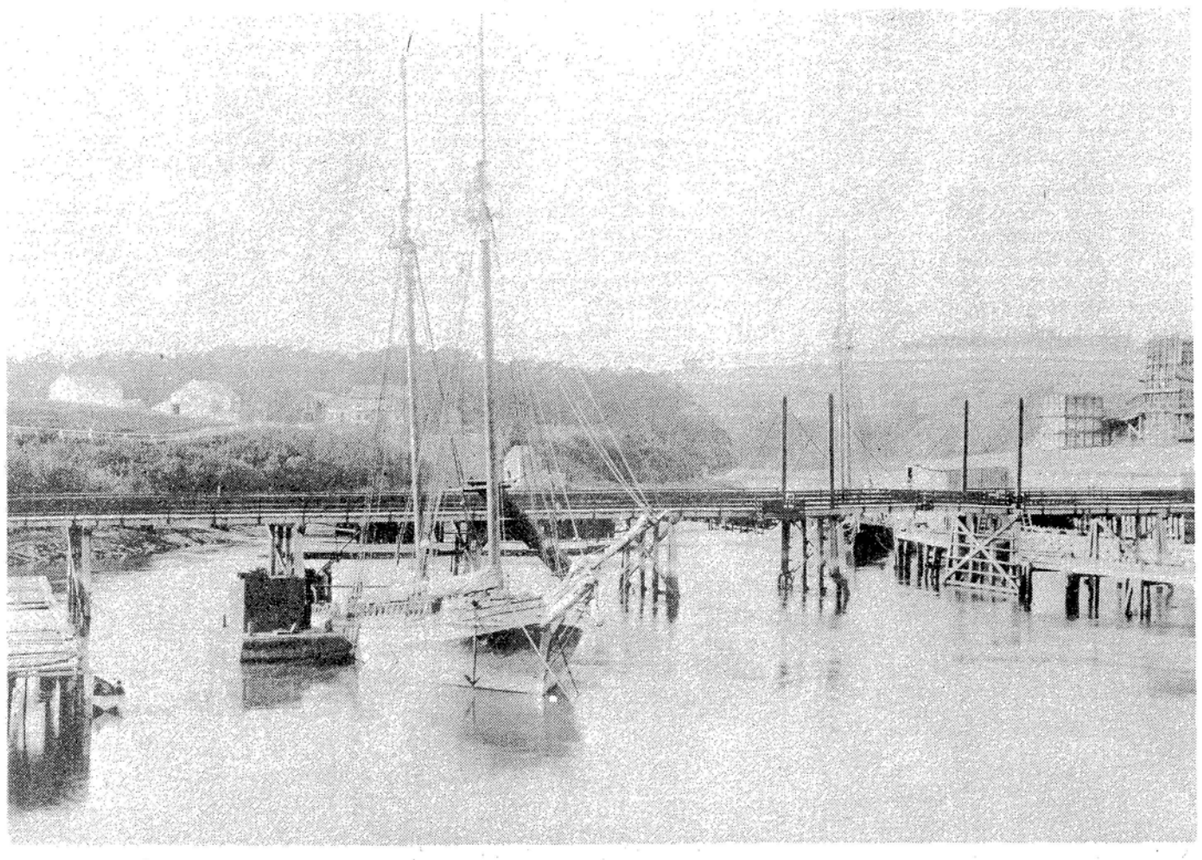


Town of Camden/Rockport

Thomaston



HUB OF SHIPBUILDING — Thomaston was long a center of shipbuilding in Knox County, its harbor opening onto the St. George River. Many were the wooden vessels that were launched from the town's waterfront to sail the globe.

The Town That Went To Sea

by Albert Elliot, Thomaston

Thomaston was known all over the world from 1860 to 1920 for the quantity of ships built here. During this period 213 barks, barkentines, ships and schooners were built in the town, ranging from the *Helen,* a 110-ton schooner, to the mighty *Washington B. Thomas* at 2,639 tons built by Washburn Brothers in 1903.

In 1917, during the revival of wooden shipbuilding just before World War I, George Gillchrest built the *Nancy Hanks.* Between then until 1920, 11 vessels (including two barkentines and the last five-master ever build, the *Edna Hoyt,* were built by Dunn and Elliot Company, the Atlantic Coast Company, and Gillchrest.

In addition, many sail and power yachts were built by Morse, Gray, McLain, Newbert and Wallace, and Day — so many that a record of their numbers is lost.

At the present time there are eight boats of different types in the process of construction in Thomaston yards, employing 87 men. These yards are building boats ranging in size from a 36-foot lobster boat to an 88-foot offshore dragger at Wallace's and a 72-foot steel offshore lobster boat at the Gamage yard.

In the 1860s, there were at least five big shipyards and now there are eight yards employed in the building, selling and servicing of marine products.

At present there are two very active small boat dealerships, Snow Harbor and Jeff's Marine, which sell on an average 35 new boats yearly and store 220 boats and motors during the winter.

Many reading these lines will remember the barkentine *Reine Marie Stewart* which created so much interest tied up to a wharf in the harbor, eventually sold and towed away only to be sunk, the victim of a German submarine in World War II.

Others may remember the first American vessel, the *Hattie Dunn* built in Thomaston in 1884, to be sunk by a German U-boat in World War I. Another interesting fact is that the German captain, von Nostitz, showed the captain of the *Hattie Dunn* theater ticket stubs indicating that he had attended a theater in New York two days before!

Definitely Thomaston is growing, especially its waterfront. Talking with the various yard owners, most would appear to welcome visits from interested people. So go down, show your interest and be pleasantly surprised as I was!

Ships And Those Who Sailed Them

by Jean Beckett Faustini
St. George

Capt. Alton Chadwick, of Thomaston, on one of his trips to sea in 1887, took along his wife and daughter. Suddenly a storm came up and all hands were called on deck. Then, like a ghost out of the darkness, a steamer appeared. Before either vessel could change course, the two collided. Capt. Chadwick left the wheel and leaped to the safety of the steamer, managing to save himself. As for his ship, wife, daughter, and crew, they were all lost.

The late Hilda George of Thomaston had a father who was a dentist. When her father was a young man, probably in the 1880s or 1890s, he lived in Hanover, Germany. The Hanover princes were relatives of the English Royal Family, who would visit their Hanoverian cousins.

Edward, the Prince of Wales, son of Queen Victoria, one time was in Hanover when he needed some dental work done. In those days, there was a great demand for American doctors, so they sought Doctor George.

After he had performed his task on Prince Edward's royal jaw, he was given a sapphire pin encircled with diamonds for his services.

It was the tradition of the Royal Family to reward services with such gifts, rather than to pay them in currency. Dr. George had little use for any jewelry but made it into a ring and handed it down to other relatives. It was known to still have been in the family's possession in the 1970s.

Francis Tilson once said that his father had told him of a hard winter when he was a boy. On one April 20, in and around 1880, the snow was four feet deep on the present-day cement plant flats.

As shipbuilding declined, in 1860 only one vessel was produced by the Thomaston yards. Built by John Hilt, the gunboat *Kennebec* was launched in October, 1861, to serve in the U.S. Navy. In the following year, only two ships were produced, one named appropriately for the times, *General McLellan.* In 1863 seven ships were sent down the ways, one of them carrying the motto *E Pluribus Unum* proudly on her stern.

Up until 1882, Thomaston vessels were made almost entirely out of Knox County timber, with many men employed as lumberers or masters. As the supply of timber diminished, men were required to go out of the state, generally to Virginia, to cut the needed wood supplies.

One vessel made quite a spectacle at the time of her launching, the *Edward O'Brien.* In October, as the 275-foot ship prepared to leave the yard (to carry with her the distinction of having the longest keel of any ship ever built, except the *Great Republic*, enormous crowds gathered. So eager was the vessel to take to the waves, it is reported that she dragged a 4,200-pound anchor through the hillside above her, cutting a furrow five feet deep and tearing down many small trees.

Size gradually increased until 1903, when the *Washington B. Thomas*, a five-master of 2,639 tons, the largest craft of any type ever built on the St. George River was launched. The *Thomas'* career was cut short by a shipwreck near Old Orchard Beach only 60 days after her launching.

The last schooner was the five-masted *Edna Hoyt*, built in 1920 at a cost of $280,000 by Dunn and Elliot Company. She was the last of her class ever to slide down the ways and as a result, was lionized throughout the world.

While in New York Harbor, the 284-foot-long *Hoyt* was reported to be so mobbed by enthusiastic visitors that they broke down her gangplank. Kermit Roosevelt was among her 50,000 visitors during that one week.

The *Hoyt*, in her 17 years of voyages had carried everything from fertilizer to molasses all over the world. In August 1937, when sailed from Boston, loaded 1,500,000 feet of lumber at Halifax, and sailed for Belfast, Ireland. From there she moved on to Cardiff, Wales, to load coal for Venezuela, but just after leaving Wales she encountered rough seas and storms. She was forced to put into Lisbon since she was leaking badly, and an examination of her seams showed that it would not be advisable to repair her. Her captain was forced to sell his ship and return home, thus ending the saga of Thomaston's famed wooden ships.

The decline of wooden shipbuilding certainly was sad for Thomaston builders and merchants alike. Symbolic of the last days of this boom in shipping was the *Reine Marie Stewart*, perhaps the best-remembered locally built vessel today. The wooden barkentine was built in 1917 by Dunn and Elliot as a coal carrier. In 1928, when coal was eliminated as a cargo item, the *Reine Marie* was towed from Portland to Thomaston and tied at Dunn and Elliot's wharf, where she became a floating landmark representing the brilliant history of the vessels that had gone before her.

Fire Volunteers Played Pivotal Role

by Peter R. Lammert,
Assistant Fire Department Chief

(Excerpted from a full history of the Thomaston Fire Department being written by Lammert.)

In 1860, firefighting equipment in Thomaston was strategically located along what is now U.S. Route 1 and manned by the residents in the neighborhood of the equipment.

In addition, reservoirs had been dug in places where an inadequate supply of water for firefighting had either occurred or was perceived to be a problem by the town. The first reservoir had been dug at the head of Knox Street in 1833 after a serious fire in the Singer and Vinal blocks.

In the "Annual Reports of the Municipal Officers of the Town of Thomaston" for the year ending March 19, 1860 (the earliest printed one that I have found), money appropriated for engines and reservoires the previous year had been $500.

The five fire wardens were Atwood Levensaler, William Tobey, R.H. Counce, Isaac Matthews and Charles E. Ranlett.

In 1910, forest fires must have been a problem, as the selectmen's expense account shows $12.88 expended for them.

On May 25, 1911 the Georges Hotel burned. An electrical problem was suspected as the cause of the fire that started in the kitchen or the pantry. Today, the lot on the corner of Maine and Georges streets is vacant, and the cellar hole there may well be that of the hotel.

Newspaper reports of that day recount how the "W.O. Masters" came promptly (the company was having a dance only a few hundred feet away) but the nozzle on the hose being used became plugged.

In the town report of 1915, 81 members of five fire companies were listed. Also listed were the townspeople who worked to clean up Watts Hall debris; there were four pages of names and the amount each person earned, for a total of $1,157.95.

The department responded to 22 calls in 1932. Chief Anderson commented that the large loss suffered in the Robertson apartment fire on Broadway could have been kept within a $100 loss if they had had smoke and gas masks, which he recommended purchasing. (Four were purchased in 1937 for $30 each.)

In 1955 townspeople went along with Chief Anderson's request and $48,045.03 was raised for construction of the present fire station at the head of Knox Street. Of that amount, $42,971.05 was spent that year. One contractor began the job but could not finish so McAvoy from Water Street completed it. Final cost for the station was $56,141.82. The department moved its equipment in on May 30 and dedication took place on June 25, 1956 with local and state dignitaries present.

In 1982,the department responded to 87 calls, the bulk of which were for the good residents of the Knox Apartments testing their smoke alarms.

On this 125th anniversary of Knox County's formation, Thomaston firemen and their wives stand ready to help citizens of the town and those from Waldoboro to Lincolnville.

Use of the fire station by town boards has increased since it is handicapped-accessible, even though this was not thought of when it was built. Other community groups have the station busy almost every day and evening.

Thomaston townspeople have heeded the advice of the various chiefs over the years and have provided the equipment which makes our department the pride of its members, and a most effective firefighting force.

One Family Tied To The Sea

(Remembered by Ruth Lermond Perry of Rockland, granddaughter of Capt. William J. Lermond, and daughter of his son Capt. Bowdoin A. Lermond.)

The Lermonds of Thomaston were known as a family of seafarers, and one notable member of it was Capt. William J. Lermond, who completed 50 years at sea in 1920, when he was 63.

When he was 13, he was painting the fence around his father's Thomaston home when an old sea captain came along and remarked, half in joke, "Billy, do you want to go to sea with me?" The boy dropped his paintbrush just where he was and started for the house to get ready.

For six years he stayed with the same captain on the same vessel, one of the old type of American merchant ships, by which time he had become a seaman.

When he was 25, Lermond became a full-fledged captain of the *Joseph B. Thomas,* which he commanded for 18 years. After he sold out his interest in her, his son John W. went on her as first mate and his half-brother, W.D. Brown, as captain.

However, Capt. Brown never finished his first trip on the vessel. On the way out from New York to Honolulu, he was washed overboard and lost, and Mate Lermond brought the vessel to port.

Capt. Lermond stayed at home for several months while a new four-masted schooner, also called the *Joseph B. Thomas,* was building in Thomaston. Including this schooner, every vessel the captain commanded had been named for a member of the Thomas family.

After three years in the vessel, Capt. Lermond took the *Washington B. Thomas,* a five-master, named for the son of the then owner of the American Sugar Refinery in Boston.

On her second trip, the ship was wrecked off Stratton's Island in a storm on July 11, 1903, when so many vessels were destroyed along the New England coast. On board was his wife and youngest son, Bowdoin A. Lermond, then 17 years old.

The captain, his officers and crew were saved only after they had suffered terrible hardships, but his wife was lost.

The year following the wreck, Capt. Lermond got his new four-masted schooner, the *Helen Thomas*, in whom his son Bowdoin was a crew member. Bowdoin was to become second mate and made four trips in the *Helen Thomas* in that capacity.

In 1920, Bowdoin Lermond was employed at Mitchell's Monument Square Restaurant in Portland.

Railroad Was Vital Link

by Freeman H. Garniss, Thomaston

Knox County had been formed some 11 years when an important event for thei county occurred — the coming of the railroad, with its terminal in Rockland.

The railroad's right of way in Thomaston ran between the ruin of General Knox's manor house and one of the few remaining outbuildings of the Knox estate; the simple brick building nearest the foot of what is now Knox Street.

The railroad quickly razed the decayed manor house but decided that the brick building, sometimes known as the Farmhouse, could serve as the passenger station.

Sometime in the 1840s the then-owners had added an ell on the rear of the brick building, which the railroad retained until 1935, when they removed all but five feet. Two waiting rooms were set up — one for each sex — with a station master's office between. An overhanging portico was run across the front and at least on one side. Later a station master's apartment was built upstairs, with access by an outside staircase. Older Thomastonians can remember these quarters, which were occupied over the years by several families.

The railroad made other changes in the General's old building. The two waiting rooms gave way to one for all, and a bay window with stained glass was built to give the station master a better view of trains approaching from Rockland.

In 1956 the Maine Central Railroad, as it had become, decided to close the old station and spruced up the freight shed to accommodate the few passengers using the line.

The old station — then the oldest railroad station in service in the United States — was bought by the General Knox Chapter of the Daughters of the American Revolution, who tidied i tup and used it for several years as a meeting place until severe maintenance problems caused the Chapter to turn it over to the Knox Memorial Association.

Railroad passenger service on the Rockalnd branch ceased in 1958, and in 1961 the freight shed was sold to William Shields of Thomaston who moved it to Patton's Point, Spruce Head, where part of it still exists.

In 1972 the Knox Memorial Association turned over the old brick railroad station to the Thomaston Historical Society, who removed layers of Maine Central gray paint from the brickwork and restored the exterior to look much as it had when it was built by General Knox in the early 1790s.

The interior, so much changed over the years, has been converted by the Society into an attractive historical museum and meeting place.

One Of Many Homesteads

by Bradley Beckett, Thomaston

On the westerly side of Beechwood Street in Thomaston stands a broad-based, mustard-colored, story-and-a-half Cape-style house, a typical example of late 18th Century Maine architecture.

Though it has stood there so long, the house may soon be moved to another location, when owner George Hall of Beechwood Street finds a purchaser for it.

The last owner to live there was Tauno Numinen, a friendly man of Finnish background whose home it had been since 1927. Numinen died in 1983.

The 30-by-38-foot structure was stated by F.L.S. Morse (in his Thomaston Scrapbook column series for *The Courier-Gazette* excerpts from which were published in book form in 1977 by the Thomaston Historical Society and is still in print) to be possibly the oldest house in town. Certainly, it is the oldest one on Beechwood Street alone.

Some people, including James Skoglund of St. George, feel the Fernald house on High Street in Thomaston may predate any other house in town, however, with evidence preseted that it was built in 1786 by David Fales, Jr.

Ironically the Beechwood Street homestead was owned — and in all likelihood, built — by Nathaniel Fales, brother to David.

Nathaniel Fales and his wife, Zilpah Robbins, raised eight children at the Beechwood homestead, most probably built in the 1780s or 1790s. Nearing age 60 in 1811, Nathaniel conveyed the house with a barn to his son, Nathaniel, Jr., who lived there until he sold the farm to Seth Vose, who had married his daughter Alice.

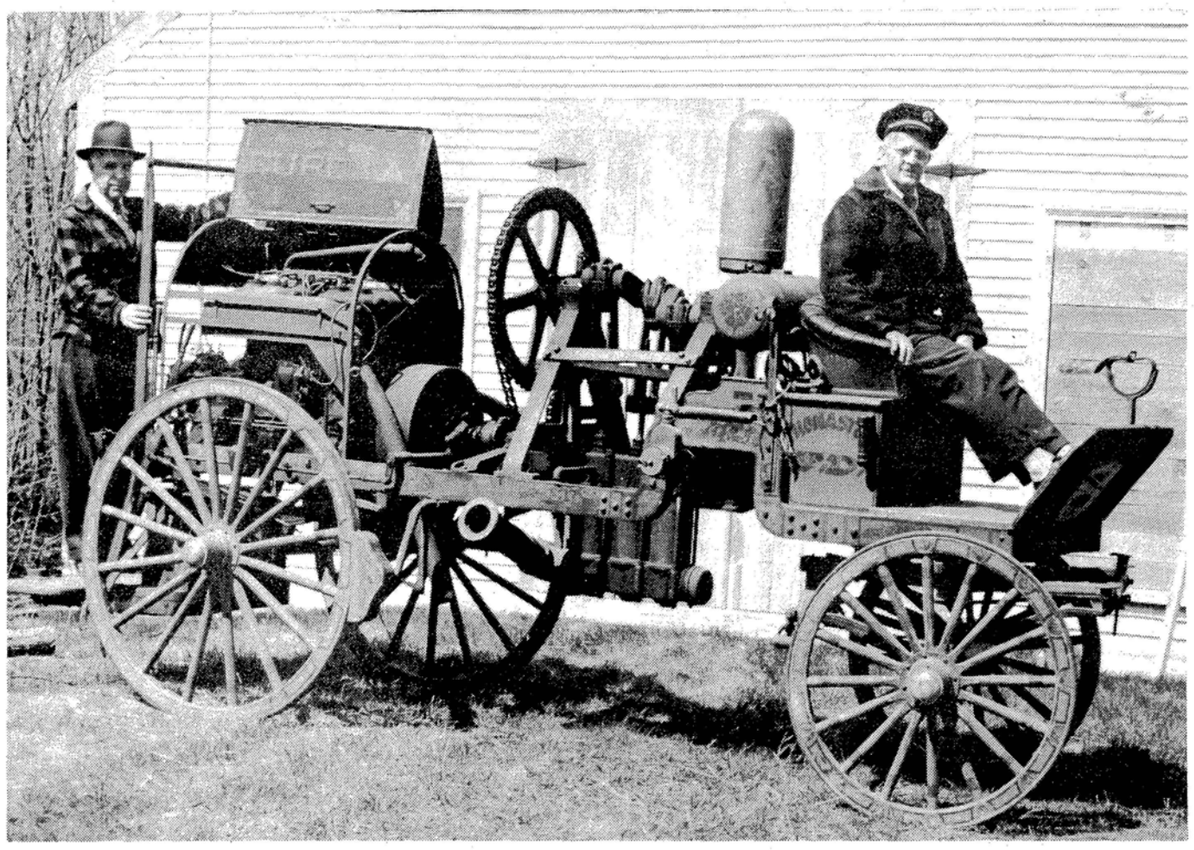
In 1879, Alice Vose conveyed the farm to her two adult children. The northerly half, which contained the family house and barn, went to her son David Vose and the southerly half of the farm was sold to her daughter, also named Alice, the wife of Daniel Mayo. Their descendants still live nearby on Beechwood Street. In fact, another Daniel Mayo, aged 10, now lives where his namesake did more than 100 years ago.

The northerly half of the homestead passed from David Vose to Abiathar Vose, then from him to Susie Vose. By 1897 this northerly half passed out of the Fales-Vose family after 116 years of continuous hand-me-down conveyance.

After this, the owner was Edwin F. Stevens of Thomaston until Tauno Numinen took up residence there in 1927, until his death two years ago.

Numinen's lifestyle was unique for the 1980s in that the house had no indoor plumbing, it was heated solely by an ancient woodstove, and water was carried in. This was the way Numinen wanted to live; it was by personal choice and he'd have it no other way.

It may be said that his way was not too far different from the way the house was lived in 1860, when Knox became a county.



THOMASTON'S OLD EUREKA — Chief Eddie Anderson is in the Teamster's seat while then town manager Putnam is on the operator's of the Eureka pumper fire engine in Thomaston. The pumper was unique in that it was horse-drawn but the pumping mechanism was gas-powered.

Knox County's 125th Anniversary

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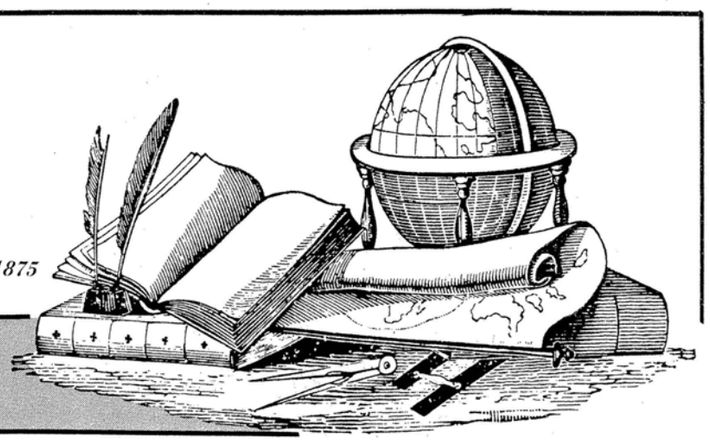
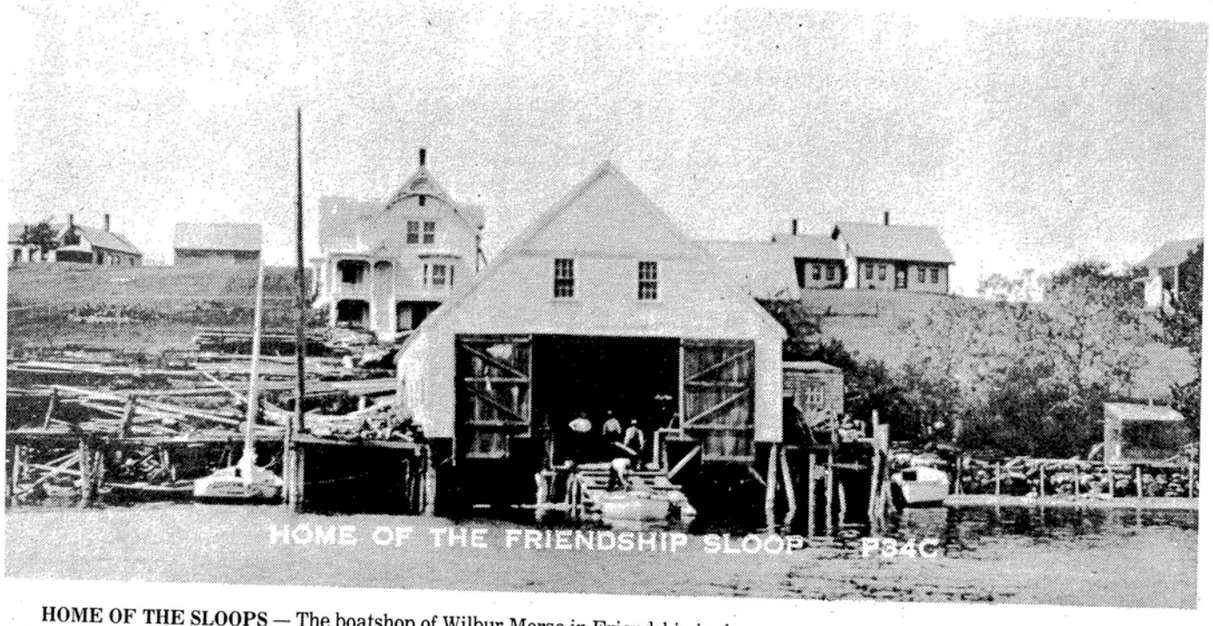


Town of THOMASTON

Friendship



HOME OF THE SLOOPS — The boatshop of Wilbur Morse in Friendship is shown complete with sloop being launched by hand. The shop is famous for the fact that the traditional Friendship sloop was created within the walls of the shop. Directly behind the shop, to the left, is Morse's home.

Boatbuilding And Town Inseparable

by Mary Carlson, Friendship

The Friendship Sloop was defined by Wilbur Morse as "a sloop built in Friendship by Wilbur Morse." In 1874 Wilbur built his first sloop, 19 feet in length, on Bremen Long Island. In 1882, along with his brother Johan, Wilbur moved to Friendship and built sloops at Goose River.

In 1901 Wilbur moved to Friendship Harbor where he built a large home and boatshop. The lumber for the construction came from Bangor via schooner.

The boatyard employed 10 to 12 men who worked a 60-hour week (except in the winter when the days were shorter) and received two dollars per day. Wilbur built two boats at a time; one in the center of the shop and another at the side. As soon as the center boat was launched, the boat on the side was moved to the center and another boat started. In the busiest times, the yard completed two boats per month; the usual output was three boats every two months.

Wilbur had a steam engine to operate the power tools. Before the steam engine was installed, Jonah Morse cut the keels, stems, and sternposts by hand with an adz. In 1910 a generator for power and lights on dark winter days was installed.

The pine planking for the sloops came from Whitefield. The pine traveled by narrow-gauge railroad to Wiscasset where it was loaded onto a scow and shipped to Friendship. Boards were two and a half cents per broadfoot. The keels were made of beech. The oak for the timbers came from North Warren and was hauled by teams of oxen. Copper sheathing, one foot wide, was applied to the hull at the waterline to prevent ice from cutting the hull.

When engines came into use, about 1915, the first engines installed in Wilbur Morses Boatyard were the two-cycle Knox ranging from one and a half to six horsepower. The shop converted some of the older sloops to power. Contrary to belief, Wilbur Morse built other types of boats including draggers up to 100 feet long. Wilbur retired from boatbuilding in 1924.

Scott Carter built his boatshop at Hatchet Cove in the early 1920s. Wilbur Morse offered his assistance, patterns, and even tools to help him get started. Scott built several sloops as well as other boats, everything from dories to draggers.

Winfield Lash and Charles Sylvester purchased the boatyard and they built two more boats. Charles wanted out as boatbuilding was not to his liking. Douglas Lash, Winfield's brother, who was disenchanted with lobstering, came into the business and Lash Brothers Boatyard was born.

Warren Morse is thought to be one of the first builders of dories in Friendship. The dory is one of the most seaworthy boats and a logical companion to a sloop. The dory can be rowed, sailed, or fitted with a motor.

Isiah Osier built dories in Wilbur Morse's yard. They claim he could build a dory in a day.

Dalton Winchenpaw designed a round-sided dory that was fairly narrow on the bottom with rounding bilges which allowed for more cargo area — great for fishermen. When Dalton became ill, his father Leavitt, took over the shop. The shop located in Lawry always contained a dory under construction. There were no power tools so each dory was custom-made, sawed, planed, and sanded by hand. Leavitt loaned out his patterns to friends and neighbors. However, their dories were never quite like Leavitt's as he had two patterns; one for building and one for lending.

There were others in Friendship who built dories; Joseph Cushman, Harvey Brown, and Harold Benner, to name a few.

Eugene Brown (Gene) began boatbuilding in the early 1900s and continued working in his shop until the late 1930s when he retired.

Friendship Catboats

The Friendship Cat is a sailboat 16 feet one inch built primarily with racing in mind.

Years ago a summer resident of Friendship was interested in a boat which would be useful in teaching young sailors. In 1925 two Friendship men, Gene Brown and Archie Thompson, designed and built this one-design boat. In the next few years eight more of this design were constructed and raced every Sunday in Friendship Harbor. Of these eight boats, six were still in existence in 1981.

During the 1920s through the 1930s these Cats raced every weekend. Then came the war and racing was discontinued. In the 1940s Carleton Simmons, using the old molds, built four more. Since World War II racing has been revived and up until 1963-1964 there was a running record kept of the race winners.

What is this dream boat really like? Length 16 feet one inch, beam five feet eight inches, draft four and a half feet with the centerboard up. She has a flat bottom with a slight rocker. The bottom, which is cross planked, is made of cedar. The rest of the boat including the transom and five frames are oak. She is half-decked, gaff-rigged, and has a centerboard. The 18-foot mast was made of spurce and she carried 130 square feet of sail.

In 1981 Doug Lash built more of these boats. Instead of the original price of $75, the modern version costs in the vicinity of $3,000.

There are not too many boat designs that can withstand the test of time, yet the Friendship catboat has endured over 60 years.

The Sea Exerted Its Pull

by Mary Carlson

Because Friendship is so graphically located on Muscongus Bay, it is by nature a seafaring community. Early settlers came to its many islands to live beacuse of the fishing and lobsters to be found in the surroinding waters. Later, they migrated to the mainland and established Meduncook (Friendship). Fishing was, and still is, the mainstay of the community. In 1855 there were 262 schooners in the area ranging in size from 15-243 tons. Shares of one-eighth, one-fourth, and one-sixteeneth were owned in these schooners by the townspeople. All shipment of goods was via the sea.

Several gristmills were in operation at Goose River, on the Meduncook River, and one on Friendship Long Island by the pond.

There were two brickyards, one of which was on Friendship Long Island.

Crystal Lake Ice Company on Martin's Point built a Pond House in 1880. Forest Lake was formed at the same time from what was Money Swamp by constructing a dam. A large icehouse was built, and a wooden ice-run was erected from the dam through the woods to the icehouse near the wharf; all the ice was shipped by schooner. One year the owners held their ice in the icehouses waiting for an advance in price, however, the price of ice slumped and the business failed.

The Union Granite Company started a quarry on Friendship Long Island about 1876. A large wharf was built in 1889 as all the granite was shipped by sea. This was a large operation in its prime. The layout consisted of many buildings; a cook house which later burned; a blacksmith shop; a train shed to house the narrow-gauge engine used to haul the granite; a machine shop; a store run by Charles Dwyer; an office building; and a boarding house for the men working in the quarry.

Friendship Long Island granite was used in the construction of Grant's Tomb and the Triumphal Arch in Brooklyn, N.Y. With the advent of cement and granite no longer in demand, the quarry closed.

Lobsters were in abundance — in 1878 lobsters sold for four cents apiece. In the 1890s a lobster pound at the head of the mill pond was working on Friendship Long Island. In 1904 Ellis and Zenas Lawry opened Lawry Brothers Pound on Forest Lake. In 1915 they sold out to Willard and Daggett of Portland who owned it until 1969. The pound was in operation every year from the time it was built.

Friendship fishermen besides lobstering, in season go shrimping, clamming, dragging for scallops off the bottom, and seining for herring. There is little question but that fishing is the base of Friendship's economy.

FRIENDSHIP TOWN HARBOR — Still active with boats today, Friendship's Harbor from days gone by shows the activity which centered on the edge of the harbor. Today the harbor still boasts a large fleet of fishing boats although many summer sailors ply the waters of the harbor.

Friendship Business Through The Years

by Mary Carlson

The Town of Friendship was a thriving community in the 1880s with a population of 938 and a valuation of estates set at $192,228, in those times a large sum of money. Transportation was minimal, making shopping in the town a vital necessity. Horse-drawn stage lines from Waldoboro and Thomaston to Friendship carried mail and passengers. At the end of the 19th century, steamboats came to Friendship. Capt. I.E. Archibald in 1895 made three trips a week in his *Silver Star* to Rockland. Later, daily service was scheduled.

Westerland's Hall was built by Mel Cook in 1866. In 1890 George Poland bought the hall. He used the upper floor for a dance hall and installed a bowling alley downstairs. In 1910 Poland sold the hall to Charles Westerland who installed a kitchen to be used for church suppers and Democratic rally suppers. There was a dance hall on the first floor. The Masons, Knights of Pythias and the Pythian Sisters held their meetings on the upper floor. Harry Bossa bought the building in the 1920s and ran a drugstore in the front of the building and a motion picture theater in the rear. Ray Winchenpaw and Charles Wallace purchased Westerland Hall in the 1930s and started a grocery business. The rear of the hall was used for a roller skating rink and a movie theater at different times.

The town bought the building for a town hall in 1957; the library was in the front part of the building. The town hall was renamed Friendship Memorial Hall in 1961, and Girl Scouts and Boy Scouts met there weekly. A teen-age record hop was held twice monthly, as well as young boys' basketball and older boy's basketball, weekly. The Stone-Scott Watson Post No. 3095 of the VFW sponsored a Junior Rifle Club in the basement. Eventually the building was razed and the new library built on the same site.

Silas M. Brown established a coffin shop on the north side of Cook's Hill in the 1860s. Coffins were made of pine and stained red; they sold for $14 including the box in which to set the coffin.

In 1915 Frank Hussey moved a barn to the site of the old coffin shop. He fitted up his barn as a barber shop and cobbler's shop in which he sold horse equipment and repaired harnesses. In 1920 Hussey sold his barber equipment to Sidney Prior who leased the land for his building from Dr. Hahn. In 1925 Prior bought the land next to the Baptist Church and moved his building on to it. Prior built several additions so he could stock hardware, paint, and rope in addition to barbering. In December 1946 he rebuilt and restocked his store which had been gutted by fire. However, he did not barber again. He became a dealer for electric home equipment as well as selling the goods he had carried before the fire. The store was purchased by Douglas Lash after Prior's death in 1967. Lash sold his business to Anthony Campagna who renamed the store, Meduncook Country Store, which is in operation today.

James Davis ran a store in East Friendship where he sold boots, shoes, candy, cloth, and groceries. He also ran a junk yard beside the store.

In April 1873 Eli Bickmore and Zenas Cook started building a wharf at Friendship Harbor. In February 1897 Sherman T. Jameson bought a shore lot on Davis Point along with the old wharf and its buildings. He bought and shipped clams; set up a store which sold groceries and fishermen's supplies. In July 1897 Jameson took on a partner, Walter H. Wotton, and this business continued for 31 years. Jameson went among the islands in the *Foster D.* buying lobsters while Wotton tended the store and wharf. Clams, lobsters, hens, and eggs were shipped by the steamer *Mineola* which went to and from Portland. When the clam business was at its peak, they bought 7,000 barrels of clams, often shipping 100 barrels at a time. About 1928 Charles and Ida Stenger of Philadelphia purchased the property. They closed the store and opened a restaurant, The Lobster Pot, on the wharf. The Stengers sold out to Bernard Brow who later sold to Robert Wallace. The wharf and buildings are now owned by Harlan Wallace, a lobster buyer.

Zenas Cook built a store at the top of Cook's Hill in 1834. Ida Francis ran a millinery shop on the first floor and Lizzie Stone had a dressmaking shop on the second floor. Zenas sold his store to Frank Geyer who ran the store and a barbershop for seven years. Ellis Hurd bought the store, but after running it for a short time, sold out to Alvin G. Pottle in the early 1900s. Mrs. Pottle sold the store in 1950 to Eda Lawry who made the upstairs into an apartment and rented the downstairs to Nelson and Marie Lash for a restaurant.

In the 1960s Earle Stanley woned and rented the building. as late as 1967 Mr. and Mrs. Joseph Hall were residing there. The building was purchased by Sherman Baird and moved to another location in town where the apartments are still being rented.

Nelson Thompson built a store in 1855. R. Leslie Thompson, his son, and Jessie, his daughter-in-law, took over the store when Nelson went to the State Legislature. Leslie ran a general store, selling groceries on the first floor. Jessie had a shop upstairs where she carried dry goods, silverware and toys. Leslie also had the post office in the store and was postmaster from 1893 to 1897. Archie Wallace has owned and operated the store since 1950.

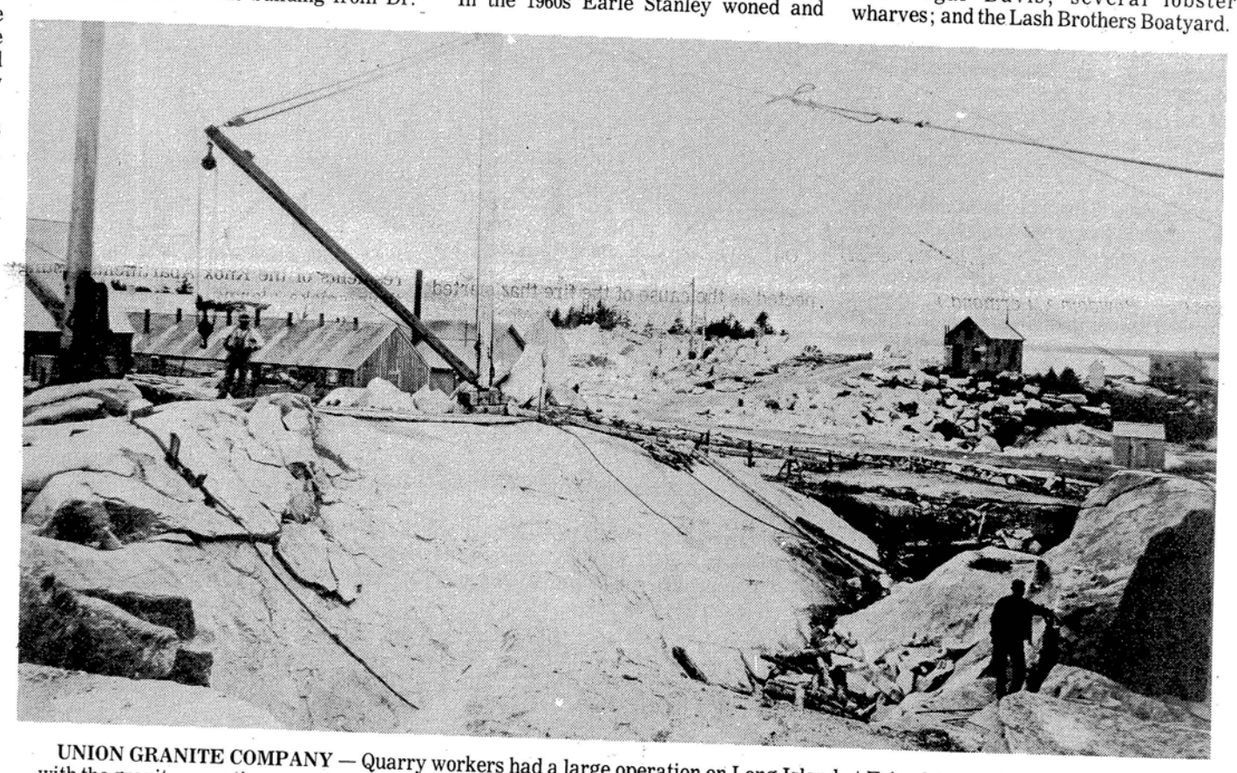
There were other businesses in town in the 1800s but details are lacking: R.R. Morton sold fruits and confections; S.A. Morton had a carriage business; Austin Simmons owned and operated a blacksmith shop; Alexander Tarr was a stonecutter; Mrs. C.A. Cook painted portraits; and Henry Geyer concocted and sold liniment (records vary as to the contents of his elixir), some say it was half goose-grease and half turpentine. But, most agree that whatever the mixture contained, it was well laced with brandy. No wonder it sold so well, even in stores as far south as Portland, Me.

In 1907 James Simmons ran a store on Long Island which he had purchased from Mr. Trowbridge, frmer boss at the granite quarry. James' store was well stocked with bolts of cloth, ribbons, jackknives, ax handles, food, candy, soda, pins of all sorts and sizes, and even shaving lotion. James' daughter Lettie bought the store from her father and ran the first post office on the island as part of the store.

Carl and Rena Fales ran a grocery store in East Friendship in the 1940s.

At one time Friendship had three garages in operation. Hartwell Davis and Merland Simmons ran two of these. The third garage was located where Phillip and Thelma Bramhall live and was, at one time, run by Everett Beggs.

Friendship people are still in business in town but on a smaller scale. There are two grocery stores owned and operated by John Black and Archie Wallace; one hardware store; Baird's plumbing and heating; a summer antique shop; two boat hauling and storage businesses run by Nelson Lash and Edgar Davis; several lobster wharves; and the Lash Brothers Boatyard.



UNION GRANITE COMPANY — Quarry workers had a large operation on Long Island at Friendship at the turn of the century with the granite operation covering a large section of one part of the island.

Friendship Is Becoming A 'Town Of Choice'

by Mary Carlson

Professor C. William Vogel in his "History of Friendship" best summed up the feeling that is Friendship when he wrote: "Friendship, it seems to me, for all its struggle to make a living in a rugged land, has displayed a leisurely tempo in its life that has made it an unhurried and exceedingly pleasant community in which to live."

Friendship is becoming a retirement community. More and more people facing that day have chosen to make Friendship their home. Some are summer residents who have winterized their cottages for year-round living; some are from large areas, tired of the fast pace of city life, and looking for the peace and quiet of country living; others are town folk whose ancestors first settled Friendship and whose roots are firmly entrenched in the town.

Yet, peaceful as Friendship seems, there are problems to be faced.

The gasoline contamination of wells in the village this year has those in the vicinity apprehensive and wondering which well will be next. The Department of Environmental Protection has stepped in to give the 11 homeowners every possible assistance. No one can predict what the future holds for the families involved. The DEP will commence a contamination clean-up as soon as it receieves a three-party claim from the people affected.

Friendship is growing rapidly. In the past year permits for two subdivisions of 32 residential lots were issued. If this rate of growth should continue, the population could double in only a few years. For this reason, selectmen asked that a committee of volunteers be formed to study the problem and to draft appropriate ordinanced for the town to consider. The Land Use Ordinance Committee was formed on Oct. 30, 1984.

In November the committee held a special open meeting so citizens could voice their concerns. Many feared that Friendship would lose its present rural character and become just another overdeveloped summer colony. In February 1985, questionnaires were sent to all residents in order to get their opinions concerning land use in Friendship. Their response was most gratifying and the committee hopes to have some concrete proposals for a late spring special town meeting.

The Friendship Women's Auxiliary has had a very important spot in the history of Friendship ever since its founding in 1942. At that time so many of the men were away in the service, and this left a great need for someone to help with fire fighting and aid for the sick. Thus 10 Friendship women followed the example of Rockland's girls to become the second Auxiliary Fire Department in Knox County. They learned how to use the fire equipment and even to run the pumper. Along with this expertise they purchased a wagon to use as an ambulance. Through the last 43 years this group has faithfully operated and financed an ambulance service for the residents of the town. The ambulances have run the gamut from an old hearse and meat wagon to a modern, well-equipped van.

The year 1984 saw a "Friendship Day" sponsored by the W.A.F.D. and a group, "Sales of Friendship." This was so successful that plans for 1985 are underway. It looks to be a yearly event.

Townspeople have been so responsive and supporting that it makes this volunteer service a great answer to the health and medical needs of a town without a doctor.

Credits
Betty Roberts
Robert Lash, Jr.
John Gould

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Mr. and Mrs. Walter A. Dodge

Town of FRIENDSHIP

Appleton

Industry Has Met With Some Success

by Donald Burke, Appleton

Appleton has never been known as a booming industrial town, and it probably never will. But throughout the years, Appleton has been the site of many commercial adventures, many of which were doomed to failure before they started. Some commercial and industrial interprises lasted for decades. Of others, little remains to remind us of the self-sufficient nature of our predecessors.

The first industries in Appleton were the mills on the Georges River and the Medomak River. The names, McLain's Mills, Burkettville, and Sherman's Mills, still carry the names of their owners. There were lumber mills, stave mills, and gristmills. The rock foundations and rock dams of the mills still stand today, and Sherman's Mill on Sleepy Hollow Road is still standing.

One of the more successful ventures in Appleton in the 1880s was the Appleton Mine in Gurneytown. Although now filled with water, the shaft originally descended more than 45 feet. The mine was a copper mine, but nickel and mica were also found.

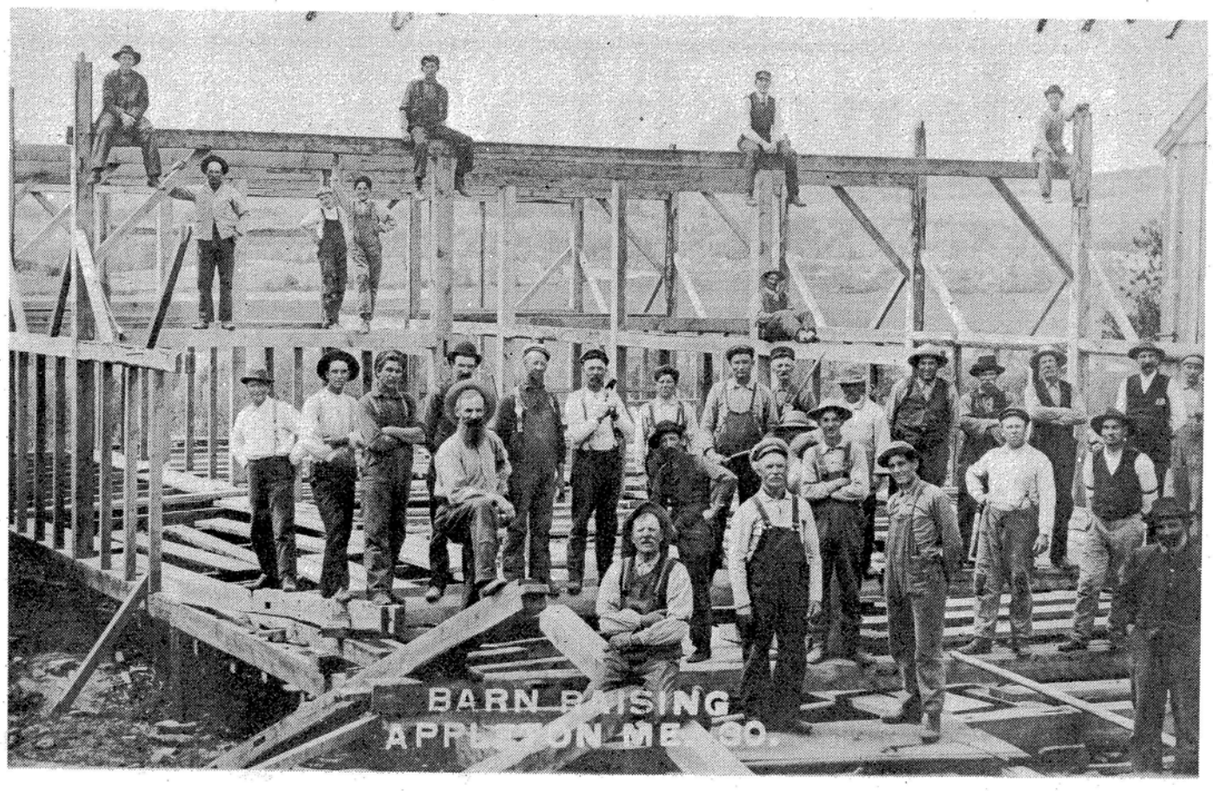
Some of the industries which Appleton has seen are: a Gristmill and Rake Manufactory; a Carriage Shop; The Ames Brothers Stave, Heading and Sawmills; a Casket Manufacturing Shop; and a limekiln at North Appleton.

There was even a street, which no longer exists, known as "Canal Street" lined with shops alongside of what once was the canal. There was a tannery on this street at one time.

Little is known about some of the other commercial enterprises which were started, or perhaps just talked about. When the Georges Valley Railraod came as far as Union, it was felt it would be just a matter of time before the trains came up the valley to Appleton. Where was the brick kiln in Appleton which produced bricks? Or the sawpit at Sawpit Corner in Burkettville?

The Georges VAlley Canal in the 1840s brought the promise of a commercial boom to Appleton residents, who found it an easy way to ship their goods to the sea, and bring in goods not produced locally. But the canal was short-lived and the "boom" that it promised never really happened.

Most of the industry that sprang up in Appleton was at the same time springing up in small towns all across the country. Transportation was more difficult than today, and it was easier to produce goods locally on a small scall than to mass produce as is done doday. Unfortunately, no industry exists today in Appleton. A few commercial interprises continue, but the closest industries are in Union, Belfast, Rockland and Camden.



BARN RAISING — People in small Knox County communities such as Appleton often pulled together to help in such endeavors as this barn raising at Jesse Wentworth's in 1909.

Town Once Boasted 12 School Districts

by Mary Gurney

Appleton schools were well established by 1860 and it would be difficult to determine when and in what district the first school was instituted.

By the year 1888 there were 12 school districts in Appleton with a total of 396 pupils, ths cost per student being $4.48. The teachers received an average salary per term of $24-$50 (this varied from school to school). Repairs to the schoolhouse averaged three dollars to nine dollars, with fuel expenses at six to seven dollars a term.

The sum of $1,886.37 was allotted for school expense in 1881, but in 1984, the school cost was $531,511 — part of this comes from state subsidy.

A school year was divided into four terms — fall, winter, spring, and summer. Schools closed for a month or six weeks during the mud season; boys usually did not attend spring and summer terms as they were needed for farm work.

Wood for fuel was supplied by a farmer in that area as were the general repairs and supplies. Schools would have fundraising events to defray school maintenance costs. In 1914 a box social was held at the Gurney School to assist with general expenses and improvements of the schools, providing an evening of fun and neighborly chats.

The grade district school in 1890 for the winter term was graded into grammar and primary schools. This proved successful and the agent recommended that the method continue. In 1920 the superintendent stated that Knox County teachers were the lowest paid in the state and Appleton was the lowest in the county.

The school districts were known as: Upper Ridge School 1&2, Richardson, Sukeforth, Weymouth, Rufus Miller, Collins Town, Elmwood, Miller School, Burkettville, Barlow, Gushee's Corner, Gurney, North Appleton, McCorrison, Pease and Morang Schools. The Weymouth School in West Appleton was located in a cemetery. Evelyn Pitman, the teacher there in 1916-1919, found teaching difficult. During this time, epidemics of polio, whooping cough, diphtheria, and flu (from which many died) caused distraction for the pupils.

The North Appleton School still stands on the property of Vernon Pease and the Gurney School is the home of John Gurney.

Two free high schools opened in 1894 — one in Appleton Village with 46 students and C.B. Morse as teacher, and in Burkettville with 41 students, A. Johnstone as teacher. These schools failed in 1896 and were replaced by a private school, with Carrie Grey as teacher. Little is known about this school.

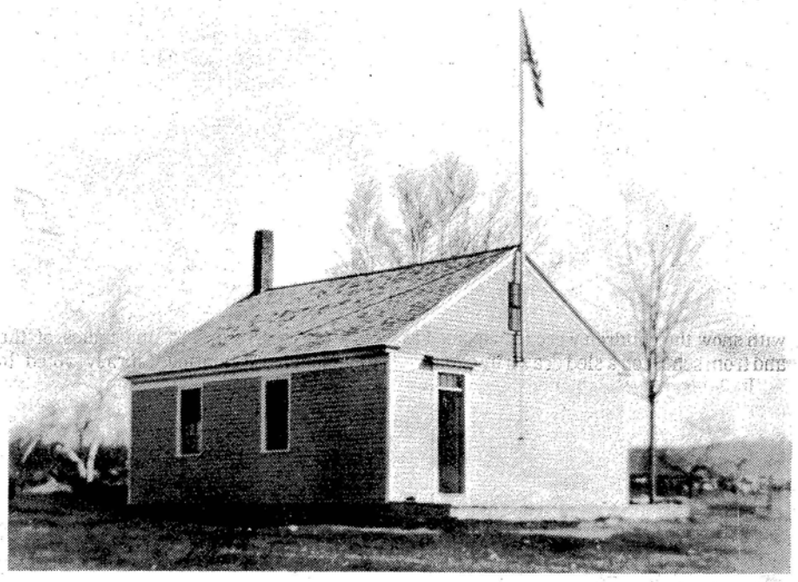
Around 1919, high school students attended schools in nearby towns with the tuition paid by the town. In the fall of 1920, a two-year high school was opened, and by 1925 it became a four-year course.

By now, all district schools had been closed with students attending the Village School, with the exception of Burkettville which closed in 1964. The students were bused to the Village School. The same year, the high school was closed and these students were transported to Camden.

A new grade school was opened west of the Village School in 1983 with modern classrooms and facilities, having 13 teachers and two aides.

The village School burned in 1927. Grade students returned to the district school and high school classes were held in the Community Building until the school was rebuilt and opened in 1928.

The Burkettville School was modernized in 1928, burned in 1941-42 and rebuilt, closed in 1964 and later sold at public auction (Jeffrey Rose has made it into a home).



SINGLE ROOM SCHOOLING — Education throughout the late 1800s and early 1900s was most often accomplished in the traditional one-room schoolhouse. Many communities, including Appleton, had numerous school districts within the boundaries of the town.

A Rural Community Tied To Agriculture

by Mary Gurney

The mainstay of the rural community in 1860 was agriculture. Each family was self-sustaining and what they didn't produce their neighbor did. A swap, share or purchase system existed, and if a need existed, everyone turned out to help. Barn raisings were common. While the men raised the barn the womenfolk were doing their share preparing a noon meal that would surpass most feasts today. They shared recipes, patchwork patterns, home remedies and caught up on the latest news.

To better understand the scope of farm livestock and produce raised in Appleton, the following gleanings from news items will tell the story.

In 1880 horses and colts were raised and sold on the Boston market.

In 1882 oxen were used for breaking (we call it plowing); often four yoke of oxen were used for this purpose.

In January 1882 "Mr. Alvin Sherman slaughtered a hog last week that tipped the beams at 663 pounds, a full-blooded Poland China. J. Bird and Co. bought it and said: 'It was the handsomest pork he had ever seen brought in Rockland' " — 1883: "Veremas Pease has a yoke of good oxen weighing 3,400 pounds."

"Levi Pease raised 300 bushels of marketable potatoes."

"Four farmers slaughtered pigs weighing 290-392 pounds."

"The stave mill of Alonzo Meservey in burned February — a total loss, no insurance."

"Harvest of pickerel from the ponds was small. About 50 caught at one fishing."

Reports from 1891 showed: "A.P. Moody of this town raised an enormous amount of sage this past season. When dried he had 276 pounds, sold for 40 cents per pound."

Hay was being pressed instead of stored loose.

Farmers were beginning to see the value of ice harvest in 1892.

"Farmers are marketing corn in Rockland, getting $1.25 and less per 100 ears."

In 1893 The Courier offered a subscription for a year, "to whomever brought in the first peck of green peas. On June 27 Mrs. Julia Gurney of Appleton brought in the first peck of Maude S. variety which was planted April 19."

The reports in 1927 showed: "Many bushels of green peas have been trucked to Rockland market by Appleton farms."

Strawberry culture flourished for a while. Many farms grew strawberries, shipping to larger markets. Acres of factory corn and beans were raised for the canning factory in Union. There was much interest shown in 1908 for a proposed corn factory in Union.

Poultry started with back yard flocks and in the early '20s the farmers' wives were increasing the flocks to 200-500 birds a year. This industry expanded during the 1950s until whole farms were set up for poultry raising. It began mainly with layers but soon extended to both layers and broilers. From independent growers the business grew to contracts with large processing companies and, later, buildings went to caged layers. Josef Pruiskin of Appleton Ridge had one of the first caged buildings.

Today the poultry industry is declining and many idle poultry houses are gracing the landscape.

Fires

There were two enemies of a rural community — fire and accidents were always dreaded as fire departments did not always exist.

Fires were caused by lanterns or kerosene lamps being overturned, spontaneous combustion in the haymow or lightning. Chimney fires caused many homes to burn, spreading to the barns.

Farming has changed since 1860. During the late 1960s and early 1970s, young people migrated "back to the earth." In Appleton many of the abandoned farmsteads again sprang to life, inhabited by people who wanted to become self-sufficient again, running a family farm. New homes went up and small flocks of sheep appeared, sometimes a cow but mostly gardens where food could be produced without chemicals. Back to the good life they call it.

Today Appleton has two active dairy farms, at least two sheep ranches and five large poultry farms. This is a far cry from the bustling farming town of 70 or 80 years ago.

Appleton's Who's Who

by Mary Gurney

Towns across our country have produced successful men and women over the past century, and Appleton has sent her share into the world. There were many others who chose the home town but were successful in their occupations.

Some of these people from this northern section of Knox County were:

1860 — William H. Meservey was appointed to the first Board of County Commissioners.

1860 — S. W. Laughton was appointed as coroner (now called deputy sheriff).

1874 — Samuel Wood Gushee (1850-1920) went to Osceola, Neb. He farmed three years, worked in the N.S. Drew dry goods business, was a partner in the mercantile business known as West and Gushee, and served on city and church boards.

Walter Gushee was superintendent of schools in Massachusetts.

1894 — Benjamin Arnold went to Chelalis, Washington. He was manager of a large hotel, The St. Helen's.

Ralph Gushee ran a plush hotel, Claremont On The Hudson, in New York. His sister, Lizzie Newbert of Appleton, hired local young people to pick wild strawberries which she made into jam for the hotel.

Adeline Sullivan Oakes became a concert actress in New York. Her husband built the Oakes Mansion, near her parents' home on Appleton Ridge.

Uriah Dyer was a gifted craftman, artist, and excelled in penmanship. He painted local scenes and signs for local businesses. He carved the arms for the pews in the Appleton Baptist Church.

Willard Leroy Metcalf was known as one of the 10 American Impressionist artists. He was born in Appleton and later returned to live with his parents.

The Rev. Ufford, author of the hymn, "Throw Out the Lifeline," often preached in tthe town and he married a local girl. He is buried in Pine Grove Cemetery.

Raymond Richards was vice consul to China and Spain. He attended Appleton schools in the early 1900s and is buried in Appleton.

Helen Gushee, a musician, artist, teacher and weaver, gave piano, vocal and violin lessons. She paints in all mediums, wove rag rugs for decorators in New York with some of her rugs placed in the White House in Washington. She is 93 years young and lives with her son in Rhode Island. She still teaches painting and weaving.

Willard Pease served for many years as Knox County sheriff.

George Massie was on the State Police Force, a private detective and Knox County sheriff.

Betsey Burke has been one of the curators at the Kansas City Zoo, in Missouri for 15 years.

Jerry Sukeforth owns and operates the Sukee Kennel in Warren, where he trains dogs which are used for police and rescue work throughout New England.

Appleton Led Knox County In Formation Of Local Grange

by Mary Gurney, Appleton

Through grange efforts, railroad monopolies have been broken, rural free delivery mail service made possible, the Extension Service instituted, and Montgomery Ward's mail-order business established.

More recently, the wearing of orange hunting clothing became law through grange origination and support.

The list is endless and still growing.

The grange movement is a family organization which includes all ages.

The Maine State Grange was formed in 1874, with 70 granges and 2,000 members. In 13 years, there were 200 granges and 15,000 members.

Medomac Valley Grange No. 175 in Burkettville (part of Appleton) was the first grange to be organized in Knox County on June 20, 1875. It was followed the next evening by Seven Tree Grange No. 176 in Union. White Oak Grange No. 182 in North Warren was the third grange to be instituted in the county, and Weymouth Grange No. 565 in Thomaston, organized in 1938, is the county's youngest grange.

At one time there were 20 other Knox County granges but today there are only 16 active.

Junior Granges

Children from age five through 14 may be members of the Junior Grange. At 14, membership in a subordinate grange is available to them. Here, youth and adults work hand in hand to improve and elevate their way of life.

The first juvenile grange was authorized by the National Grange in 1890, and by 1903 there were 130 juvenile granges in Maine.

The first of these in Knox Pomona was at Pioneer Grange No. 102 in East Union, organized by Deputy Lydia Morse of North Waldoboro on March 30, 1940 with 22 members.

The second was at Weymouth Grange in Thomaston, formed by Deputy Mary Nash of Camden on March 24, 1945.

The third one was organized at White Oak Grange, North WArren, again by Deputy Mary Nash of Camden with 25 members.

The fourth was at Mt. Pleasant Grange in Rockport, organized by Deputy Frances Tolman on April 28, 1952 with 31 members.

The fifth one was formed on Feb. 17, 1959 at Warren Grange in Warren Village by Deputy Bernice Young, with 26 members.

The sixth one was at Ocean View Grange, Martinsville, by Deputy Marie Stimpson, with 20 members.

Grange Stores

In the movement's early years, granges operated cooperative stores to sell goods to members with the benefit of bulk-buying discounts. Sometimes they did business with the Patrons' Cooperative Agency and sometimes with others. In fact, some of the early granges seem to have started merely for the benefits to be derived from a store and to have very little other purpose, or at least according to S. Carleton Guptill writing in 1972.

Nearly all grange stores were run in a corner of the grange halls. Such was the store and post office in North Warren at White Oak Grange, with Llewelyn Mank its first occupant in 1877. Later, the store with post office was managed privately and finally discontinued, the rooms being used for dining and a kitchen.

Gleanings From Grange Fields

A few gleanings from the granges of Knox Pomona reflect their times:

Medomac Valley or Burkettville reported in 1881 that William Luce and George Maddocks were married after a grange meeting. By 1936 this grange had increased its membership by 50 percent. Well known for its public suppers since 1945, their price rose from 40 cents then to two dollars in 1974. In 1974 the grange erected an honor roll on the school grounds and in 1967 helped pay for a new permanent one.

The first meetings were held in members' homes but in 1982 Medomac Valley Grange met in Batchelder Hall for that year and the next, then in Eagle Hall for five years. The grange found a permanent home in the cheese factory until November 1984 when it consolidated with Pioneer Grange in Union.

In 1925 Medomac Valley marked its 50th anniversary with an open house, 100 people being present. In 1984, Sadie Cunningham had been a member for 75 years.

White Oak Grange in Warren maintained a grange store for many years. About 1970 Willis and Sadie Moody received the Grange Farm Family Plaque. This is a very active grange today.

Evening Star Grange in Washington made its own regalia in 1875 but in 1892 fire destroyed the hall and records. From 1973 to 1975 Susanne Creamer was the youngest lecturer in the state, being 14 years old when elected. In 1975 Deborah Creamer was chosen Agricultural Princess for Knox Pomona.

Mount Pleasant Grange in West Rockport rebuilt the community hall in 1951 with grange funds and volunteer help.

Pioneer Grange organized at South Hope in 1876 but divided a few years later to become Pioneer in Union and South Hope in South Hope. In 1899 the grange exhibited at Union Fair, in 1922 voted to build a dance pavilion, and in February and March of 1928 was closed by the Board of Health because of a flu epidemic. In 1930 the grange shared proceeds from the dance pavilion with South Hope to help pay for a hall, and in 1931 assisted with teachers' wages which had been cut by the town.

Hope Grange in Hope held its first meetings during the day with a dinner and also held whist parties. In 1930 it purchased a cord of wood for $10, but in 1933 installed electricity for which the bill for the year was 37 cents!

South Hope Grange in South Hope voted to accept the Pine Cone as the state flower and the following year went by oxen to Oakland Park for a dinner.

Acorn Grange in South Cushing reported dwindled membership in 1930 but reorganized as an active grange in 1941. Ten years later the grange had a ladies' degree team which traveled everywhere. Drill masters were Sam Pipicello and Cyrus Delano.

Ocean View Grange in Tenants Harbor at first rented a hall for one dollar (which included heat, lights and janitor service) for their one night a week meeting. In 1920 the grange installed electricity and held five-cent socials to defray the expense of same.

Warren Grange in Warren bought and converted a former schoolhouse into a grange home in 1956, and in 1965 sponsored a dental and blood-typing clinic. That same year the grange lost its newly-renovated hall to fire but saved the records and later rebuilt a new hall on the same site.

Weymouth Grange in Thomaston organized in 1939 as No. 565 and in 1951 began meeting in a new hall; dances had been sponsored to raise funds for building it. Later, this grange ran beano games.

Knox Pomona

Through consolidation and charter-surrendering, Knox Pomona has lost some of its granges.

Today we are only nine granges strong and meet the first Saturday of each month at 10:30 a.m., excepting July and August, visiting each grange.

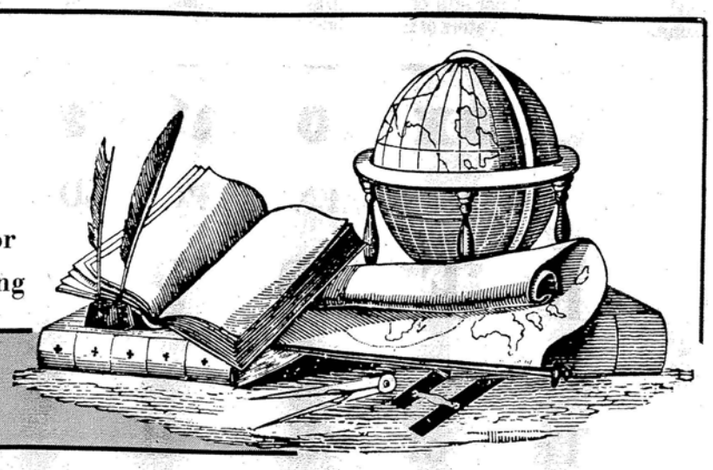
Knox County's 125th Anniversary

HAS BEEN SUPPORTED BY THE FOLLOWING CONTRIBUTORS

APPLETON

Mr. and Mrs. Albert Hutchinson
Senator Jean Chalmers
Appleton Ridge Farm and Riding School
Ted Simmons
Maxwell MacDonald, Concrete Contractor
Gushee Refrigeration and Air Conditioning

Town of APPLETON



Vinalhaven

Island Of Granite Remains Strong

The "discovery" of Vinalhaven is credited to the explorer, Martin Pring, who, during his 1603 expedition first sighted and named the "Fox Islands." The first permanent settlement came about in 1765 after the end of the French and Indian Wars, and the Carver family arrived in 1766 at "Carver's Harbor." Vinalhaven was incorporated as a town in 1789 and named after John Vinal of Boston who represented the islanders before the Massachusetts General Court.

In 1860 when Vinalhaven became a part of the new Knox County, its population was 1,252, up from the 578 in 1790. It reached its apex in 1880 with 2,855 persons. One hundred years later (1890), the year-round population was 1,217, with the summer residents swelling the number by two to three times.

In 1860 family income was derived mainly from farming, fishing, granite quarrying, the making of horse nets, shipbuilding, and sawmills. The year 1860 saw the opening of granite quarries on Kittredge (later Armbrust) Hill, on the eastern side of Carver's Harbor. The photo of the quarry shows the wedding of two residents from Finland, Andrew Lakstrom and Alma Wantane, on April 21, 1905.

Today Armbrust Hill is a town park and wildlife preserve as well as the site of the Islands Community Medical Center. This well-equipped medical facility, built in 1962, provides medical, dental and nursing care. It was developed under the leadership of Dr. Ralph Earle, who served the island from 1937 to 1975, and was nationally known for his research and treatment of diabetes. Dr. Gregory O'Keefe took over in 1975 and last year received national recognition when he turned down advancement in the National Health Service Corps to remain to serve the island.

The quarrying for granite for buildings, monuments and paving was a major factor in Vinalhaven's economy from 1826 (when the first stone was quarried) until 1939 when the last of the paving quarries was closed. There was a brief revival in the early 1970s when granite was quarried again for use as a facing for a duPont building in Wilmington, Del. More recently, several large blocks were taken to the mainland by truck on the ferry, and the re-opening of one area was under discussion.

In the 1860s the granite industry gained momentum. Besides the quarries on Kittredge (Armbrust) Hill on the east side of the harbor, the major quarry, Sands Quarry on the west side of the town, was opened. In 1860 a contract came to Bodwell & Webster from the federal government to furnish stone for the strengthening of gun platforms at several fortifications as the concern over war grew.

Following the Civil War, the Bodwell Granite Company was established in 1871. Joseph R. Bodwell, a future governor of Maine, was president and the company continued on the island until 1919. No other concern ever played such an important part in Vinalhaven affairs. By 1872 over 600 men were employed, and through the years the number increased with workers coming from many countries — at first from England, Scotland and Ireland, as well as stone carvers from Italy, and later from Sweden, Finland and Norway.

The heavy granite blocks were transported from the quarries to the cutting sheds at Sands Cove by a huge wooden cart pulled by teams of Clydesdale (eight) horses or oxen. These handmade oak and iron wagons with nine-foot rear wheels and with hand-operated derricks were called galamanders.

A restored galamander today stands next to the bandstand as a nostalgic reminder of the great days of granite quarrying and is listed on the National Register of Historic Places. The Vinalhaven Historical Society Museum has models of galamanders and has preserved many tools, relics and pictures of the quarrying days.

Granite from Vinalhaven traveled to many parts of the United States. During the 1870s, stone was provided for the base of the Brooklyn Bridge, which celebrated its centennial in 1983. In 1878, an enormous shaft was taken from Sands Quarry and hammered into a 60-foot obelisk — the General Wool Monument in Troy, New York. The shaft and its foundation stone weighed 650 tons and were shipped to New York by barge. At that time it was said to be the largest single granite shaft quarried anywhere in the United States.

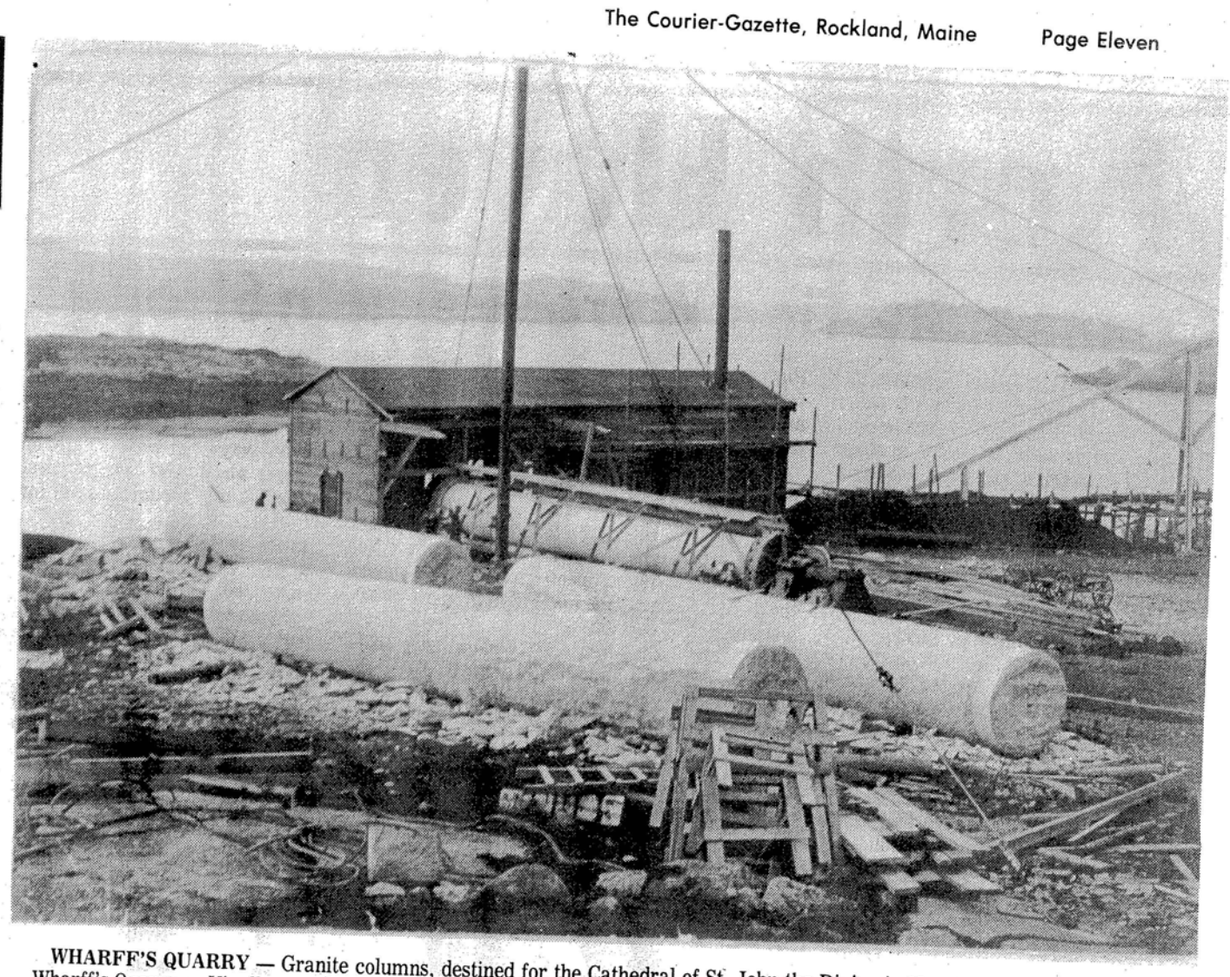
The most famous and most astonishing quarry job, however, was started by the Bodwell Granite Company in 1899 when it obtained a contract from the Cathedral of St. John the Divine in New York City for eight enormous columns to surround the cathedral's high altar. The blocks were cut at Wharff's Quarry on the northwest side of the island and measured some 64 feet by eight feet. The columns were then shaped by hand to within three inches of the final specifications. They were originally to be made in one piece but as one broke on the polishing lathe it was decided to finish them in two pieces. By 1904, the last of the pieces was shipped to New York on a specially designed lighter. the lower portion of each 55-foot duolith weighed 90 tons and the upper part, 40 tons. The joining of the two pieces is so skillful that an observer has difficulty in locating the joint.

The great feats of skill and ingenuity needed to quarry granite for buildings and monuments makes up much of what is written about the quarrying days. However, many men (some still living) spent their days with chisel and stone hammer, cutting and shaping the thousands of paving blocks which left the island to surface streets from Portland, Maine to the Westside Highway in New York City. For example, on one trip in 1884, the schooner *J.B. Holden* took 56,000 paving blocks to New York. The paving block quarries and motions continues under many companies and individuals up until 1939 when the use of alternate paving materials brought about an end to the demand for granite just as a change in architectural styles and materials — concrete, steel, glass — had brought about the earlier decline in granite for buildings by 1919.

In the 1980s Vinalhaven is working to meet the changing times.

In 1982 a town manager system with five elected selectmen replaced the traditional three-selectmen system. Effective May 1, 1985 the police department was replaced by a contractual agreement with the Knox County Sheriff's Department. The Fox Islands Electric Cooperative and the independent Vinalhaven Water District are recent steps to meet utility needs.

The beauty of Penobscot Bay and its islands is drawing an ever increasing number of summer residents and visitors. The future of the island as a year-round working community, however, depends on the continuation of its economic base as a lobstering and fishing center.



WHARFF'S QUARRY — Granite columns, destined for the Cathedral of St. John the Divine in New York City, are shown at Wharff's Quarry on Vinalhaven some time between 1899 and 1904. The pillars shown are still rough, in the process of being ground smooth, such as the column visible in the background.

Community Mirrored In Its Organizations

In 1860 the Union Church was established with Reuben Carver, Timothy Lane and Moses Webster serving on its building committee. The Rev. W.H. Littlefield arrived in 1863. The church was destroyed by fire in 1899. Its replacement, built in the shingle style by architect John Calvin Stevens, was placed on the National Register of Historic Places in 1984.

The local Reorganized Church of Jesus Christ of Latter Day Saints was founded in 1916 following meetings by an islander, Herbert Raymond, and two paving cutters from England and Scotland. In 1920 the former E.P. Walker house was purchased to serve as their church.

Schools

By 1860 Vinalhaven had 11 separate school districts. Leadbetter's Island was constituted as District 11 in that year. Town Meeting in 1860 allocated $700 for all the schools. One school in 1860 was at the top of Isle au Haut Mountain in a district with a number of farms.

According to Sidney Winslow, "During the winter when the ground was covered with snow the children were transported to and from school on a sled drawn by oxen.

"In later years, when all the schools were conducted in the more central parts of the village, the little school building on Isle au Haut Mountain was sold to the late Philip Pierce who attached it to his home in the village."

In 1896 the Washington School was built for elementary age children on the west side of town. The children were known as the "over-crossters" since they lived across the Mill Race bridge on Main Street at the head of Carver's Harbor. The building was used as a school until 1973, and since then has included the headquarters of the V.F.W. The rest of the building has recently been renovated for the Maine Printmaking Workshop which will open this summer in Vinalhaven.

Electric Power

Many islanders had their first view of electric lights when the ship *Forest Queen* arrived in April 1892. The town's streets had been lighted by kerosene briefly in the 1880s but that was then abandoned. In 1903 an acetylene lighting system was established, and in 1914 the Electric Light & Power Co. was formed and a plant was constructed. The original use of coal was replaced by diesel fuel.

By the mid 1970s electrical service had become an on-again, off-again affair, as illustrated by McKinley's famous cartoon in The Courier-Gazette. The Fox Islands Electric Cooperative was formed to meet the expanding needs of both Vinalhaven and North Haven, and cables were laid from the mainland to the islands in late 1976.

Public Library

The Vinalhaven Public Library came into being in 1887, the idea having been suggested by Gov. J.R. Bodwell who was then president of the Bodwell Granite Co. Bodwell had made the statement that if the citizens would "take hold of the matter," the Bodwell Granite Co. would furnish a room suitable for the purpose. The granite workers pledged about $118 to start.

At town meeting in 1888 the town voted to establish a public library and raised $300 for its support. In 1890 the ladies of the Vinalhaven Circulating Library voted to discontinue and gave the public library their collection of 800 or more volumes.

With the opening of Memorial Hall in 1895, the library was installed in one of its lower rooms. At town meeting of 1906 a committee was appointed to contact steel magnate Andrew J. Carnegie. His gift of $5,200 enabled the construction of the library building. As described in The Courier-Gazette of Aug. 20, 1907, "The material used is granite. The body of the walls being of paving blocks made from 'Jonesboro red' granite and the trimmings, Vinalhaven light granite . . ." The library remains today as one of the few structures on the island to be made of granite.

Civil War

Vinalhaven furnished about 180 men to the Union forces in the Civil War — a high percentage of the town — with a loss of 23 lives. The G.A.R. Lafayette Carver Post 45 was mustered in 1881 with 83 charter members. In 1899 it began the tradition of celebrating Memorial Day, joined by the Lafayette Carver Relief Corps and the Sons of Veterans. The Vinalhaven Band played for the triumphal entrance of the veterans as they marched to the stage of Memorial Hall.

World War I veterans were invited to the 1919 services and at the G.A.R. Hall on June 30, 1919 the Woodcock-Cassie-Coombs Post 18 American Legion was born. The Legion led the Memorial Day services after 1911, along with V.F.W. Post 4169 and their Auxiliaries.

The last meeting of the Lafayette Carver Post 45 was held on Dec. 5, 1931 with two members present: W.S. Vinal was elected Commander and Stephen R. Colson, Vice Commander. Woster S. Vinal died in Vinalhaven on June 7, 1937, the last Civil War veteran of the island.

Fishing Retains Importance To Economy

Fishing has always played a major role in Vinalhaven's economy. However, in the 1860s it was at a comparative low ebb. Then by 1878 Edwin Lane and Thomas G. Libby had started a factory on the east side of the harbor to buy and cure fish for the Boston and Gloucester markets. In 1888 they cured 1,800 quintals (each quintal representing a hundredweight) and manufactured 350 barrels of fish oil, with 14,000 pounds of hake also being cured. The Lane-Libby firm continued to expand and soon rivaled the Bodwell Granite Co. as one of the town's most prestigious businesses. A high point was 1903 with almost 8,000,000 pounds handled. Its factory was considered the largest fish curing plant in maine at that time, with 80,000 feet of floor space and wharf frontage of 400 feet. That same year they erected a salt warehouse with a capacity of 3,000 hogheads. Salt was imported and had come in large Italian Barks (Barques). Lane & Libby employed around 100 persons and 200 more from the fishing boats during the season. In 1903 they also established the Vinalhaven Glue Co. and by 1904 had shipped 150 barrels of glue, 100 tons of fertilizer, 10,000 gallons of common oil and 2,000 gallons of medicinal oil. In 1909 a cold storage plant was built. Business continued but the company changed hands in the late 1920s and 1930s and was finally operated by General Foods Corp. until closing in 1940. Most of the buildings were razed but there is now a summer home in one that remained.

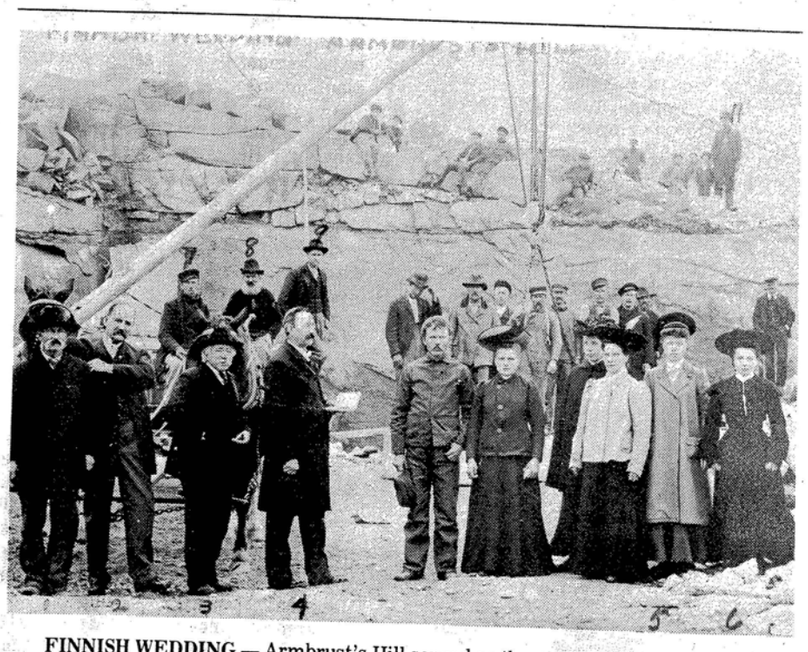
C.F. Grimes also did a prosperous business, on the west side of the harbor, both in fresh and cured fish, from 1921 to 1947.

From 1917 to 1964 several companies operated fish canning factories, including the Burnham & Morrill Co. of Portland. One of their former buildings was razed in 1979 to make way for the new fish plant — the Penobscot Bay Fish & Cold Storage Co., where they process and freeze seafood of many kinds.

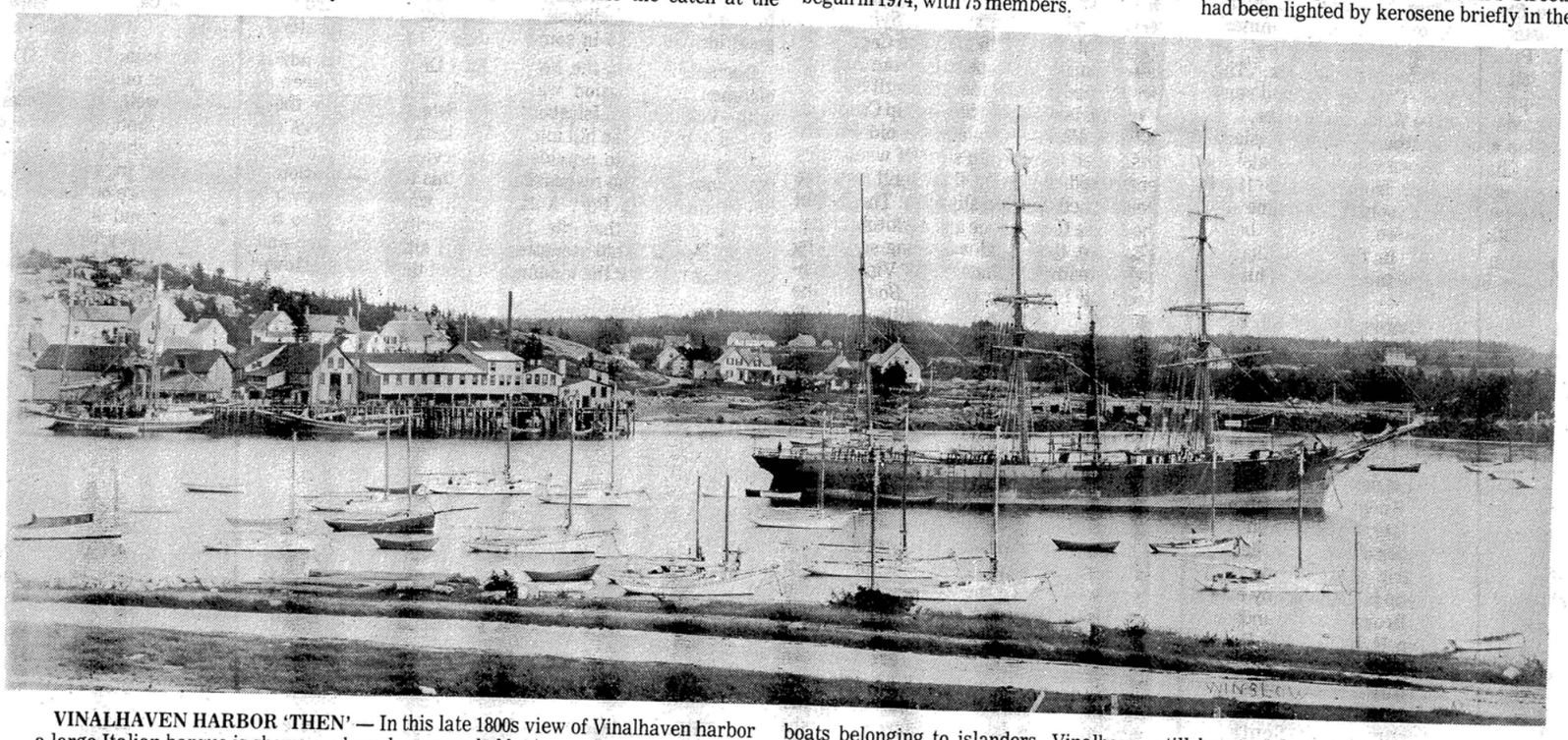
The lobster business was then and now one of the most important. For many years there was a market for the catch at the local lobster canning factories, the first of which opened in 1847. In 1866 a large factory was built at the Reach and continued until 1887. As the supply of lobsters became depleted at the time, and government restrictions made the canning unprofitable, the local lobster canning business ended.

In 1884 Johnson & Young of Boston constructed a large lobster pound at the Basin where lobsters were stored and then shipped to the Boston market. This pound was discontinued in the 1920s. Through the years there have been a number of local companies and individuals buying and shipping lobsters from Vinalhaven, among them J.H. Sanborn & R. Carver, Arthur B. Arey & Sons, Clarence Bennett and Wallace Young, and Clyde Bickford and the C.L. Bickford Fisheries.

Vinalhaven's economy depends on its large lobster fleet which includes the Vinalhaven Fisherman's Cooperative, begun in 1974, with 75 members.



FINNISH WEDDING — Armbrust's Hill served as the setting for this wedding of a Finnish couple in 1905. The ceremony took place in the quarry at the site.



VINALHAVEN HARBOR 'THEN' — In this late 1800s view of Vinalhaven harbor a large Italian barque is shown anchored, surrounded by many of the small fishing boats belonging to islanders. Vinalhaven still boasts a busy harbor, with many fishing boats and a large number of sailboats.

Bibliography

"A Brief Historical Sketch of the Town of Vinalhaven, from its earliest known settlement, prepared by order of the Town on the occasion of its 100th Anniversary," written by O.P. Lyons and the Centennial Committee in 1889, with a brief addition in 1899 by Albra Vinal. This has been reprinted and is available from the Vinalhaven Historical Society.

"Fish Scales and Stone Chips" by Sidney L. Winslow published in 1952. Now out of print, it is available in the Vinalhaven Public Library.

Vinalhaven Historical Society members who prepared this report: Athene Anthony, Esther Bissell, William Chilles, Elizabeth Davidson, Elizabeth Fox, Ruth Fox, Roy Heisler, Priscilla Rosen, Clinton Smith, Leola Smith, Jennie Webster, Lois Webster and Patsy Wotton.

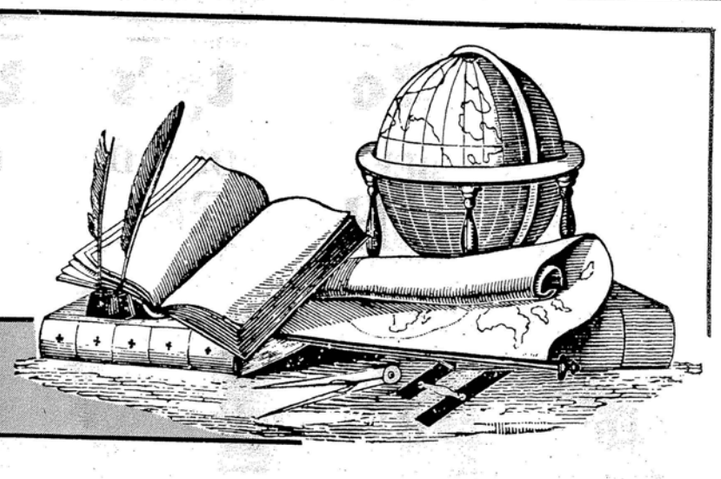
Knox County's 125th Anniversary

HAS BEEN SUPPORTED BY THE FOLLOWING CONTRIBUTORS

VINALHAVEN

Candage and Sons, Inc.
Oakes Grocery Store
The Haven Restaurant
Tidewater Motel
Hopkins Boat Yard, Inc.
Senator Jean Chalmers

Town of VINALHAVEN



North Haven

Community Ties Were, Remain Strong

North Haven is the northernmost and second largest of the group formerly called the Fox Islands. It is about eight miles long and three miles wide, irregular in shape and contour, with a shoreline nearly 50 miles long. It is 12 miles from the ferry landing at the village to the ferry terminal in Rockland. There is a freshwater pond near the center of the island which supplies the town with drinking water.

On June 30, 1846 North Haven separated from Vinalhaven and was incorporated under the name of Fox Isle. But on July 13, 1847 the name was changed to North Haven. In 1859 the men here sent a petition to the legislature in Augusta requesting that a new county be formed, called Knox County, with Camden as the shiretown. That petition did not pass but who can say what influence it might have had in the formation of Knox County the following year, even though Rockland was made the shiretown instead of Camden.

All of these changes caused Lewis Leadbetter to remark that he had lived in two states (Massachusetts and Maine), four counties (Hancock, Lincoln, Waldo and Knox), and three towns, but had never moved from one house.

The population in 1860 was 951. Town officials were: selectmen — Perez Babbidge, James Frye and Jesse Mills; town clerk, John Woster; treasurer, Joseph Wooster. (The two spellings of the last name seem to have been interchangeable as both men used both spellings.) Today the population is about 350 year-round and around 2,000 during the summer. The town officials are: selectmen — James P. Davisson (chairman), Forrest W. Sprague, W. Thomas Leadbetter, James A. MacDonald and Lawrence R. Beverage, Jr.; town clerk, Ivaloo Patrick; and treasurer, Mary Waterman.

North Haven was a farming and fishing community with several areas of population, the largest in 1860 being at Pulpit Harbor. Fishing and boatbuilding were the chief industries here, but there were also three general sotres, a post office and customs house. At the village on the south side, by the Thoroughfare was the second largest settlement. Among the industries here was the clam and lobster factory (started around 1855), operated for a number of years by the Langleys. Besides the main building there was a box shop and a large boarding house for non-resident workers. In the late 1860s the factory was sold to W. K. Lewis & Sons of Portland. It was operated for a month in the spring and another in the fall, always closing before hard freezing. About 10 men and 10 women were employed during the packing season, with extra help hired as needed. The factory was closed permanently after the fall pack of 1897. There were also three general stores at the village, a salt store and a cooper. Otis B. Kent was agent for the Lily Pond Ice Co., according to the 1885 Maine Register. There was also a blacksmith, a barber and a bootmaker.

The 1902 Maine Register lists the first phone service as supplied by the Eastern Telephone Company, later listing says The Knox Telephone Company — now it is The New England Telephone Company. The dial system was installed about 1963.

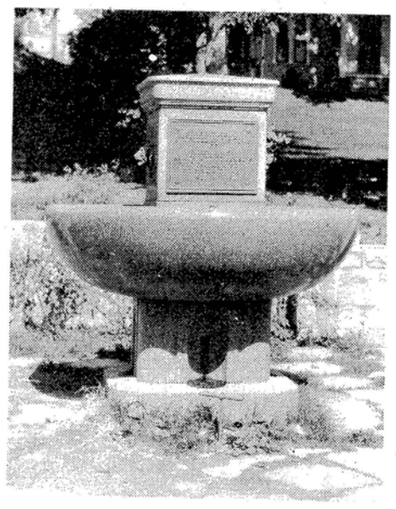
Wind Power

At the turn of the century there were numerous windmills in town for pumping water into the houses. Even after the Public Water Works was established (about the same year as the telephone arrived), some of the windmills were still used.

According to the town report, Feb. 1, 1921, electricity was installed in some houses by 1920. Under "Miscellaneous" in the treasurer's report for that year is the item, "V.H. Light & Power Co. — $50." Prior to the arrival of electricity, some of the homes at the village and Pulpit Harbor were lighted by carbide gas.

Roads were not considered to be necessary on an island in the old days as much of the traveling was done by sea or on horseback.

When Tucker Daland first visited the island in 1882 he recorded the fact that except for the road from the Thoroughfare to Pulpit Harbor, there were no open roads on North Haven. Open roads meant there were no gates to open and close where a bounding fence was met. From a North Haven Shore Access Study done by Lucie Bauer in 1980 for the selectmen, it appears that there were numerous town roads from the early 1800s, at least, but most of these were either abandoned, rerouted or became private ways. Tar was not used on the roads until about 1937, as the first mention of Tarvia is in the town report for 1938.



MEMORIAL FOUNTAIN — The Memorial Fountain at North Haven stands in tribute to islanders who gave their lives in World War I.

North Haven in 1860 had six school districts, a fact which has amazed and interested many educators in later years. The first free high school, said to have been held in the middle district schoolhouse, was in 1875 with James W. Milliken as teacher.

"Great Imposter"

It was in the parking lot of the high school (Center School) that Ferdinand Waldo Demaris, Jr., the "Great Imposter," was arrested by State Troopers in 1956. Posing as Martin D. Godgart, Demaris had been teaching here and was also assistant principal of the high school. He had become a much respected member of the community, well liked by everyone, taught in the Baptist Sunday School and led a Boy Scout Troop, among other activities.

Of course the island has changed over the years in many respects. Better roads have been built, we have a fine water system, electricity for many things, and the telephone for our convenience. But the natural beauty of the place has not changed. Vistas of land and sea, in every possible arrangement, greet the human eye. Every headland, hill and direction provide different combinations for all who love nature. People are lured here today by the peace and beauty just as they were years ago and as they will continue to be in the years to come.

Contributors:
Eleanor S. Beverage
Samuel H. Beverage
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Charles (Chuck) Curtis
Ida Haskell
Lewis Haskell
Thomas Leadbetter
Elsie Rice

Island's Prominent People

It would be impossible to list all of the people here who have been prominent in the life of North Haven, or to tell much about each one. But here are a few of them:

Capt. Willard Mills, born in 1833, went to sea as a young man and made several foreign noyages. Later he ran the Island Packet Service for about 50 years, and was captain of the steamer *Sylvia* for 10 years.

Ezekiel Alexander, a well-known navigator, for many years was captain of one of the first steamships to ply the Pacific. George Alexander was another extraordinary navigator. He later became manager of a salmon canning plant in Alaska.

Alexander Frye was a well-known educator, serving many years on the faculty of Harvard College, and after the Spanish American War became superintendent of schools in Cuba. He was the author of Frye's Geography, well remembered by many students in elementary grades uears ago.

Harold Beverage is a well-known radio engineer, inventor, research director, and scientific writer. He was builder and owner of the first wireless station on North Haven and was a consultant for radio communications during both World Wars.

Capt. Roderick C. Gillis served in the Navy during World War I, then elected to continue working on the sea. In 1940 he was captain of the collier *Black Point,* the first vessel on the scene at the time of the Halifax explosion disaster and then used as a hospital ship.

Herman Crockett, "Mr. North Haven" to many, was a selectman, deacon, postmaster, innkeeper, actor, and friend to all, and the proud possessor of the register of the old Mullin House which contained the signatures of President U.S. Grant and his party, Aug. 15, 1873. When President Roosevelt visited Pulpit Harbor about 60 years later, Herman rowed out to the President's ship and got him to sign it, the register, too.

Fremont Beverage, father of Harold, was an educator both here and in the West, where he taught in a school near the Mexican border east of San Diego.

Frank Beverage was town treasurer, Sunday school superintendent from 1899 to 1936, farmer and businessman. He was also the holder of the Boston Post Cane, and was known for often having garden produce from his garden before anyone else, even in his late years.

Eliot Beveridge, a well-known artist, lecturer, gardener and boatbuilder, was also an art teacher.

Norwood Beveridge, brother to Eliot, was a well-known musician and author. He taught music in a well-known boys' school in New York, Allen-Stevenson, and also at "Landhaven" in Camden.

Edgar S. York, a genius with a jackknife and a paintbrush, made models of lighthouses and dinghies, including what he called "a box picture," i.e., a two-masted schooner at a wharf in the foreground with a landscape and waterscape for the background.

George Thomas was the builder of the clipper ship *Red Jacket.*

Among the summer residents were: Ambassadors Dwight Morrow and Chester Bowles; Charles Lindbergh and his wife, Anne Morrow Lindbergh.

Others prominent in North Haven were: Thomas W. Lamont, well-known New York financier; Thomas Watson, retired I.B.M. chairman of the board and former U.S. Ambassador to Russia.

Cabots: Mr. Walter Channing Cabot and his wife Elizabeth (Mason), were the first of several generations of the Boston Cabots to spend their summers at Pulpit Harbor. Their "history" at Pulpit Harbor is found in the book, "The Pulpit Harbor Cabots," taped and edited by Phoebe Washburn Barnes.

One of the boatbuilders on the island was Charles Brown who had a boatshop at Pulpit Harbor from the late 1800s until 1911 when he sold to Augustine and D. Alton Whitmore, who built boats there until 1916. In the 1930s Charles Brown built a few more boats at his old shop.

At the Little Thoroughfare Capt. Enos Cooper built the schooner *Hornet;* and Horace Sawyer, on Stimpson's Island, built small boats. J.O. Brown bought the old clam and lobster factory at the village about 1899 and started the J.O. Brown and Sons Boatshop. His son, Foy W. Brown, was the next owner. Foy was also one of the Knox County Commissioners in the late 1930s and in 1940 when, in November of that year, he died on the return trip from a voyage to Panama. The shop is run today by Foy's son, James E. Brown, and grandsons, James O. Brown II and Foy W. Brown II, sons of James E.

Other boatbuilders today are Raymond (Bud) Thayer, owner of the Y-Knot Enterprises at Southern Harbor; and Douglas Stone, owner of Fox Island Boatshop at the village.

WATER SKIMMER — This Leoning Amphibian airplane at the Morrow Estate at Deacon Brown's Point boasts the personage of Charles Lindberg next to the propeller.

MAIN STREET 1900 — This view west on Main Street at North Haven in 1900 shows, from left: the barbershop, house of Charles "Ed" Mills who ran the fish market, C.S. Staples store, stable, home of the Smith family and the large house beyond is the H.L. Harden house built in 1897.

Strength Of People Seen In Organizations

The North Haven Historical Society was formed at the home of Richard Bloom on Nov. 13, 1975. This beautiful old house was built for Mark Ames in 1780 and has been carefully restored to its original state.

At the first official meeting, June 27, 1976 at the Community School, the following officers were elected: president, Lewis Haskell; vice president, Eliot Beveridge; recording secretary, Edith Ames; corresponding secretary, Mary Burr; treasurer, Colin Winslow; and board of directors, Gertrude Foltz, Donald Witherspoon and Freda Smith.

For the first two years, meetings were held at the Community School. In late 1977 the use of the north room of the town office building was granted by the town and remodeled by the society.

Present officers are: president, Lewis Haskell; vice president, Dr. Fred Pierce; treasurer, William Rice; recording secretary, Ida Haskell; corresponding secretary, Eleanor Beverage; and executive board, Donald and Cynthia Witherspoon and William and Elsie Rice.

North Haven Grange

On April 22, 1909, a large number of people assembled in Union Hall for the purpose of organizing a grange. County Deputy George Nash of Camden was present to help in the work. North Haven Grange No. 496 was officially started with 44 charter members. Hanson T. Crockett was chosen as the first master, an office he served in for five years.

Nora Waterman, the last of the charter members, died March 5 this year at the Knox Nursing Home.

April 1984 marked its 75th anniversary with members of Pleasant River Grange of Vinalhaven joining the festivities. Last September the grange held a most successful flea market and in Novemebr Senior Citizens were invited to a Thanksgiving dinner to which some 60 attended. A family Christmas party was another highlight. Improvements still are being made to the hall. Refurbishing the rest room and entrance hall are in progress now.

The present officers are: Faye Grant, master; Joe Brown, overseer; Fred Pierce, lecturer; Charlie Pingree, steward; Candy Brown, assistant steward; Marion Hopkins, lady assistant steward; Alice Beverage, chaplain; Connie Pierce, treasurer; Elsie Rice, secretary; Bill Rice, gatekeeper; Louise Staples, Ceres; Lynne Peters, Pomona; Phyllis Cooper, Flora; and the executive committee includes Gil Foltz, Fred Pierce and Pat McDonough.

North Haven Garden Club

On April 8, 1956, a group of people met at Nebo Lodge to form a garden club on the island. The first officers to serve were: Olive Curtis, president; Louise Crockett, vice president; Nellie Gillis, secretary; and Rose Dyer, treasurer.

The present officers are: Elsie Rice, president; Mary Burr, vice president; Pat Curtis, secretary; Mabelle Crockett, treasurer; Alice Beverage, hospitality, assisted by Sue Staples and Mary Burr; and Louise Staples, program, along with Cynthis Witherspoon and Dorothy Beveridge.

Lions Club

The North Haven Lions Club organized Dec. 14, 1953, electing some of their officers and working towards the 17-member requirement for an official charter.

On April 16, 1954 the club received its charter and the officers were: King Lion, Frank Sampson; secretary, Colon Winslow; treasurer, Lloyd Crockett; first vice president, Harvey Calderwood; second vice president, Austin Joy; third vice president, Victor Shields; Tail Twister, Michael Williams; and Lion Tamer, Stanley Quinn.

Present officers are: King Lion, Charles Curtis; secretary, Lawrence Beverage, Jr.; treasurer, Elliott Brown; first vice president, Forrest Sprague; second vice president, Venner Curtis; third vice president, Kenneth Hopkins; Tail Twister, Harold Cooper; and Lion Tamer, Mark Hopkins.

Ferry Remains A Vital Link For Islanders

When North haven was first visited by members of our early summer colony in the late 1900s, they found Capt. Willard Mills and his old packet *Greyhound* furnishing passenger, freight and mail service; this was supplemented by coastal schooners.

At Pulpit Harbor, Capt. Job Philbrook was running his packet *Pearl* to and from Camden. The old sidewheeler *Henry Morrison* owned by the Rockland, Blue Hill and Ellsworth line, made unscheduled stops. The steamer *Mount Desert* also made stops in the Thoroughfare for passengers to board or disembark into a waiting dory. Dr. Weld saw the need for improved service and had the steamer *Sylvia* built and put into service in 1892 with Capt. Mills as her master. She operated from April to October and stayed in service until 1901.

In 1904, the Eastern Steamship Co. put on the *J.T. Morse* to replace the old *Mounty* and leased F.H. Smith's wharf which they lengthened. In 1911, they built a large freight shed and two slipways. The freight shed had a ticket office and a waiting room.

By 1920, the island was being served by three steamship lines: The Vinalhaven-Rockland Line with the *S.S. Bodwell,* the Eastern Steamship Line with the *J.T. Morse* during the summer and either the *Westport* or *Southport* during the winter months. Then there were the Maine Central Railroad steamers, such as the *Pemaquid.* These made connections with the railroad so that the summer people, especially, could travel as far as Rockland by train and transfer to one of their steamers for the trip to North Haven.

At Pulpit Harbor, Capt. Herman Cooper had replaced Capt. Philbrook and, when there was a need, made runs to Camden with his large motor boat *Elston F.* He even transported cars across the bay by towing a float top upon which the cars had been driven.

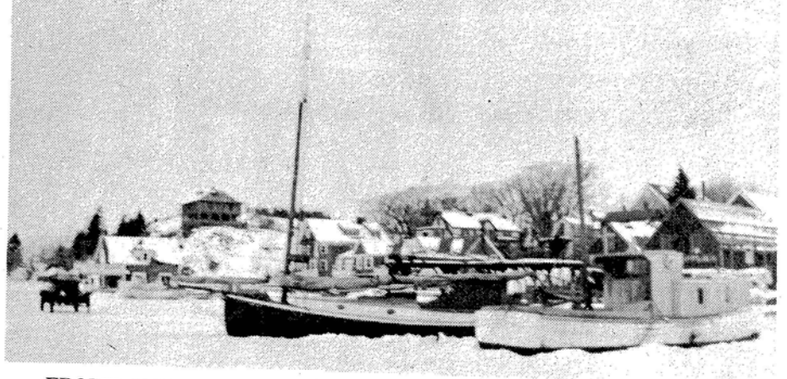
When the *Bodwell* was burned at her berth at Swans Island in March 1931, she was replaced by the *S.S. North Haven.* In 1938 the Rockland-Vinalhaven Steamship Co. replaced the old faithful *S.S. Vinalhaven* with the *W.S. White.* In February 1942, the *White* was sold to the U.S. Maritime Commission and on Memorial Day 1942, the *North Haven* made her last trip.

The North Haven people formed the North Haven Port District. At this time, the federal government was disposing of many ships of all kinds and sizes. Alec White helped to find just the boat the island was looking for and Capt. Neil Burgess and crew went to New York to bring her back. She was named *North Haven II* and proved to be a sturdy ship, weathering the bay year-round in all kinds of weather. She could carry only one car across her deck forward of her wheelhouse and it was not a good idea to do so in some weather.

During the 1950s, the North Haven Development Commission was formed and, with Vinalhaven, Islesboro and Swans Island, introduced a bill into the legislature asking the state to provide ferry service. The state gave the responsibility of this to the Maine State Port Authority. It was finally decided that the Port Authority would lease the old steamboat wharf site from the town for the landing area and the town would build a suitable parking area. On Sept. 30, 1957 a tug caught fire while laying beside a barge load of timber for the new wharf. It was a spectacular fire, endangering not only the Casino, which the tug ran into, but the whole town, and nearly every man in town was there to fight it. The tug was finally towed out into the Thoroughfare where she burned and sank.

The new pier was built for side loading as preferred by the majority of the townspeople. The new ferry was christened *North Haven* by Mrs. Olive Curtis, and on Feb. 8, 1960, she made her maiden trip with Capt. Neil Burgess as her master. He remained so until he retired in 1968 at which time Richard Shields became captain and is still her master.

The advantages of having a car ferry have been numerous, not only to the town but to the county as well. Many more islanders travel to Rockland and Camden more often to do their shopping, or for recreation, thus aiding in the overall economy of the county. More out-of-staters travel to the island also and often stop to sightsee and to spend money while in the coastal towns and cities.



FROZEN HARBOR — Winters of years past were certainly colder as attested by this photo showing the North Haven waterfront frozen solid and an auto skipping along the ice. There was a freeze in the 1930s during which people were reported to have walked from the island to the mainland.

Knox County's 125th Anniversary

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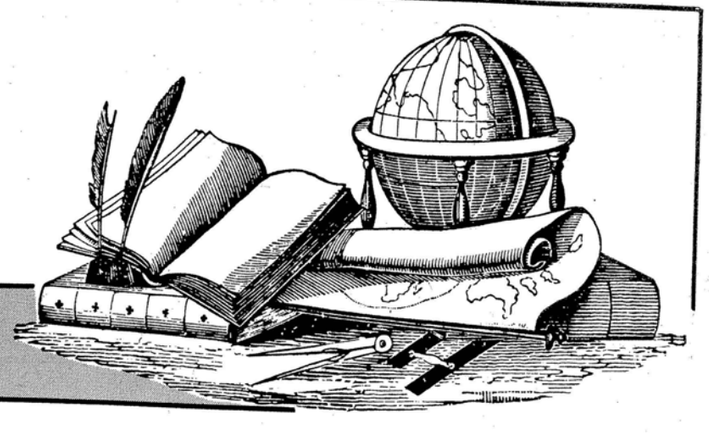
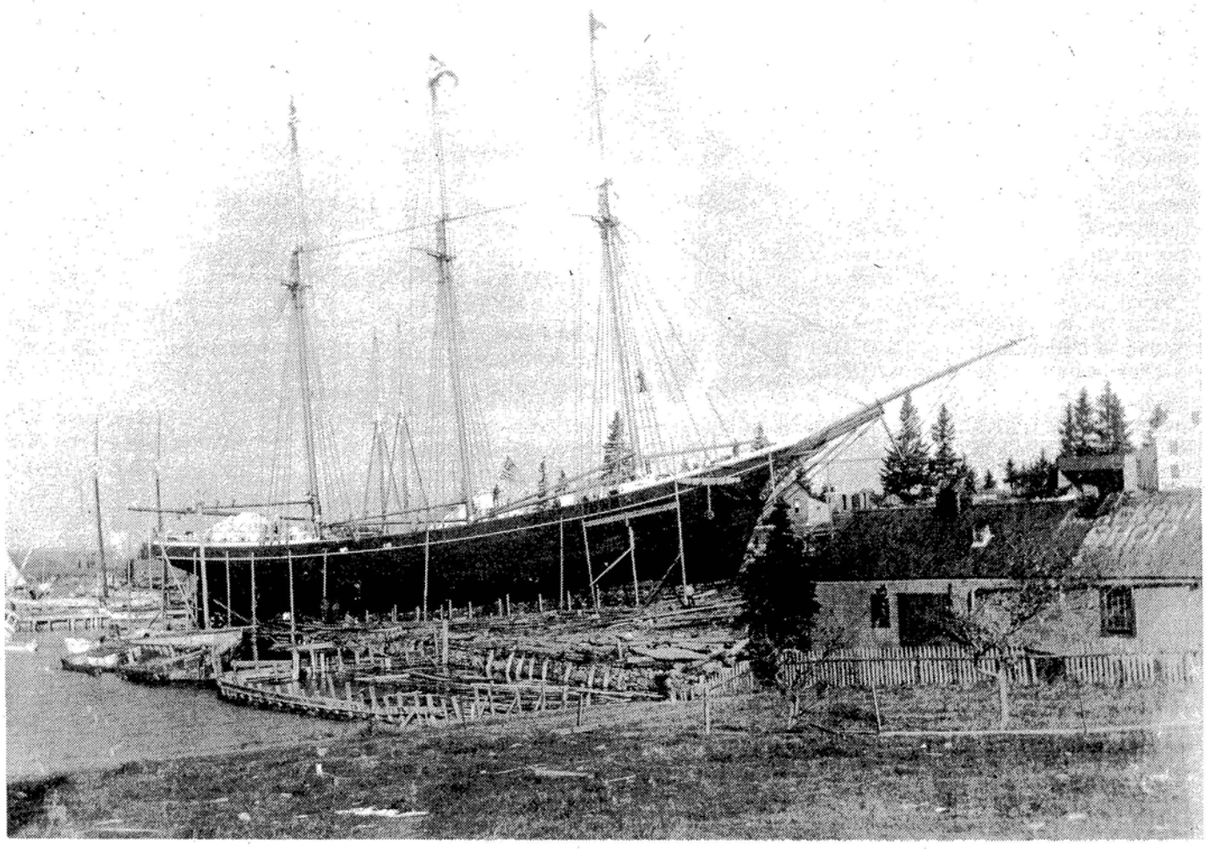
NORTH HAVEN

William and Elsie Rice
Haskell's Village
Senator Jean Chalmers
Seward E. and Lucille Beacom
Pulpit Harbor Inn
North Haven Gift Shop and Gallery

Town of NORTH HAVEN



St. George



SCHOONER BUILDING — The schooner *J.W. Balano* was built at the cove at Port Clyde in the rear of the Advent Church in 1894. Weighing 537 tons, she was 163 feet long. Shipbuilding was a major industry in St. George throughout the 1800s, with records showing at least 70 vessels built there. One tax list in the late 1800s listed 12 brigs, 10 barques, 55 schooners and 4 ships of 1,000 tons or more. Photo courtesy of James Skoglund

Schooling Had Its Proper Place In Town

by Dana Smith, Tenants Harbor

There were few public high schools in rural Maine a century ago, although private academies were sprinkled about the countryside.

The first mention of a Free High School for the Town of St. George appeared in the town report of February 1893. The school committee felt that state aid for high schools was available and St. George was paying into the state fund, but receiving none of the benefits. They recommended that a high school be organized.

There must have been previous discussion and interest, as a Free High School was operating in the fall of 1894 on the second floor of the building now known as the Sail Loft, near the Tenants Harbor public landing. There were 40 students enrolled, with a Mr. W.H. Mathews as teacher. The town appropriated $400 for its operation and received about $225 from the State High School fund. There were 19 weeks of school that year, but that number soon climbed to 30.

The dollar appropriation did not change much over the next few years, except for 1898, when the town declined to provide funds and private donations were necessary to keep the school in operation.

Mathews remained its only teacher for five years, all spent at the Sail Loft location.

The school served the same purposes as did many of the other rural high schools of that time. It offered the students an educational opportunity to go beyond the limitations of the common schools without the expense of going "away" and its graduates could go back to the common schools as teachers. Previously, a 16- or 17-year-old common school graduate would find herself back in those schools, but as a teacher and not as a student.

In 1900 the new building was completed and the high school located on its second floor. This was a dual-purpose building, in that it served as the high school for St. George and (on the first floor) the elementary school for the Tenants Harbor area.

In its first year of operation, the new building housed 50 high school students, but two years later the enrollment was less than 30. This enrollment fluctuation continued for 20 years, for reasons probably now forgotten.

In 1918 the superintendent talked of closing the school if more elementary school graduates did not elect to attend.

A second teacher had been added to the faculty in 1980 and the appropriation increased to $650. Many students continued to attend private schools, especially Hebron Academy, either before or after graduation from the St. George Free High School.

In 1921 the superintendent said that the existing program was not designed to prepare students for college.

In 1931 the town voted $2,000 for an addition to the high school building and the back classroom was added.

Other than Mr. Mathews and a Mr. Storer of World War I years, the position of principal changed frequently until 1928, when Clayton Hunnewell became principal and remained until he retired in 1957. Dana Smith filled the position from September of that year to June of 1963, when St. George High School ceased to exist, although the building continued in use.

Town Meetings Trace Local History

by Marge Cook, Tenants Harbor

Earliest remembrances tracking back half a century rank town meeting day importance right up there with Christmas and the Fourth of July. It was important enough for the men to wear their Sunday-go-to-meeting suits with pantlegs neatly stuffed into mud-defying larrigans and to take the whole day off to settle the town's affairs.

It was mostly men's business back then. No woman would have the temerity to run for the office of town father, nor be deemed worldly enough to serve on the budget committee. However, women were allowed on the school board and, during the stresses of the Depression, when dozens of families went "on the town" for the first time, selectmen had the good judgment to turn their usual duties of overseers of the poor over to three very capable ladies at a per annum salary of $25.

Town meeting took all day because of the schools. In the 1930s, all grades in Tenants Harbor, including the high school, were housed in one building, and there were elementary schools at Wiley's Corner, Long Cover, Wild Cat, Clark Island and Port Clyde. The centralization process had already been set in motion as district schools were discontinued one by one and pupils transported to the Harbor school. Long were the wranglings over the pros and cons of education and the costs thereof, with each speaker a self-proclaimed expert on the subject, educated or not.

There seemed always to be a big contest at town meeting for the coveted position of road commissioner. The roads were mostly dirt in those days, with the secondary roads becoming impassable, bottomless mud around town meeting time. Men armed themselves with shovels and "worked up their taxes" by rearranging the mud to sluice the water to the ditches, then the roads were scraped by a truck-towed road machine on which stood the road commissioner manipulating two large hand wheels.

Moderator, clerk, selectmen, assessors, overseers of the poor, treasurer, tax collector, road commissioner, fire wards and the school board were elected by written ballot at open town meeting. It took time to count the ballots and sometimes there were recounts and revoting. Because of the political influence, or diligence to duty, or because nobody wanted the job, several individuals, then as now, tended to retain the same office from year to year. There was some doubling up of duties so one could make a year's wages from the town. It was generally accepted that the selectman from Port Clyde would take care of his end of the town and the selectman from Tenants Harbor would look out for the upper half. One year, a bachelor businessman, who had tried unsuccessfully to get his taxes lowered, announced that he was going to run for selectman and cut his own taxes; he did — and did.

History is still being made at our St. George town meetins as native and newcomer keep up the fight for home rule. One sheds a private tear for our town as it once was.

Staffing The Guard At Home

by John VanSorosin, Martinsville

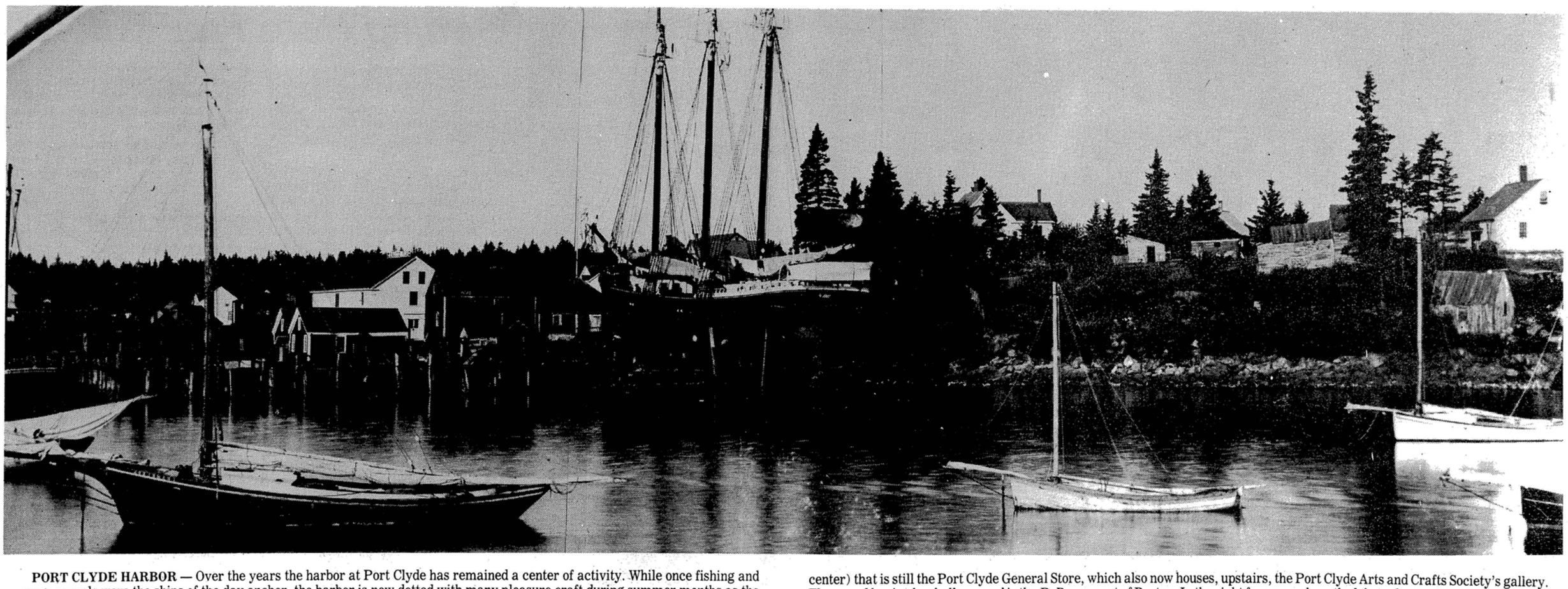
In the dark days of World War II, numbers of older men in St. George, those over draft age but still in their strength and prime, gathered to form a militia for Home Guard. Two such groups are now known to have existed in the town; Ralph Cline's Hellcats in the northern part being the better known by far. Recently, however, a set of 11 excellent photographs has come to light of another, less well-known such group in the lower town, centering on Tenants Harbor. These were rescued from the old Tenants Harbor High School in the nick of time before wreckers arrived to raze it. Three of the 11 accompany this article.

Only two of the men pictured are still alive, but one is out of state and the other was unavailable for comment in time for this writing. However, children, wives, and old friends and neighbors abound for identifications and reminiscences.

Forrest Wall of Wallston, Tenants Harbor, and Granville Batchelder of Martinsville seem to have been the organizers. Batchelder is shown instructing the men in tactics in several shots taken at the Grace Institute in Tenants Harbor, and quite a few pictures in the set are of field practice on Forrest Wall's land. A missing log of airplane spottings was also undertaken.

Two influences seem to have converged in those years to produce this patriotic response in the town. First, there was a long tradition, dating from colonial times, of a yearly militia registration for all able-bodied men between 18 and 45 years of age. The second strand is the fact that many of the men involved had been in World War I, "The Kaiser's War," and were not about to stand idle at the threat of Germans landing on the coast. Histories now tell us what coastal people knew all along: there were many such landings and much sinister activity. Thus St. George in the War.

PHONE LINK — Interior of the Murphy home on Rawley's Hill, Tenants Harbor in World War II, where the local telephone exchange was for a number of years. Reviewing the Home Guard's communications and alert system (to back up the milita, should need arise) are head operator Alice Murphy (standing), Granville Batchelder and Margaret Troup. Photo courtesy J. Skoglund, St. George.



PORT CLYDE HARBOR — Over the years the harbor at Port Clyde has remained a center of activity. While once fishing and cargo vessels were the ships of the day anchor, the harbor is now dotted with many pleasure craft during summer months as the community is one of the area's many summer havens. In the is photo from the late 1800s can be seen the large building (right center) that is still the Port Clyde General Store, which also now houses, upstairs, the Port Clyde Arts and Crafts Society's gallery. The vessel having her hull scraped is the *R. Bowers* out of Boston. In the right foreground are the lobster boats of the day.

Knox County's 125th Anniversary

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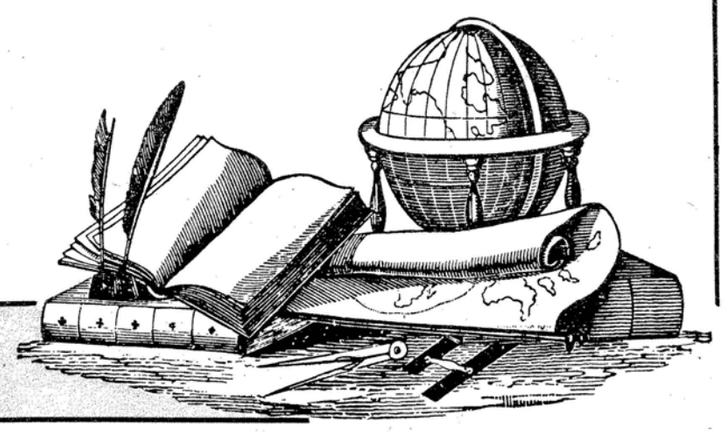
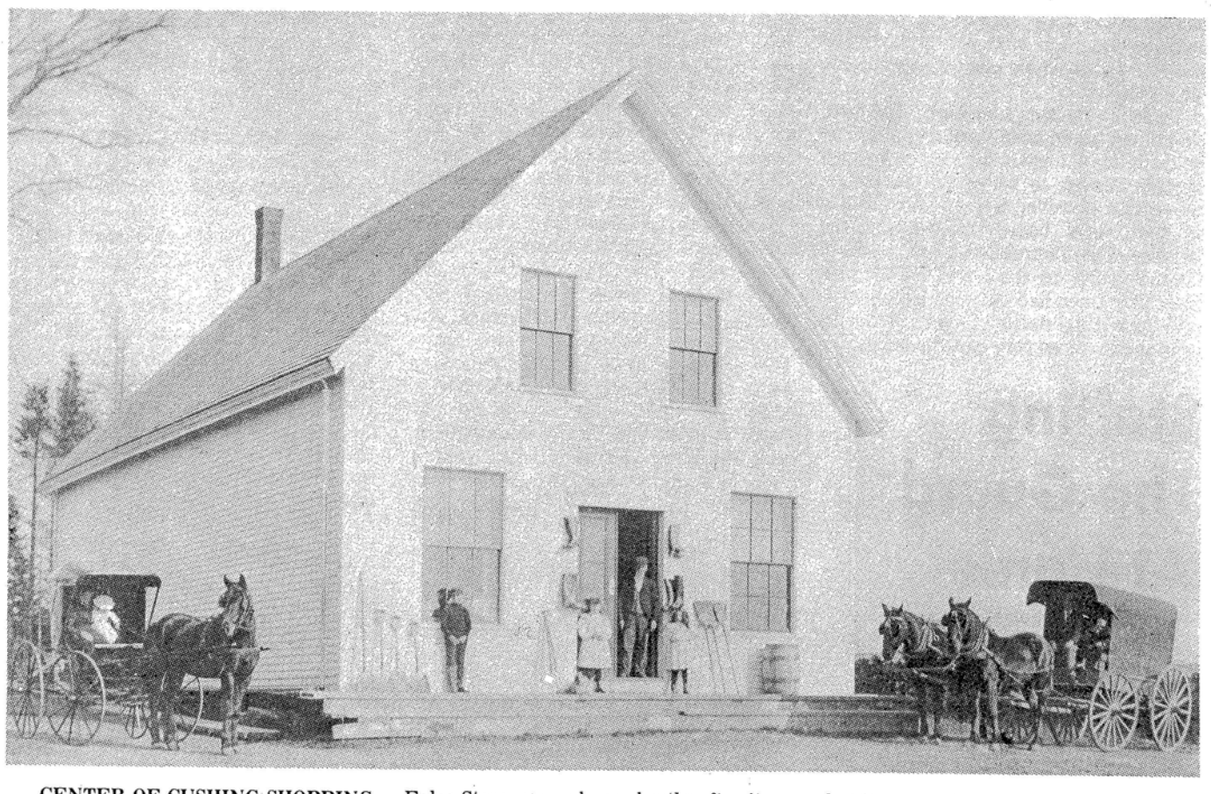
ST. GEORGE

Edward L. Black Seafood and Black Harpoon Restaurant
Jay and Joan Rozell
Carl Danielson
Senator Jean Chalmers
Cod End
Esmond Murphy
Brian and Rachel Routledge
Mr. and Mrs. Daniel Rossborough
Lionel and Jacqueline Metevier
George and Pauline Wilcox
Marilynn and Wallace Gage



Town of ST. GEORGE

Cushing



CENTER OF CUSHING SHOPPING — Fales Store, seen above shortly after it opened at its current location in Broad Cove, continues today to be the center of shopping and much socializing in Cushing. The building is much the same today as it was then although gasoline pumps have replaced the horses and carriages. Photo Courtesy of Cushing Historical Society

Fales Store — Center Of Community

The A.S. Fales & Son Store at the head of Broad Cove is, by far, the best-known landmark in Cushing and has been for well over 100 years. It is the center for groceries and general country merchandise, gasoline and ice, road directions, information, advice, a helping hand or just some friendly conversation.

The proprietor/owner, since 1971, is fifth generation Fales store owner, Richard. (and wife Elaine). Their son John, the sixth generation Fales, is now understudy to becoming a partner, and seventh generation grandchildren work in the summertime to learn the business. Matriarch of the family, Richard's mother, Lizzie, now 86, spends a part of every morning in the store greeting and/or waiting on the customers, a gradual weaning of busy routine days she worked so many years when her husband Irving was the owner and son Richard was the understudying partner. That's the way the business has been continuously operated by successive Fales families for the 156 years.

Some 31 years before Knox County was formed from parts of Lincoln and Waldo counties, Elisha Fales, a native of Thomaston who had resided in Rhode Island for a time, moved back to Maine in 1829 and opened the first Fales store at Pleasant Point, Cushing's peninsula tip which juts toward the islands of Muscongus Bay. His supplies and provisions which were ordered from Massachusetts came by sailing vessels to Cushing and were brought ashore at Pleasant Point Gut on scows.

In 1853, Elisha's business and family had grown and he moved to the Broad Cove location, where he built the present family homestead and new "Fales Store." The original store at Pleasant Point became a grain shed for a time before it was partially dismantled. Part of the building went to construct the Riley Davis house nearby. The remainder became a fish house for Riley and for successive Davis family fishermen, Riley's son, Rich Davis, grandsons, Riley and Everett and great-grandsons Harlan and Phillip. The latter had the old fish house torn down several years ago now and replaced it with a new building for preparing traps and baiting up.

Elisha's son Augustus, born in 1833, became a partner in the store around 1860. Weekly deliveries to families in town were initiated, with Augustus using the covered wagon in summer and team and pung during the winter. Through the years deliveries have been made by any number of horse-drawn vehicles and motor trucks regardless of the weather or road conditions — deeply rutted, muddy, or hidden by drifted snow. Today the weekly deliveries are still a part of the store's business and many of the elderly citizens in the area not only depend on them for their supplies but look forward to this weekly contact with Richard, his wife Elaine, or Johnny.

Augustus Fales is said to have worn many hats in the community. An account of the family store, which appeared in the 1946 centennial issue of *The Courier-Gazette*, noted that he had held such public offices as town clerk, selectman, Justice of the Peace and postmaster. Augustus was commissioned as postmaster in 1864, and Fales Store served as the Cushing Post Office for 47 years until a rural delivery service was instituted.

In 1894, the present store building was raised under the ownership of Augustus and his son John J. Fales, who had become a partner in 1890, and the store got the new banner sign which it carries today, A.S. Fales & Son, Groceries and Provisions. Third generation John J. directed the business until 1941 when he turned the operation over to his son Irving. The seven-day-a-week operation carried on through the war years when it was a community center for news of local boys in the service as well as the place to get the Sunday paper. Irving's son Richard, a veteran of the U.S. Navy, began working in the store after returning from the service.

And the story comes full around. The same traditions of the old-type general store are still being carried on, but the store is only open six days a week now, closes on Christmas and Thanksgiving, and for half days on the Fourth of July, Memorial and Labor Days. It's not a deer-tagging station any longer. No more grain sold, and the ice no longer comes from the ice house but from plastic bags in an ice machine, but the warmth, friendliness and helpfulness of the owners are still at your service.

Self-Sufficiency In Small Town Schools

The romance of the old "little red schoolhouse" never fails to fascinate those interested in the history of early education, and so it was in 1930 when Judge Frank Miller of Cushing was asked to speak to the Men's Community Brotherhood of the Thomaston Congregational Church, about the old district schools of Cushing of which there were six. Judge Miller himself attended a Cushing school, later taught his first term of school in the District 4 school, and went on to a long and successful career as Registrar of Probate and then Municipal Court Judge in Rockland, which was also supplemented by over 17 years as a member of the Rockland School Board. He was active and well-known in civic and political affairs and at one time served as part-time editor of *The Courier-Gazette*. He was born in Cushing in August 1862 and died in November 1930.

The early schoolhouses, Judge Miller told the men of that Community Brotherhood in 1930, were built of logs, and heat came from fireplaces, for stoves did not come into general use until about 1840. After boarded buildings had succeeded log schoolhouses, the old barrel stove came into use. The school which Judge Miller attended was at the top of the hill in the Broad Cove district, and to the disillusionment of his audience, he told them it was not red, in fact, it was not painted at all.

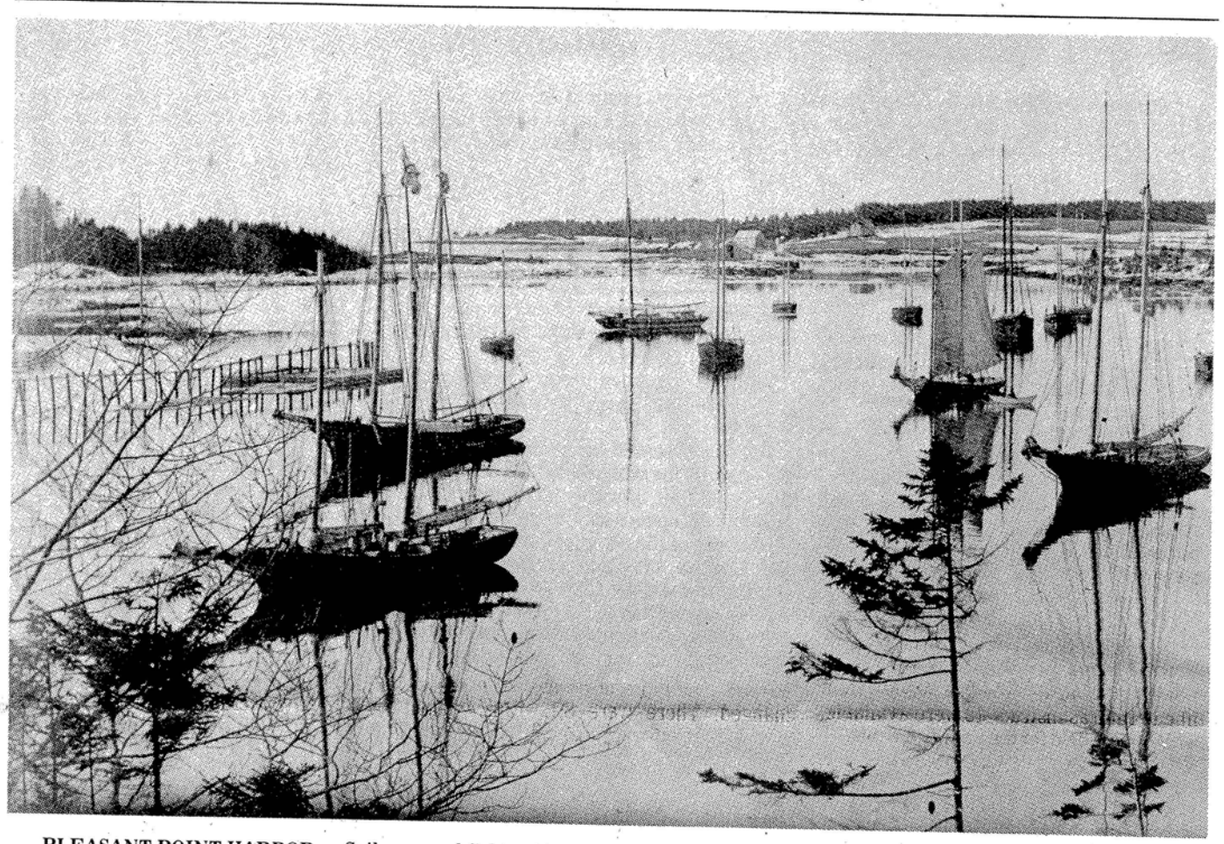
There were two terms of school each year then — the winter term and the spring term, the later sometimes extending well into the summer. One year the term ran through the months of May, June, July and August, 16 weeks, and Judge Miller noted with some pride that he had not once been absent or tardy, and that the reward for this merit became one of his choicest possesions. The number of weeks of school in those days was dependent upon the amount of district money available.

There were very few textbooks and the pupils were admonished to use them carefully, and they were passed down from year to year, until they just became too badly worn, despite "the careful care," and were disgarded.

There were also no janitors in those days. The boys were asked to volunteer to build the fire and the girls to do the sweeping. The boys would arrive at sunrise to perform their task. Sometimes boys mischievously inclined would loosen the nails holding the long stovepipe in place, then when somebody shook the stove, down came the stovepipe and it would be no more school that day. Another old trick indulged in was sprinkling red pepper on the stove.

When the school term opened there was a great rivalry to see who would get to the school first for that meant getting the best seat. Miller explained how he and his brother had arrived before sunrise on one of those opening mornings and were surprised to find that four others had preceded them, having climbed through the windows and taken possession of the coveted seats. It was the unwritten law that whoever got a seat first retained it for the whole term.

Judge Miller closed his remarks about early schools with some facts about the caliber of the boys and girls sent forth from Cushing's school districts. He noted that District 1 had furnished the great-grandfather of a President of the United States, a member of Congress, three candidates for governor of Maine, a Presidential elector and a State Senator; District 2 furnished a United States Commissioner of Pensions and a judge of the U.S. Circuit Court in Virginia; from District 3 had come two ministers, one lawyer, a State Senator, a warden of the Maine State Prison, and a Presidential elector; District 4 had furnished the grandfather and father of candidate for governor of Massachusetts; District 5, a librarian and lecturer on bibliography of the University of Michigan, an author of sea voyages.



PLEASANT POINT HARBOR — Sail-powered fishing boats dot the waters of Pleasant Point Harbor in the early 1900s. In the distance is Gay Island as seen from Flea Island in Cushing. Most sailboats seen in Cushing now are summer pleasure craft. Photo Courtesy of Cushing Historical Society

CLAM CANNING — Turn of the century work at the Hart Canning Company in Cushing was the day-long business of shucking clams for canning. Women did the bulk of the shucking work and canners can be seen at the ready next to large piles of clams. Photo Courtesy of Cushing Hsitorical Society

Getting Here From There

D.W. Rockwell
Cushing

In 1923 when a cottage in Cushing became available to our family, it was a little different then to get a family from Connecticut to Maine.

Our first trip was from Hartford to Boston by train. We boarded the Eastern Steamshipline vessel, the City of Belfast, in early evening. As a boy of 10 I was fascinated with the boat and as oon as we were settled I began to explore. The boat seemed enormous with its several decks, fancy dining salon and long corridors. We enjoyed a fine dinner, and well I remember the linen tablecloth and napkins together with the lavish silver service. The last glimpse of land was the lighthouse of Cape Ann. Sleep that night was strange with the slow pitch of the bunk and the throb of the the engines. It must have been a soothing motion because the next think I knew we were tied up at the dock in Rockland and the rumble of the unloading process woke me. In those days the unloading process was handled by stevedores with two-wheeled trucks something like a pushcart. I believe the boat arrived in Rockland around 7 a.m. and we stayed aboard until all cargo was unloaded. The passengers then disembarked and walked up Sea Street (now Tillson) to Main Street and found a place open for breakfast. The trolley soon arrived and took us to Thomaston. I remember the country between Rockland and Thomaston. The trolley went along Route 1 by what is now the cement plant — then just open fields and trees. On our arrival in Thimaston we got off in fron of the Know Hotel to await a Model T 'Ford from Cushing. the trip in that vehicle took at least an hour.

During the next six summer we drive to Cushing from Hartford — the trip taking two or three days., I remember staying overnight at the Congress Square Hotel in Portland and timing our early departure to connect with the ferry at Bath. Often the cars waiting for the ferry were lined up all the way up Main Street.

As the years passed and the roads and cars improved, the trip that once took two or three days was reduced to five or six hours.

But I still remember the early days of the boat trip.

During the war, with gas restricted by coupons, we used the train. It left North Station at three or four in the afternoon nand arrived in Thomaston at nine or ten at night. Most of the time the train was so loaded that I had to stand in the vestibule all the way. After several trips I got to recognize and know several of the standees. We finally got so we played cards all the way from Bostn — people dropping out at Wiscasset, Damariscotta, etc., along the way.

So you see, you could get here from there 60 years ago.... Just took a little longer, that's all. It was lots more fun and a real adventure for a boy of 10. Now I am very ahppy to here and not there.

Knox County's 125th Anniversary

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Town Line Real Estate
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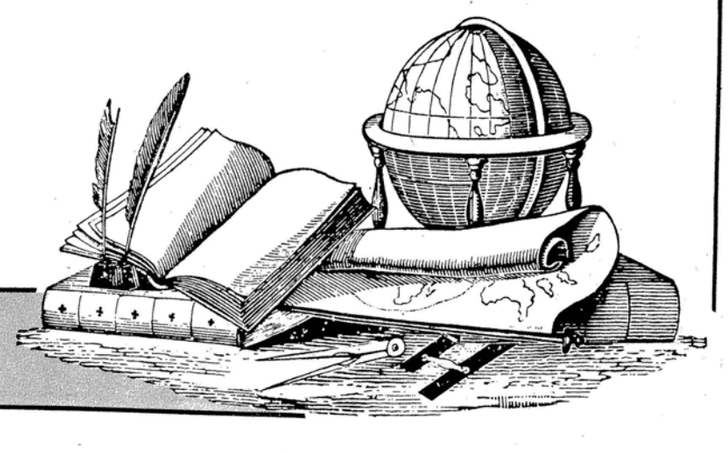

Hope

125 Years Of Hope

Farming, Woods Has Bonded Town

by Anna Hardy of Hope

(Excerpted from "A First History of Hope," a book soon to be published by Anna Hardy, used by permission.)

When Hope became a part of the new county of Knox in 1860, its population was 1,065.

The consensus that year listed a variety of occupations for residents over 16 years old. These included 135 active farmers along with many older part-time ones, 21 laborers, 17 coopers, seven joiners and carpenters, three cabinet makers, a tanner, a ship's carpenter (there had been six in 1850), four millmen, four blacksmiths, eight shoemakers, a butcher, two merchants and one retired merchant, a tailor, a Baptist clergyman, an inn holder, a hostler, a gentleman, four sailors, and two fishermen. Listed for the first time were women workers, too, including three teachers, nine domestics, a tailoress, and a seamstress.

John Fogler, a lumber dealer of South Hope, had supplied much of the ship's timber used in the famous *Red Jacket* clipper ship built in 1853 by the George Thomas yard in Thomaston for Seacomb and Taylor of Boston. Hope timber has always been prized in the shipbuilding industry.

Together with those of the preceding decade, the 1860s were the peak years of farming in Hope. Beautiful farm buildings attested to the skill of their carpenters. The cleared fields and pastures with their neat stone walls stood as proof of the industry of the early settlers and their sons.

Early Education

Large families were the rule in the early years. In 1860 there were 439 scholars aged four to 21. Not all attended every day or every term, but the little district schools were bulging. As early as 1807 Hope's schools (as in other Maine towns) had been established on the district system. Every town was divided into districts, each of which was independent in its management of the school, the town only voting a sum for the payment of teachers.

There were 11 districts in Hope before a portion seceded and joined Appleton in 1843. The remaining seven were located at Head-of-the Lake, Alford Flat at the junction of the Hackleburnum Road, South Hope, Hope Corner, Payson School on the Hobbs Pond Road to Camden, North Hope or Safford district, and Mansfield School near Roy Hobbs'.

In addition to the regular school, from time to time as instructors were available, classes were held for advanced students.

Seldom Dunton, born in Hope in 1809 and brother Alvin, born in 1812, were both famous writing masters and products of Hope's early schools, as were the Paysons. Generations of Hope youngsters were inspired by their example.

Churches

Methodists, Baptists, Congregationalists, Universalists, as well as some less structured groups all co-existed in 1860. The Methodists had a chapel not too far from Morey Cemetery. The Free Will Baptists had a meeting house at the Corner across from the present church. Groups which did not have a meeting place of their own were free to use the Town House built in 1843, since the old original meeting house built by the first settlers had served the dual purpose of religious and public town meetings. Revival meetings were aften held at the Town House.

The church was dedicated on June 5, 1861. The officiating ministers were the Rev. George Matthews, whose home church was here when a young man, and the Rev. Emery Batters of Bangor. The former was a Baptist and the latter a Universalist but, on meeting, found they had been students together.

Civil War

My research has turned up names of almost 100 of the town's young men who saw service in the deadly struggle. Space limits listing them here, but among them are familiar names we all recognize — Allen, Bartlett, Bills, Bowley, Hewitt, Hobbs, Philbrick, True, Prescott, Mathews, Mansfield, and more.

Post-War Years

Many of the young men headed West with their families. Among them were the Paysons and Alfords, who went to Colorado and settled near Camp Collins and Greeley in the rich farming areas on the South Platte and Poudre Rivers. Some of the Peases went to Freemont and the Arnolds to Schuyler, Neb. Many more of Hope's young people went to the cities and larger towns of Massachusetts, where they sought jobs in trade and manufacturing.

The Maine Register of 1870 lists a Hope population of 907 and estates valued at $251,650. Stores were operated by Edward True, and G. M. Payson at the Corner, and G.W. Leach and James Manly on the south. Manufacturing were Abner Dunton and Asa Payson, boots and shoes; Payson-Hewitt, sash and doors; and Fogler and Company, furniture, both at South Hope.

Cooper shops were busy making casks for lime; a growing need developed as the building in the cities grew.

About 1874 S. Leander Bills started manufacturing sleigh tops in the little building next to Hope's present Grange Hall, and continued to do so for more than 50 years until his death in 1926.

Henry Cole started making mowing machines about the same time. He served as a first selectman for nine years and for 15 as town clerk, until he died in 1890.

By 1880 the population had further decreased to 830 and the town's valuation was $211,985. The types of businesses had also changed. There were S.L. Bills, sleigh tops; I. Bartlett and Son, cider vinegar and staves; Augustus Drake, blacksmith; Fogler and Starrett, sash, doors and furniture; John Fogler, lumber; H.H. Payson, staves, heads and ground bark; South Hope Mfg., carriages and gristmill; H.M. Cole, mowing machines; Isaac Hobbs, South Hope, real estate broker.

In 1882 L.P. True, who ran the general store at Hope Corner, started canning sweet corn as an extra short-season activity. Next, apples were canned, soon followed by blueberries and tomatoes. Finally, in the 1920s when the business was at its peak, a long list of products, most grown locally (including squash, pumpkin, green beans and peas, shell beans, beets, blueberries, baked beans, and even brown bread) bore the L.P. True "Knox Pioneer" label.

Custom canning, especially blueberries and squash and sweet corn, was done under other brand names as well. The original building became larger and larger as the business grew, until it covered almost half an acre.

Centennial Celebration

In 1904 Hope marked its 100th year since incorporation. Plans were formulated for a big celebration. A sum of $100 was raised at the March town meeting and the following committee chosen: from Hope — David Hall, A.F. Dunton, Henry H. Payson, William H. Bartlett, Miller B. Hobbs, George Grant and the Misses Mary C. Barrett and Carrie Quinn; from South Hope — T. J. Gushee. Albert Lermond, W.B. Fish, Delmar Howard, Mrs. Martha Vogler, and Mrs. Eva Taylor. The date for the celebration was to be Aug. 19.

In 1907 a similar celebration was held to mark the centenary of one of Hope's oldest citizens, born Aug. 1, 1807. Abner Dunton (or Uncle Abner, as he was affectionately called by old and young alike) was honored by the celebration sponsored by Hope Grange. A shoemaker by trade, Dunton held many town offices, especially town clerk and selectman, as a commissioner in both Waldo and Knox Counties, and had served two terms in the State House in Augusta.

The Century Changes

With the continued movement of Hope's young people to the cities and many old-timers dying off, many of the farms, especially in the hilly and more remote areas of the town, were abandoned. Soon, all that would remain to mark their place in history would be cellar holes surrounded by clumps of lilacs and syringa, and sometimes a big old shade tree or two still standing.

Even today, as we snow-sled over trails that were once old roads, we come upon these reminders on Diamond Street, Peasetown, Jones Hill, Taylor Road and Bull Hill, through the cedars by Cotton Pomd. Names like Coose and Cotton, Philbrick and Whitcomb, Whitney, Gardner, Hilt, Boardman, Bartlett and Wentworth have gone, to be replaced early in the century by Ludwig, Hardy, Brownell, Beverage, Nichols, Norwood, and Grassow, Wilson and Brown.

Many of the fields and pastures went back to forest. Others were saved as the value of blueberries as a crop was recognized, and practices to increase production adopted. The Boston boat, just an overnight trip away, brought markets closer to the farms. From Camden, produce could be at the market in Boston the next morning. People also found this mode of transportation expedient, and families from the hot cities spent summers in the country, while father made an occasional visit by train or boat. Cottages began to be built on the lakes.

TURN OF THE CENTURY — South Hope as it looked at the turn of the century, looking toward Rockport included the Universalist Church at the right which is now the site of Ray Esposito's furniture stripping business (formerly Union Chemical). The lime casks on the hay rack are ready for delivery to Rockport or Rockland.

HOPE FROM THE AIR — This aerial view of Hope, highlighted by Hope Corners, was the cover of the annual town report in 1955 and clearly shows much of the expanse of this rural community in much of the same state as it is today.

A Coming Of Age For Hope

During the past 10 years or so, Hope's population has almost doubled, reflecting the trend in most of Knox County. Most people in town are self-employed, commute to work in neighboring towns, especially Camden and Rockland, or are retired.

There are no factories or businesses employing large numbers of workers. You will find a number of farms, producing blueberries, dairy producrs, poultry and, of course, apples, for which Hope is especially noted.

There are building contractors and excavators, carpenters, an auto body repair and paint shop, a truck and tractor repair garage, a boat repair shop, and there are several young men engaged in wood harvesting.

Other enterprising businesses are springing up. To mind comes the shop handcrafting beautiful Shaker-style boxes, and the jam of fruits and berries.

There were at one time five private summer camps for boys and girls on our lakes, but now we have only one, which hires a number of local people in season.

At the same time as many of the coastal towns of Maine were becoming popular vacation spots, children of the wealthy were sent to summer camps, some of which were being established on Hope's lakes. The first two, both for girls, were Alford Lake and Beaver, also on Alford Lake. The children came to Union by train and trolley and were brought to camp by buckboard wagons. On Fernald's Neck, Megunticook Camp, managed by a Professor Cowing of Philadelphia, provided summer activities for boys.

Equally important were the 4-H clubs and the Farm Bureau, as Extension groups were then called. These educational groups were sponsored by the USDA and the State University at Orono, serving rural people well. Men's groups learned the latest farming methods and the women's groups studied homemaking skills and good nutrition.

In 1939, an new school was built at Hope Corner to replace four of the old schoolhouses (Alford Lake, North Hope, Payson and Hope Corner) on a lot purchased from Ralph Wentworth for $150. Cost of the school was $12,146.00. Of this amount, $4,500.00 was supplied by the federal government and $500 from the state. The remainder was paid by the town.

As people started to use their cars year-round, instead of relying on a horse through the winter and spring mud seasons, roads were plowed in winter. The state-aid roads were first plowed in 1932 and town roads in 1934.

Street lights first appeared as a town expense in 1926, when $50 was paid to Crawford Electric Company for lights at South Hope. In 1930, Hope Corner got lights and the Central Maine Power Company was also paid $50. Many extremities of the town, however, did not yet have electricity.

Route 17 through South Hope was paved in the late 1920s and early 1930s. Route 105 through Hope Corner to the Camden line was not completed until about 1940. During this decade of roadbuilding, many of the men in town worked on the crews, building roads and bridges. The road now numbered 235 was paved to the top of the hill by Payson's Orchard, and from the East Union end as far as Ben Nichols'.

From 1944 on, town meetings alternated between South Hope and Hope Grange Halls until March 1979 when the South Hope Hall became unsafe for crowds in the upstairs hall. All town meetings since have been held at Hope Corner.

Hope's Future

The country way of life is appealing to more and more young couples as a better one for bringing up their children. In the past 10 years, Hope's population has been steadily increasing, so we could reach 1,000 by 1990.

Hope is building a new school, and new homes are showing up in all areas. As a town, our biggest challenge will be to handle our fragile environment with care so that we will be able to pass on to future generations the beauty and healthful surroundings we have been privileged to enjoy.

No doubt more land will be sub-divided, and we will become not primarily a farming community but one of specialized small businesses. Summer homes on the lakes will become year-round homes and will provide living space for those who work nearby or wish to retire here.

But, most of all, we should try to keep that small community spirit, where neighbors care about neighbors, which we now have.

So, perhaps we have to say Hope's most important product is its people. For, second to heredity, is it not the environment and the times in which we live which mold and shape us?

Building A Town Church Involved Many

by Ernest W. Maxcy, Camden

There is a most interesting history of the building of the Hope Corner Church, written by Mrs. D.A. Payson, the wife of the builder.

"In the winter of 1859-1860, D.A. Payson thought it was time to see what could be done about building a new church," his wife writes. Her husband asked the pewholders of the old church what they would sell out for. Most of them asked about $1, some more, while a few gave their pews. "As is always the case,some of them were afraid that he would make something," Mrs. Payson remarks.

Specifications were drawn by Hiram Bass of Camden, and new pewholders agreed to pay one-third of the $45 cost each when the church foundation was laid, one-third when the building was up and boarded, and the remainder when it was finished.

A large part of the best pine which formed the old church went into the new one, which was up and boarded by July 4. There was a pleasant and patriotic celebration with a big dinner, and a procession, headed by music, marched up to a little grove at the right of Cotton Hill.

The Rev. Jason Marriner of Lincolnville delivered the address, the Rev. M. Freeman made a prayer, and Jonas Calderwood of Lincolnville and his daughter sang patriotic songs.

A carpet for the new church was purchased at Simonton Brothers in Rockland and furniture from S.H. Burpee there. The pulpit lamps were given by Sarah Barrett.

All of Hope's women had started in 1851, however, to earn the money for furnishing the church. At a sewing circle they made overalls for Carlton Norwood, fine shirts for customers, tufted bedspreads, sewed for neighbors at five cents an afternoon — and all by hand, since this was before the days of the sewing machine. The women also bought cotton warp and prepared it for knitting stockings for men.

The churchwomen's group had a law which stipulated that each member pay 25 cents to join, which provided its small fund to begin with. The circle met at members' homes and the hostess furnished the food.

In October 1860, Mrs. Payson visited Boston with her brother Micah and in passig the store of Seldom Dunton was called in by him to enquire after Hope people. Mrs. Payson told him about the church and asked him what he would do for them. She was told to come again later that afternoon to find out, and "we were promptly on the spot."

Dunton said he would give a Bible, two hymn books for the pulpit and a dozen and a half for the choir.

Hope Corner Church was not dedicated until June 5, 1861 and it was well that the church was built then, Mrs. Payson wrote, "for the next year came the (Civil) War, which took all the women's spare time and money to prepare comforts for the soldiers, and the men's to pay war taxes."

Town Has Seen 4 Counties

by Anna Hardy of Hope

The Town of Hope nestles in the mountains between Appleton and Camden, Union, and Lincolnville. Hatchet Mountain, the highest in town, can be seen for miles around and looks down on the little community known as Hope Corner.

Even as far away as Warren and Waldoboro, this mountain may be distinguished by the power line which feeds the Channel 7 tower on its tope.

Over the years, Hope's people have been notably hardworking, thrifty, independent and self-reliant. These qualities reflect those displayed by the town's early settlers, who came mainly from the English settlements in Massachusetts, and the early Scotch and German communities along the mid-coastal area of Maine. Many of Hope's present-day inhabitants are descendents of those early settlers.

In 1860 when the new county of Knox was formed and the location of Camden, Hope and Appleton was changed once again, the inhabitants of Hope and Appleton at least were not pleased. They had just helped to build a courthouse and goal in Belfast and would now be faced with the problem again.

As it was, the Civil War was to intervene and it was not until 1874 that the question was put before the towns at the spring town meetings.

Although 16 years had elapsed since the formation of Knox County, several towns still were not in agreement with building the new courthouse in Rockland.

Towns voting in the negative were Appleton (121 no, seven yes); Friendship (18 no, 13 yes); Thomaston (87 no, 27 yes); Union (172 no, 12 yes), and Warren (94 no, 16 yes).

The affirmative vote carried with Rockland's of 934 for and six against. The total vote was 1,434 yes, and 606 no.

Hope has now belonged in four different counties. As the Plantation of Barrettown, in 1785 it was a part of Lincoln County. In 1789, a great number of towns came into being and this rapid increase led to the formation of two new counties, Hancock and Washington.

Hope was put into Hancock County by the General Court of Massachusetts. Apparently, the inhabitants were not bery happy with the arrangement for, although deeds are dated as early as 1789, none were recorded during the years 1789-1791, when Castine was the shiretown.

The location to Knox County in 1860 was Hope's fourth change since 1785, and two centuries later, there it remains.

Hope men who have served as Knox County Commissioners are Nathaniel Alford (1863-65); Abner Dunton (1870-72); James P. Hobbs (1880-82); Raymond Ludwig (1971-76); and Arthur Sprowl (1981-85).

Legislators from Hope, who as part of their duties have overseen and helped set up the county budget, have been Henry Hobbs, 1860; Micah Hobbs, 1864; Fred O. Bartlett, 1881; George Grant, 1919; Miller Hobbs, 1923; Everett Hobbs, 1931-35; Raymond Ludwig, 1949-54; William Hardy, 1959-64; William Hardy, 1969-72; and Arthur Sprowl, 1975-80.

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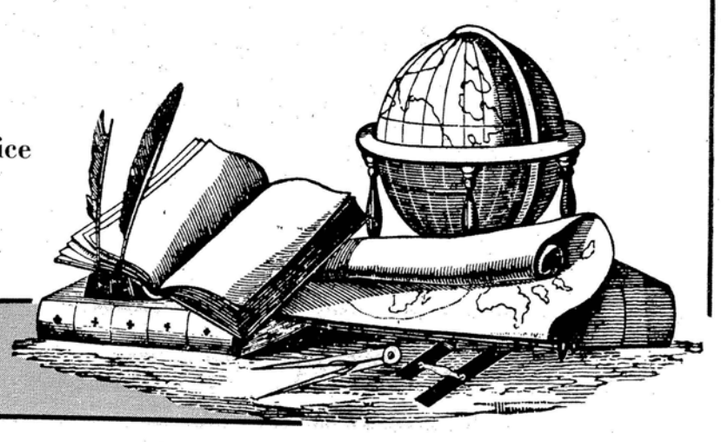
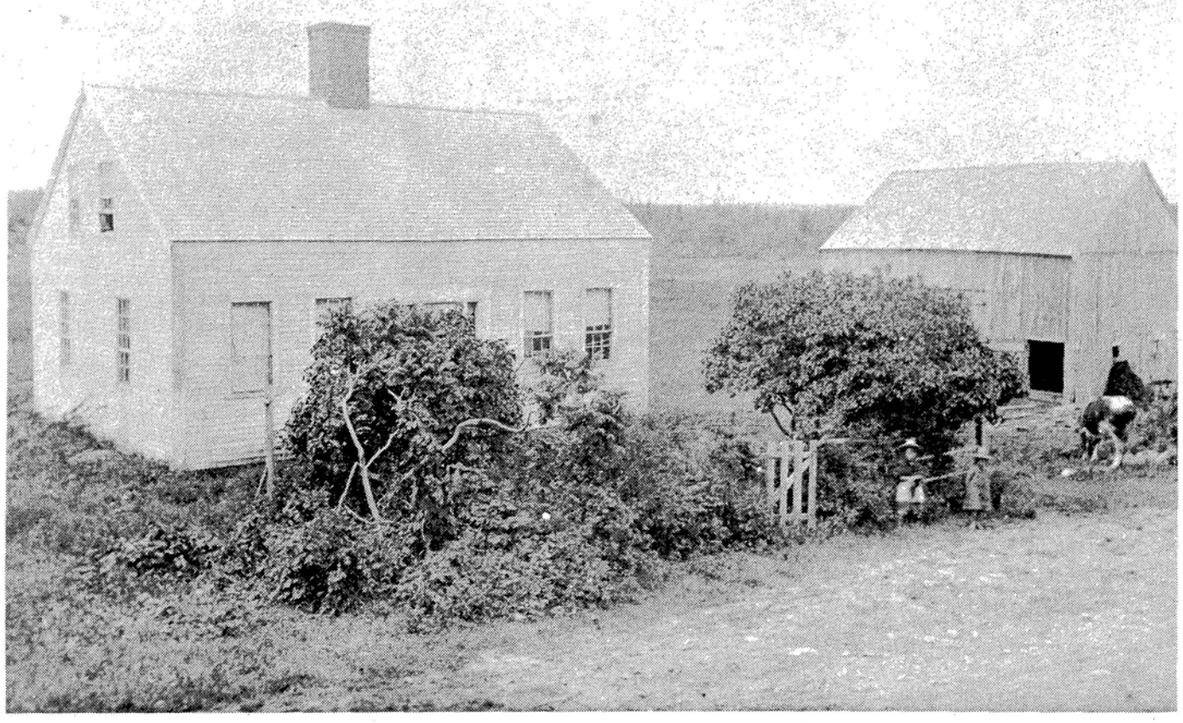


Town of HOPE

South Thomaston



HOW IT LOOKED — The old Shea House on Route 73 in Spruce Head looks quite different today with its porches and other additions. About 1974 it was owned by a Dr. Hart and there was an antiques business run there.

Community Remains Aware Of Roots

The three miles on the River Road has been mostly devoted to farming, with some of the best farms lying along the river bank. A few boats of rather shallow draft had been built along the shore but probably none in the last 100 years. Many of these farms were acquired by the Finnish community and for the most part are still owned by them.

Very little remains of other early structures. The oldest house still standing in South Thomaston is the William Howell house on Dublin Heights, now owned by the Linseys. Built in 1787 it has remained in the same family ever since.

William Howell's son also had a small mill, long since gone, on the cove behind the Village Cemetery. There was one other mill in town, built by the Keatings behind the home of Lempi Makinen. The remains of the double race may still be seen at low tide today. This mill must have been short-lived, however, for by 1800 the cove was being referred to as the Old Mill Cove.

Other early houses in the town date, with a few exceptions, after 1800.

Also gone now are the trolleys of the street railway known as the Rockland-South Thomaston-St. George Railway, though it never did get as far as St. George. This ran through towns such as Camden, Rockland, Warren and Crescent Beach, with one spur continuing to South Thomaston just short of the village at what was called Smith's Corner. Here stood the Wessaweskeag Inn on Route 73, which until it burned about 1936 was owned by Fred Bloom. He also owned The Crescent Beach Inn and developed the Crescent Beach area.

The store at the Keag remains, however. Built in 1824, it housed the South Thomaston Post Office for many years (which now has its own building nearby) and was the gathering place where everyone went after the day's work was over to find out what had been going on around town. It belonged to Joseph Baum, Sr. at one time, and now known as Keag Fish And Fruit Company under the ownership of brothers Frederick and Joseph Allen, it still remains the village's gathering spot.

Joseph Baum, Jr. has his business on Route 73, where he makes prefabricated cement burial vaults to receive coffins in the ground, also septic tanks.

Fishing and shipbuilding was for the most part the main industry of the town's early years, the latter being continued until granite came along after the close of the Civil War.

With shipbuilding and granite-quarrying now things of the past, and it being off the beaten track, South Thomaston has settled into a quite pleasant way of life. Some fishing and farming, together with other small business endeavors, comprise the lifestyle of many of today's residents. Others work in nearby towns but live here by choice. Not a bad situation to be in!

What changes the next 125 years may bring to South Thomaston is hard to guess. I am sure, though, that with a little planning it will still be a nice place in which to live.

Shipbuilding, Lime Put Town On Map

by Malcolm Jackson, South Thomaston

In 1860, South Thomaston numbered 1,615 people, with 324 polls and estates valued at $343,462. Included was Owls Head, which was to be set off by Act of the Legislature on April 9, 1921.

There are three sections of South Thomaston: the River Road, a three-mile section along the St. George River; Spruce Head Village and Island; and the Keag Village, so-called, being on the Wessaweskeag River. The Waterman's Beach area falls between Spruce Head and the Keag and has been a part of both at different times.

The Wessaweskeag Marsh of about 300 acres was at one time very important to townspeople as a source of hay for their stock. Ever since it had been cleared and drained in Gen. Henry Knox's time, with a dam to control some of the flooding, salt hay had been cut every season until quite recent times. The poles which supported the platforms for stacking and drying the hay may still be seen. In recent years, the State of Maine has acquired title to this salt marsh, now named the R. Waldo Tyler Game Preserve. Tyler was a wildlife photographer and a columnist for The Courier-Gazette, and his wife Ermine still lives in the village.

Spruce Head Village really came to life in the 1860s with the great demand for granite for public buildings. The Bodwell Granite Company, the largest of many quarries in Spruce Head, employed as many as 400 workers at one time. There were three boarding houses on the island, with associated industries, and a ferry operated by Fred Fales transported workers between Spruce Head Island the mainland for the sum of $1 per month. There were many vessels to carry the stone away, piers were built in 1896, and a secondhand railroad bridge spanned the water. The salt proved too much for this type of construction, however, and a wooden bridge was built about 1906, leaving room for vessels to pass. Many families remained after the quarry discontinued operation in 1910.

The Keag Village has been a center for most of the town since its incorporation in 1848. Shipbuilding was still a large industry for South Thomaston village in the last half of the 19th century, with as many as four yards, a sail loft, rope walks and blacksmith shops. Many village men were captains as well as part owners in the vessels which sailed to all corners of the world.

Granite was also a power in the town, with at least three stonecutting sheds on the river near the Keag bridge. Most of these sheds specialized in fancy stonework and were known for fine monuments and building decorations. Quarries furnishing stone near the village were the Bassick Quarry, which I believe to be the last to furnish stone in the 1950s, when it was operated by Hawkin Granite of Clarks Island. There was also the Anderson Quarry, as well as other small motions.

The first crossing place on the Wessaweskeag River was of stones and was replaced by a bridge built in 1796 by Hekiah Prince, which served until it was replaced by the present cement span in the 1930s.

Both the river and the part of the village called The 'Keag get their name from the Penobscot Indians, one of the Abnaki tribes. The earliest description of the area was by James Rosier, surveying the St. George River for Capt. George Weymouth in 1605. The first person to have lived in what is now South Thomaston was named by Capt. John Sylvanus, who records Philip Swaden as living on "the east side of Quisquamego, 50 years ago," in addition to 60 or 70 unnamed fishermen, which would put Swaden in South Thomaston about 1650.

Translated, Quisquamego means "the high land" or "long ridge" — the ridge of land separating the St. George River from the Wessaweskeag River. The first part of the name translates to tidal or salt creek, the the last part, 'keag', meant place. This describes the area very well.

Other than for navigation, no use was made of this large tidal flow until Thomas Lefebver, a Frenchman, came overland in 1698 to settle at some point near the village. He was official interpreter for the Abnakis and built a house and a mill (most likely a gristmaill) on the river, which was burned by the British in 1703.

Schools and Churches

Schools and churches have played a large role in the affairs of South Thomaston, there having been three churches and as many as 13 schools in the township before Owls Head was set off in 1921. The sums of a few thousand dollars which appear for schools in early town records are a far cry from the figures we see today.

The school districts still remaining in South Thomaston were No. 1, at the St. George end of the road (since been rebuilt as a home) and No. 2, also on the St. George Road, located very near the home of Charles Stackpole. These two schools were discontinued and consolidated with the third school across from the Nelson farm and owned by them. District No. 3 in the village across from the Allens' store is now used as the town library and as a meeting place for the Community Club. District No. 4, the Bassick School on Bassick Brook, is now the home of William Waters. District No. 5 near Buttermilk Lane on Route 73 was called the Back Street School and has been converted to a summer home. Districts 6 through 11 are located in Owls Head. District No. 12 was the High School, No. 13 was in Spruce Head Village and is now houses Arlean Drinkwater's antique shop. No. 14, on Spruce Head Island, was the only two-story school in town but is now gone, together with District No. 2.

There were three schools in the village itself. District No. 12, South Thomaston High School, was discontinued about 1900 when its students began attending Rockland schools. The building was later to be known as the Old Town Hall and it still stands at the top of 'Keag Hill, though now empty and unused.

District No. 5, known as the Back Street School near the corner of Buttermilk Lane, still stands, and is now converted to a summer home.

District No. 3, the Village School on the corner of Route 73 and Dublin Road, was the oldest in continuous use as such. Built in 1802, it served until Gilford Butler School was built in 1956 under the direction of School Administrative District 5, at which time the still remaining South Thomaston schools were closed. The Village School building now houses the town library and is a meeting place for the Community Club.

The Baptist Church was the first organized church in town, with the Rev. Isaac Case as its minister. In the early years, services were held in the barn of Oliver Robbins. The first person to settle permanently in what is now South Thomaston, Robbins had come from Massachusetts in 1765 and bought the first three lots below what is now the Thomaston line.

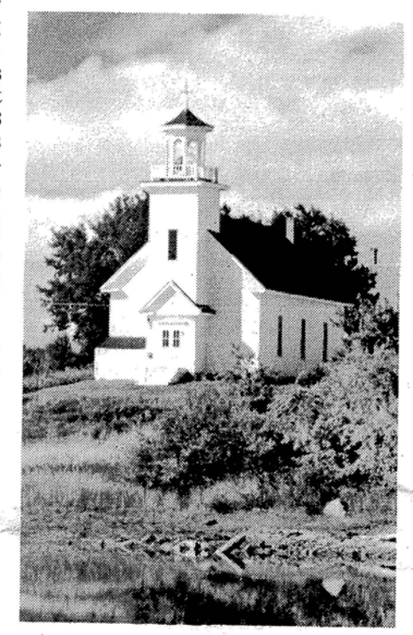
In 1796, nearby what is now the Village Cemetery, the church had a building erected by Hezekiah Prince, who lived for some years at Spruce Head, but the building was to be struck by lightning and it burned to the ground.

The Methodist Church organized in 1859, though its building was not erected until 1876, since when services have continued to be held in it until the present day.

Finnish immigrants arrived in the area late in the 1800s to work in the granite quarries. They settled along the St. George River in the western part of town where, being hardworking and industrious people, they acquired many of the old farms. By their efforts, these became some of the finest farms in town.

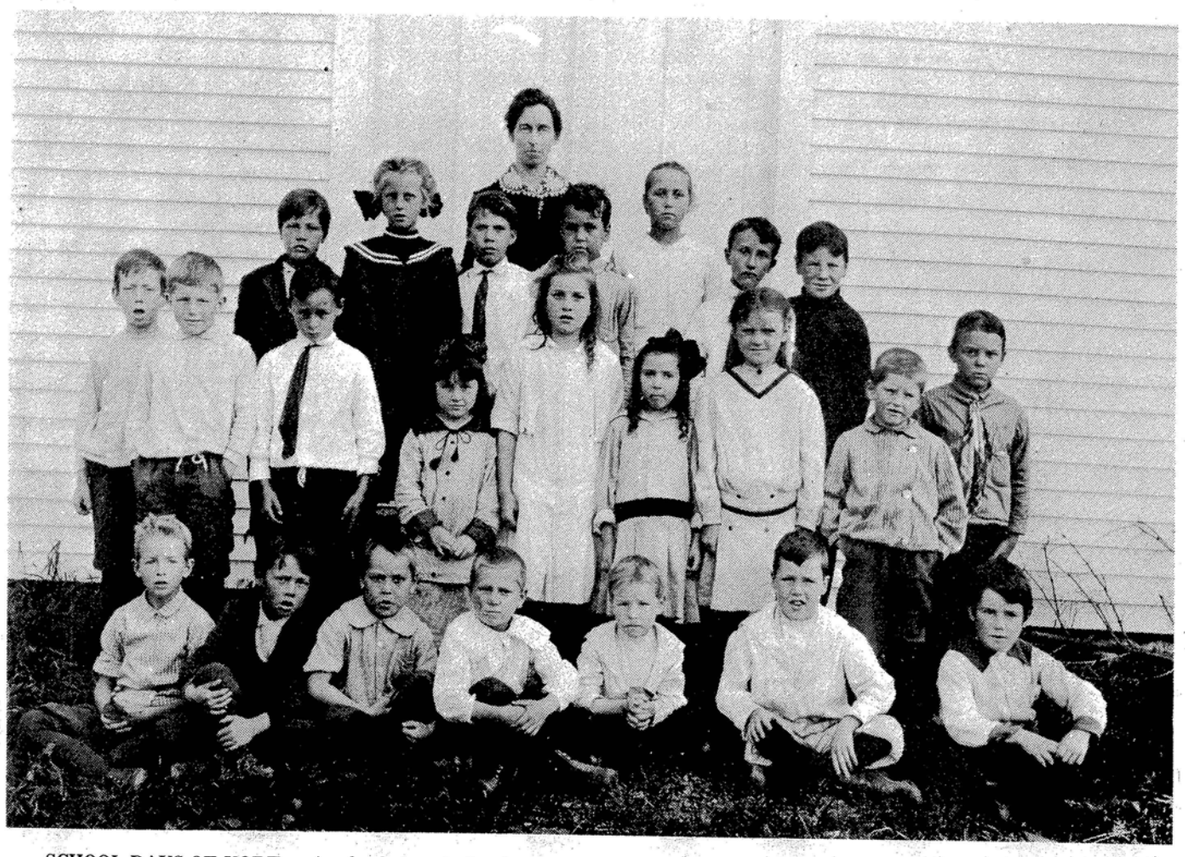
Having need for a church of their own, the Finnish people organized under the auspices of the Congregational Church and from 1912 for a number of years met mostly in private homes. In 1923, what had been a boarding house in Waldoboro was acquired. This was disassembled, loaded onto wagons and hauled to South Thomaston, where it was rebuilt as the Finnish Church, still in use today.

A cemetery on the land of John Anderson was soon started and many of the Finnish people are buried there.



AT THE KEAG — People's United Methodist Church, South Thomaston

THE KEAG as it looked about 1900. At center is the Old Grist Mill and the Wessaweskeag River Bridge where the public landing is now. It burned in the 1920s. Now gone, the building at the right housed a general store on the lower floor and a hall upstairs. At left, the large building was a general store and was last used as James Williams' pool hall but was demolished. The third building on the left was a dwelling built on pilings over the river bank. It was moved to Eastbrook Street in South Thomaston and until the last few years before her death, was owned by a Mrs. Lilienthal. The fourth building still stands as the home of Helena Pollock but it was once a general store. The white strip between this and the last building on the left is the Keag Store, still remaining and the last building is the old Village School, now the town library.



SCHOOL DAYS OF YORE — A school class in South Thomaston posed in the early 1900s for a class photo. Front row, left to right; Sterling Putnam, Bill Makinen, Donald Lester, Robert Williams. George Fraves, Philip Lester and James Hopkins. Second row; Wilbur Frohock, Austin Ripley, Stanley Snow, Dorothy Maloney, Albertina Creighton, Mildred Graves, Edith Chandler, Walter Ripley and Lewis Chandler. Third row; Amos Makinen, Lillian Putnam, Harvey Pierce, Albert Lester, Lempi Makinen, Walter Bassick and Fred Maloney. Teacher Jeannie McConchie was with the South Thomaston school district all her life and is still living in the town.

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SOUTH THOMASTON

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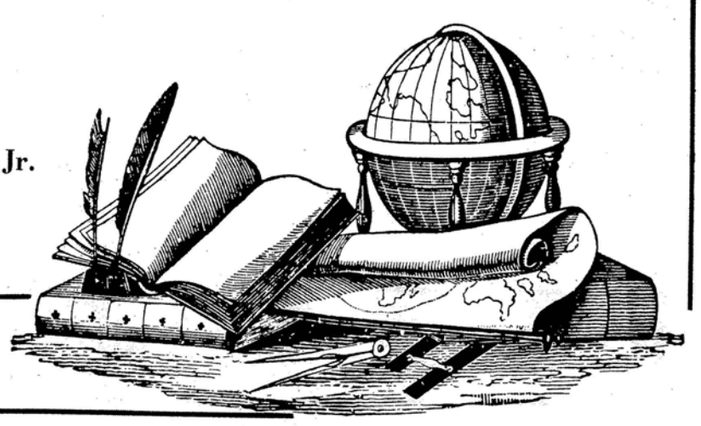


Town of SOUTH THOMASTON

Owls Head

Knox County's Youngest Community

by Mary Dyer
Owls Head

Until 1921 when it was incorporated as a town, Owls Head was a part of South Thomaston. The first census following incorporation in 1930 showed 574 persons in Owls Head and by the time of the 1980 census, population had grown to 1,630.

Following a peliminary town meeting on Aug. 29, 1921 at the Owls Head Schoolhouse across from the present fire station, the first regular town meeting was held at 10 a.m. in the Pavilion at Crescent Breach, with action on 37 articles. Allan Borgerson served as moderator and selectmen elected were Harold W. Philbrook, John Whalen and Maynard Curtis.

It is generally believed that Owls Head derives its name from that given it by sailors in 1750, who had observed the tall headland of trap rock extending far into the water at the extreme northeastern end of the town and had imagined it to bear a resemblance to the neck and head of an owl. When Owls Head had been visited by Champlain in 1605, it was called Bedabedec Point, an Indian word meaning "Cape of the Winds."

In 1860, there were six schools in Owls Head: Ingraham's Hill, The Ballyhack, Ash Point, Timber Hill, one at the Head of the Bay, and the Village School. Of the six, only three are still standing today. The one at the Head of the Bay section houses Owls Head Grange, the former Ash Point School is now privately owned and used for storage, and the old Village School across from the fire station is now used as a tool house or for storage by the town.

The new Owls Head Central School was built in 1952, with four classrooms and a town hall area. In 1958 the town voted to join with Rockland and South Thomaston to form School Administrative District No. 5. Many changes have been made under the new system, with all grade seven and eight students now transported to Rockland. Also, an exchange of students has been made between Gilford Butler School in South Thomaston and with the lower grades at Rockland.

Owls Head Baptist Church in the village is the only place of worship remaining of several churches which were once in various parts of town. Many changes and additions have been made to Owls Head Baptist in recent years and it will celebrate its 100th anniversary in 1987, according to its present pastor, the Rev. Harold W. Carpenter.

The church at Ingraham's Hill was purchased by Alfred and Florence Young and converted into a private home between 1948 and 1950.

The Ash Point Baptist Church, probably built in the late 1800s, was razed in 1956 and its parsonage is now a private home.

All the inns, restaurants and boarding houses which flourished in Owls Head during the late 1800s and into this century are now gone.

The last of them, the Crescent Beach Inn, was fondly known as the "Tilt'n Hilton" and by the young people in its later years as "CBI." It was built in 1885 by Fred Smith and later was owned and operated for 36 years by George and Margaret Sleeper. In 1970 the Sleepers sold the inn to Mikial and Florence Leo, who ran it for about 12 years or so before selling it to Richard Nightingale. The inn was razed about 1983 and for the last two years Nightingale has been developing condominiums on the site. George Sleeper died on Dec. 4, 1984.

Only one store remains of the many in operation over the years. The Timber Hill Market near the site of the old Timber Hill School is owned and operated by George and May Grant and it is soon to be resold.

The "Old Homestead" at Ash Point, built probably before 1820, was formerly town property and now serves as headquarters for the Mussel Ridge Historical Society. This was organized on Sept. 10, 1960 to preserve historical data and family histories in the area. Its current president is Malcolm Jackson of South Thomaston. From the second Wednesday in July until Labor Day, the homestead is open each Wednesday afternoon from 1-4 p.m.

Fire and Air

Owls Head Fire Station was built in 1960 and dedicated to the memory of Dr. W. Bradford Adams, a well-known pediatrician who had retired to Owls Head. He was the Fire Department Volunteer Association's first president and had done much to help raise money for building the station.

On March 5, 1941, papers were signed in Rockland by Mayor Edward R. Veazie for a National Defense project in conjunction with the Works Progress Administration project known as Rockland Municipal Airport. A total of 15 separate parcels of land and more than eight houses were taken by the City for the site there. Eventually the airport became a U.S. Naval Air Station.

After World War II, the airport became a municipal one, today known as Knox County Airport. Housing is provided for the airport manager in the homestead previously owned by the late Mr. and Mrs. Charles H. Willis, Sr.

More land and buildings were taken about 16 years ago for a proposed industrial park at the airport, which never materialized, however. Instead, the Owls Head Transportation Museum was developed on airport property in 1974, where the early days of aviation are represented as well as a display of ground vehicles such as carriages, bicycles, motorized buggies and antique automobiles. The museum is open seven days a week between 10 a.m. and 5 p.m.

Future Needs

In a booklet published in 1971 to commemorate Owls Head's 50th anniversary, under Future Goals it was noted that "a great need in town today is a community building, for recreational activities as well as public meetings and programs. A fund has been set up for this building and we trust it will not take 30 years for fulfillment as did the new school!"

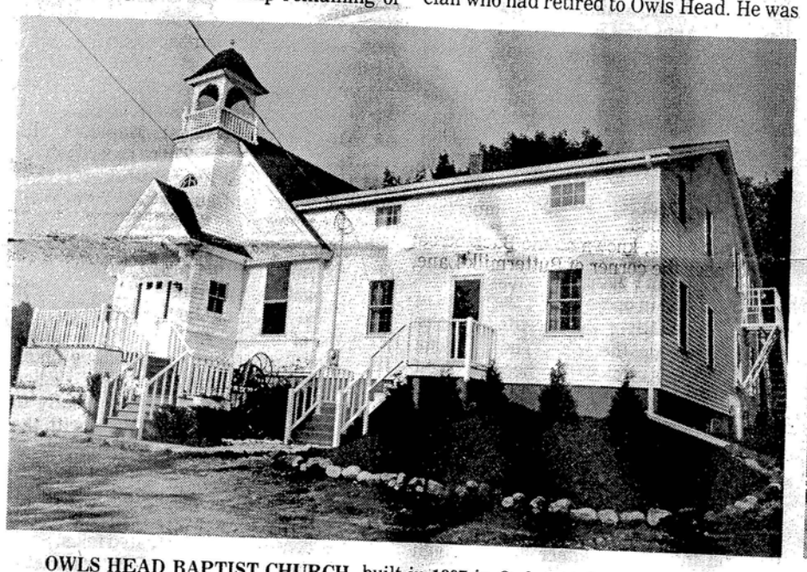
Currently, Owls Head selectmen are developing plans to be presented at a town meeting for a new municipal building and meeting room on the site of town-owned property at Ash Point. Several years ago a tennis court was built in one part of this area and this is still in operation.

With the rapid development of housing developments, condominiums and subdivisions, many Owls Head townspeople are concerned that all "open space" will soon be gone. One of these subdivisions recently has been developed in the village, with another 45 acres soon to be subdivided at Ingraham's Hill.

TIMBER HILL SCHOOL near Crescent Beach circa 1900. Susie Sleeper, at extreme right, was the teacher and lived in South Thomaston. A one-room schoolhouse around 1860 was held there until 1952 with Clara Kelsey the last teacher who nows lives in Rockland. The school was later razed and a private home is now on the site.

SPEED DEMONS — Rockland's first auto rally in the early 1900s, was held a few years after the first two autos in the city had been purchased by Dr. Charles Britto. Today, Owls Head is home to the Owls Head Transportation Museum with an outstanding collection of antique autos, planes and engines.

James L. Burns Collection, Shore Village Historical Society



OWLS HEAD BAPTIST CHURCH, built in 1887 in Owls Head Village and plans are already underway to celebrate its centennial in 1987. The church is very active and finding itself short of room.

OWLS HEAD LIGHT — It may be a sunny day, but the flag is up to warn of an impending storm.

CRESCENT BEACH INN — The inn, long known in Owls Head, was razed three years ago and condominiums now stand where once people socialized. The inn was affectionately known in more recent times as the "Tilt'n Hilton" or simply the "CBI."

Photo courtesy of George Sleeper

OWLS HEAD FIRE STATION — Built in 1960, the building was dedicated to the memory of Dr. Bradford Adams, well-known pediatrician who retired to the town. He was the first president of the Owls Head Fire Department Association and had done much to help raise money to get the building erected. Fire department members in 1960 posed for the first official photo of the new building.

Knox County's 125th Anniversary

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OWLS HEAD

Gerry and Mike McConchie
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Owl's Head Village Library Association
Owl's Head Extension Group
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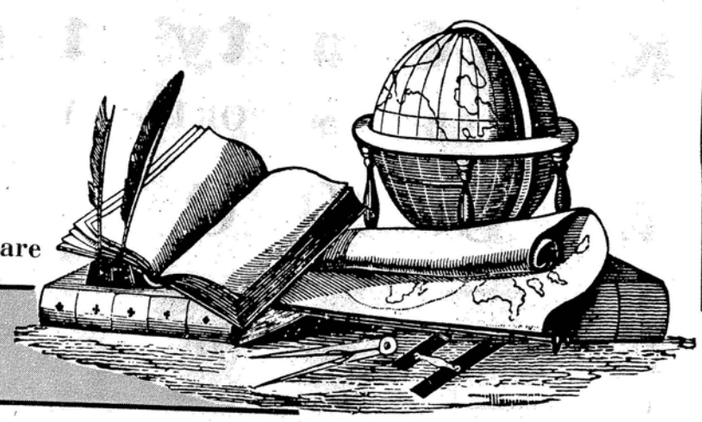
Daniel Elliott Builders
Mary and Francis L. Dyer
Bonnie and Frank Post
Lucy Dyer and Jon Levenseler
Ellena Fredetta, Inez Dyer Montgomery, Phil Ware

Town of OWLS HEAD



Washington

A Rural Town Growing With Time

Washington likes a change now and then. Since it was incorporated, it has had not only a change of name but a change of county, as well — its name changed from Putnam to Washington, and Lincoln County to Knox.

Unless it plans any more changes, Washington lies 22 miles north of Rockland and north of Jefferson on the northwestern boundary of Knox County. There are several sections: the village iself, West Washington, Razorville, East Washington, and Stickney Corners, with Patrick and Cunningham Mountains to the North. There are two ponds northwest of the village, Washington and Crystal, and a number of smaller ones, plus Davis Stream and Little Medomak and Washington brooks.

Formed from a section of Union with additions, the town was in Lincoln County when it was incorporated and there it remained until Knox County was formed in 1860.

When the town became the 185th in the state to incorporate on Feb. 27, 1811, it did so under the name of Putnam. This was given it by General Henry Knox, who had the habit of giving several townships in his patents the names of officers with whom he had served in the Revolutionary War. General Putnam of Connecticut had distinguished himself with his brother officers, Washington and Knox.

Upon petition, the town changed its name to Washington on Jan. 31, 1823, one of several Maine towns (including Brooks) to be so named since, as plantations started by loyal Revolutionary War soldiers, they were named Washington for patriotic reasons.

The newly-named town of Washington soon flourished and land was set aside for a town cemetery in 1826. The town's link with the outside world was strengthened by mail delivery in 1828, and in 1835 a town house was built, with the first town meeting held there on Sept. 12 the following year. A stave mill was added, small stores opened, congregations formed and churches built over the next three decades.

At least 122 men marched from Washington into the Civil War, and when some of them returned, town life once again continued to center around its churches and the grange. Washington also hosted the big North Knox County Fair in several different years when the fair was held in surrounding towns by rotation, before the fair changed its name and found a final settling place in Union.

Churches And Schools

The Methodist Meeting House had been erected in 1823, and the Methodist Church in 1836, to become the Free Methodist Church in 1860. The Union Chapel at Stickney Corners came along at 1895, and what had formerly been a small schoolhouse metamorphosed in 1895 into the Young People's Society of Christian Endeavor Chapel at Razorville, still standing today but unused. At least four other churches were started, including the Advent Christian Church in West Washington, also standing unused today. The Congregational Church building is now the Masonic Hall in Washington.

The township had a number of small, one-room schoolhouses. One of them is now the Veterans of Foreign Wars post in the village. Another, the Hodge School, was moved in recent years and, to show today's students just what a one-room school looked like the last day it was used, it now stands adjacent to the Matthews Museum of Maine Heritage at Union Fairgrounds.

Prescott Memorial School in Washington was built in 1955, begun with the life savings of William and Lottie Prescott, and its students range from kindergarten through grade 6. The school celebrated its 25th anniversary in fine style in 1980. Older Washington students attend Union Junior High School or Medomak Valley High School, as part of School Administrative District 40.

There were several summer campgrounds in the township at various times. The Med-O-Lark Camp on Washington Pond was for boys only but is now co-ed, the Medomak Camp For Boys is now used for one-week summer meetings by the Church of the Nazarene, and the Advent Christian Camp Meeting Grounds also hosts summer camping.

In 1960, the census showed that Washington had a population of 636 and a valuation of $515,230. Twenty years later, the town's census figures showed its population had jumped to 954 and its valuation had rocketed to $15,600,000. In 1983, the valuation was $19,150,000.

A new Post Office building was erected in 1976. The small ones at Stickney Corners and West Washington were closed and patrons are now served either from Washington Post Office or Coopers Mills. Edward Ludwig is the current Postmaster.

The town is served by the Continental Telephone Company.

Charles Crocker is current chief of the Fire Department which incorporated as a volunteer organization in 1950.

Since 1978, Washington has celebrated its annual Nelson-Butterfield Founders Day in July, sponsored by the Washington Historical Society.

Washington residents make their livings today in a variety of ways, from the land, or in nearby towns or cities such as Rockland and Augusta. In town, there are a number of small businesses. They range from the Seven Elms Personal Care Nursing Home to dealerships for agricultural equipment. There are automobile repair and service stations, a blacksmith, a boatbuilder, a veterinarian, real estate agencies, the Washington Redemption Center, contractors, an engineer, a lumbermill and a used furniture shop.

Monhegan

An Island With Strong County Ties

by Alta Ashley

Ten miles off the midcoast shore lies Monhegan Island. It rises as a great whale out of the eastern horizon, as viewed from the Pemaquid area, and thrusts her bulk nearly 170 feet into the air from waters up to 40 fathoms in depth.

Her white light — slowly rotating 178 feet above sea level — serves as a beacon for ships more than 20 miles away as they enter Penobscot Bay. That light, which has functioned since 1824, and the fog signal station, established on neighboring Manana Island in 1855, warn fishermen and yachtsmen of rocks and reefs of the island as well as of her satellites, the Duck Rocks and Smutty Nose lying at the northern entrance to Monhegan Harbor.

The boundary separating inland from international rules of the road (seaways) passes through Monhegan on a line from the gas buoy to Monhegan Light. Ships entering Penobscot Bay from international waters pick up their pilots in the vicinity of that buoy on their journey to inland ports such as Rockland, Belfast, Bangor, Searsport and Bucksport.

Despite her small size, Monhegan has played an important part in the history of this part of the world.

When Knox County was formed from Lincoln County in 1860, a boundary line was drawn between Waldoboro and Friendship, extending out into the Gulf of Maine well to the west of Monhegan Island. For some reason this was not found in any records on the island, in the county or the state and the island remained in Lincoln County. Was it oversight, as before? Or was it because boat travel tended toward Boothbay or New Harbor (both in Lincoln County), rather than to Port Clyde, Thomaston or Rockland (all in the new-formed county of Knox)?

Early Monhegan people were quite self-sufficient, making their boots from cattle hides, their clothing from wool from their sheep, their houses and boats from the hewn trees. They grew and raised their own food and exported much of their fish catch, giving them money with which to import cotton, iron, and other commodities lacking on the island.

The community remained a fishing one almost exclusively until the advent of summer tourism in the late 1870s, when summer hotels began to spring up throughout northern New England.

Sarah Albee took in Monhegan's first summer boarders in 1878, among them Burt Poole, an artist from New York. His enthusiasm for the beauty of the island soon brought fellow artists Eric Hudson, Robert Henri, George Bellows, and Rockwell Kent to the island, thus establishing it as an artists' colony.

Today, more than 20 artists maintain studios open to the public during the summer months. Among artists who have lived year-round on the island, at least for a few years during their careers, have been Eric Hudson, Rockwell Kent, Leo Meissner, Teco Slagboom, Andrew Winter and his wife Mary Taylor, and James Fitzgerald.

Cod fishing and mackerel seining kept many boats busy for more than 150 years. Early in this century there was little demand for lobster. In fact these creatures, now considered such a delicacy, were used as bait and sold for a nickel a piece! But by 1907 Monhegan lobstermen feared that uncontrolled harvesting of lobsters would endanger their supply. Forty members of the community therefore petitioned the State Legislature to establish a closed season on the taking of lobsters.

This petition was granted in 1909, since which time Monhegan waters have been closed to lobster fishing for at least six months of the year. Lobster fishing is prohibited by the present law from dusk of June 25 to dawn of January 1 of the following year within two miles of Monhegan and her satellites.

Although Monhegan still remains in Lincoln County, there is beginning to be some sentiment for joining Knox. With the legislative reapportionment, Monhegan is now represented by a Knox County legislator. Year-round boat travel to Port Clyde and to Rockland, Knox County's shire town, is far more accessible than in Lincoln County's Wiscasset.

The subject has yet to appear in a Plantation Warrant, however, and will probably remain a subject of debate among the 60 to 70 resident island voters for many years to come.

Waldoboro

Contributing To Its Knox Neighbor

by Ashley Walter and Lavone Beal, Waldoboro

Emerging from the rolling hills and a courageous and industrious race, the scenic and historic Town of Waldoboro in Lincoln County is nestled along both sides of the Medomak River at the end of Muscongus Bay. Keeping in mind that most of Knox County was a part of Lincoln County prior to 1860, and that Waldoboro is a half-way point between Rockland and Damariscotta, there have been close social and business ties established for many years between Waldoboro and Knox County towns.

Waldoboro is named for Samuel Waldo, who brought a number of German families to form the first permanent settlement here. German-born Capt. John Ulmer and his sons went from Waldoboro in 1795 to build the first limekilns on the "shore" and so helped begin the industry which contributed greatly to the growth of the city which became Rockland, the shiretown of the new Knox County 125 years ago.

The Old German Church on Route 32 South celebrated its 200th anniversary in 1972 and each summer a service is held in July or August. Its original location was on the east side of the river, near the shore, and with hand-sleds was moved across the ice to its present site in 1795.

Until 1935, high school graduations were held in the sanctuary of the second church to be built in Waldoboro, which until it closed its doors in 1908 had been the principal house of worship for many years. The building was razed to make way for the new Waldoboro High School, now the site of A.D. Gray Junior High.

The Methodist Church, erected in the village in 1857, is still a vital part of community worship. The church had first built in outlying districts, in North Waldoboro and Winslows Mills in 1819 and in South Waldoboro in 1820.

The First Baptist Church is a landmark which stands as a comfort and enrichment to our local society, and was built at its present location in 1837. Earlier, the church had been organized on July 6, 1824, with 11 members meeting in their homes.

In the early days, Waldoboro enjoyed a glorious shipbuilding reputation, and at one time ranked as sixth port of the United States, boasting the largest vessel ever built on the Medomak. One of the most notable was the five-masted schooner, *Governor Ames*, built in 1888. The *Governor Ames* sails again in a 10x10-foot sweeping canvas hung in the inner lobby of the Waldoboro Post Office in August, 1984, a creation of Medomak Valley High School art students.

Medomak Canning Company dates back to 1888, when The Waldoboro Packing Company's building stood where Waldoboro Lockers' plant now is. Then known as the Corn Factory, it processed corn, peas, beans, fruit and berries. The plant changed hands and eventually the building was closed but since a new factory has been built at Winslows Mills, Medomak Canning Company has expanded with increased employment and a variety of agricultural products are processed there daily. Its products are shipped throughout the country.

In 1860 a granite quarry was opened in Waldoboro and some of its granite now lies in some of the most important buildings in the country. Modernization led to the closing of the quarries in the early 1900s.

Fishing and farming have always been a way of life to our community. Trucks, trailers and boats are constantly coming and going at the old "Shipyard," which has recently been entirely paved and improved for the convenience of the clammers and fishermen.

Poultry farming also was an important industry in days gone by. It is still carried on but less extensively than in the past.

The old Button Factory (originally a shoe factory) is still in operation on the banks of the Medomak River, along with a newer plant further up the road. The Sylvania plant (G.T.E.), which has been a great asset to the town, was started in 1951 with regular employment and many expansions have occurred.

The best sauerkraut in the nation comes from Morse's Farm in Waldoboro. The business was begun in the early 1900s by its founder, Virgil Morse, and is carried on today in the same manner by his daughter-in-law, Ethelyn Morse, who believes you can spoil a product by getting too big! Tons of sauerkraut are produced from her immaculate farmhouse.

In October of 1846, the whole business section was destroyed by fire, but was immediately rebuilt. On Aug. 25, 1854 a rapid fire destroyed almost the entire village. The Gay Block was leveled again in the 1960s as was, most recently, the law office building of Attorney Samuel Cohen, located where E.R. Benner's Apothecary Shop once stood. Reconstruction is going on at this moment.

Waldoboro has been plagued with fires and for this reason the face of the business section has taken on many changes. For many years the Sproul Block dominated a good part of the business section. In recent years the old building has been razed and in its place a new brick building was constructed known as the Sproul Block Apartments. Over the years many small businesses have been in and out of the tiny shops along the street and a few old established ones remain. It would be impossible to cite them all but each has played its part and we appreciate them all, old and new.

We have three banking facilities. The Waldoboro Bank, F.S.B. (originally known as Waldoboro Savings and Loan Association) is located along Friendship Street. The Key Bank, formerly The Depositors Trust Company, is around the corner on Main Street, and on busy Route One you will find the Waldoboro branch of the First National Bank of Damariscotta. All three are thriving and ready to give you full service.

Records show that several one-room school buildings have contributed to the educational needs of the town, one of which now serves as a museum on Route 220 South.

At present, S.A.D. 40 serves Waldoboro and four other towns in Knox County: Washington, Union, Warren, and Friendship. An outstanding job has been accomplished in providing modern educational methods and our school system is recognized by the State and the nation. Last year we were granted an excellency award by the State, and what person in the area does not know of the students' prowess in academics, sports, music and the arts? We take great pride in our young people and their accomplishments.

During the last 125 years, several fraternities have been in operation, such as the Masonic and Odd Fellows Lodges, and we have three granges: Maple, Progressive and Meenagha. There records show that many services have been freely rendered to their community and their cash contributions exceed thousands of dollars.

The Waldoboro Lions Club has a record of 53 years. One of its projects, sponsored for the past six previous years, has completed the dwelling house made by the students of S.A.D. 40, in which students from four Knox County towns have taken part. The V.F.W. and American Legion service clubs have contributed greatly to our community and we hold them with the highest respect. The accomplishments of the Waldoborough Historical Society would form a story in itself. Much of our information has been gleaned from research already done by these dedicated folks.

We want to thank The Courier-Gazette for allowing some history from Waldoboro to be included in connection with the 125th Anniversary of Knox County.

Knox County's 125th Anniversary

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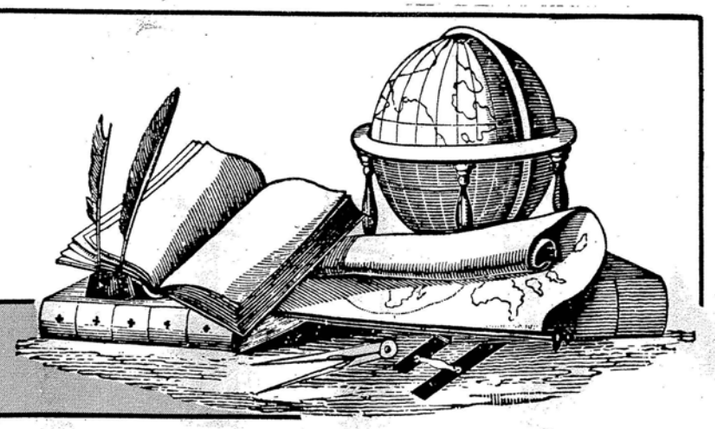
WASHINGTON

Jennie Nash
Arthur Pierpont
Edward M. Pierpont
Ellie and Mal Mayer
Dave's Auto Service

Town of WASHINGTON



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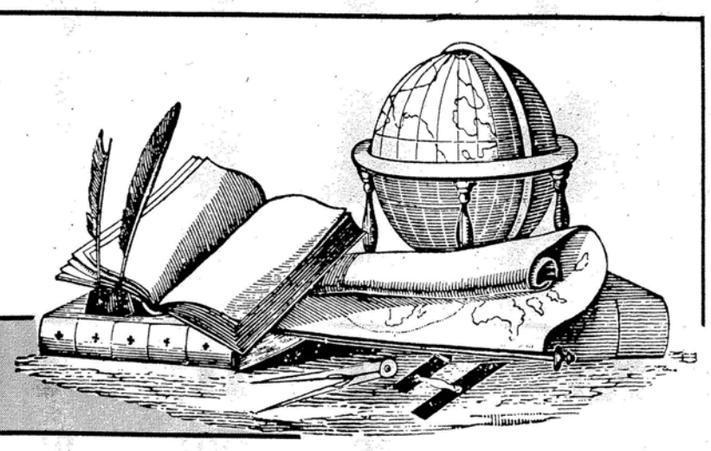
MONHEGAN

The Island Inn
Bob and Mary Burton

Town of MONHEGAN



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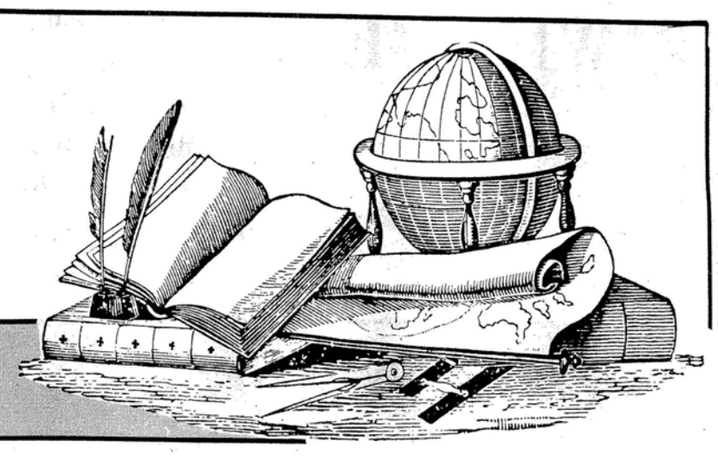
WALDOBORO

The Old Broad Bay Inn
I. Stanley Bailey
Mildred and E. Ashley Walters

Town of WALDOBORO



You Think You Know Knox County?

compiled by Brad Beckett, Thomaston

1) Knox County was formerly part of:
a) Lincoln County
b) York County
c) Hancock County
d) Waldo County
e) All of the above

2) Of the following Knox County towns, which experienced the most growth percentage-wise in comparing its 1970 population to its 1980 population?
a) Rockland
b) Thomaston
c) St. George
d) Hope
e) Cushing

3) Who presently owns Rockland's WRKD Radio Station?
a) Walter Cronkite
b) Ted Turner
c) Carl Yaztremski
d) Passamaquoddy Indians
e) None of the above

4) True or False: Part of Acadia National park lies within Knox County.

5) What should be the proper grammatical spelling of the following town?
a) Owls Head
b) Owls' Head
c) Owls's Head
d) Owl's Head
e) None of the above

6) Which Knox County town is known for its annual "Fireman's Frolic?"
a) Rockland
b) Camden
c) Hope
d) Union
e) Matinicus

7) Chickiwaukie Lake's derivation comes from which group of people and means the following:
a) Penobscot Indians, "Deep Pond"
b) The French, "Lake of Refuge (from the Indians)"
c) The Spanish, "Lake of Gold"
d) The Portuguese, "Lake of Large Fish"
e) None of the above, the entire name was fabricated by local residents during the last century.

8) Which of the following Knox County towns is known to have quarried granite?
a) St. George
b) Friendship
c) Cushing
d) All of the above
e) None of the above

9) Which Knox County town had the most fishermen per capita in the mid-1960s?
a) St. George
b) Cushing
c) Friendship
d) Camden
e) Rockland

10) Which Knox County town built our nation's last five-masted wooden schooner in 1920?
a) Rockport
b) Rockland
c) St. George
d) Thomaston
e) None of the above, it was built in Portland, Maine.

11) Approximately what portion of Knox County land is still forest?
a) 25 percent
b) 50 percent
c) 70 percent
d) 90 percent
e) 95 percent

12) Farming in 1979 produced approximately how much annual cash income for Knox County?
a) $10,000,000
b) $1,000,000
c) $100,000
d) $10,000
e) $1,000

13) True or False: In 1980, all Knox County elected government officials located at Rockland's county seat were Republican.

14) In 1979, approximately what fraction of Knox County employment came from its 85 manufacturing plants?
a) 1/6
b) 1/3
c) 1/2
d) 2/3
e) 3/4

15) Match these present-day Knox County towns with each one's earlier namesake:
a) Hope
b) Washington
c) Rockland
d) St. George
e) Friendship
f) Vinalhaven
g) Union

1) Meduncook
2) Sterlingtown
3) Barrettstown
4) East Thomaston
5) Fox Island
6) Putnam
7) Was part of Cushing

ANSWERS
1. e) All of the above.
2. d) Hope (it increased by 39 percent).
3. d) Passamaquoddy Indians
4. True (Isle au Haut, which is in Knox County, contains some of Acadia National Park's land).
5. d) Owl's Head
6. c) Hope
7. e) None of the above, the entire name was fabricated by local residents during the last century.
8. d) All of the above.
9. c) Friendship
10. d) Thomaston (Dunn & Elliot built the last five-master, the *Edna Hoyt*).
11. b) 50 percent
12. a) $10,000,000
13. True
14. b) 1/3
15. a) Hope, 3) Barrettstown
b) Washington, 6) Putnam
c) Rockland, 4) East Thomaston
d) St. George, 7) Was part of Cushing
e) Friendship, 1) Meduncook
f) Vinalhaven, 5) Fox Island
g) Union, 2) Sterlingtown

State's Youngest (Continued from Page One)

Entering upon their duties April 1, 1860 were Knox County's newly appointed officers, to continue until their places would be filled by an election unless sooner removed for cause. Gov. Morrill had selected the following:

Clerk of Courts, Samuel L. Hodgman, Warren; County Attorney, Thaddeus R. Simonton, Camden; Register of Deeds, George W. White, South Thomaston; County Treasurer, Bartlett Jackson, Thomaston; County Commissioners, Seth G. Gerry, Thomaston, Zenas Cook II, Friendship, William H. Meservey, Appleton. Register of Probate Albert S. Rice of Rockland was already serving Lincoln County in that capacity and was "held over" to serve Knox County.

First Meeting

The first meeting of the Knox County commissioners was conducted Tuesday, April 3, 1860, although just where they gathered in Rockland was not mentioned in the minutes. A. McKellar Jr. was appointed clerk pro-tem, and Mr. Gerry was designated to act as chairman for 1860. Principal order of business was to declare that that the jail at Belfast in Waldo County was to be the jail for Knox County, according to Section 11 of Legislative Act 146.

Little more than one year after establishment of the new county, the commissioners reported that the Legislature had authorized $5,500 in tax assessments to the towns, although as considered at the meeting for April 17, 1861, the actual amounts certainly exeeded $5,500. They were listed in the minutes in this order:

Muscle Ridge Pl.	$35.69
North Haven	$87.42
Warren	$1,570.81
Cushing	$178.88
Vinalhaven	$118.81
St. George	$592.82
Appleton	$151.25
Hope	$143.98
South Thomaston	$593.36
Union	$882.35
Rockland	$4,517.35
Camden	$634.14
Thomaston	$3,547.74
Washington	$467.82
Friendship	$213.37
Matinicus Pl.	$30.28.

This total of $13,766.01 was hardly in line with $5,500, but there appears to have been a reason. On Feb. 9, 1861 the commissioners of Lincoln County certified under oath to the commissioners of Knox the exact amount of indebtedness of Lincoln to be $15,249.65. This procedure had been specified for both Lincoln and Waldo Counties in Section 13 of the Legislative act creating Knox County.

With but three regular meetings per annum required — although some special meetings were conducted — the county commissioners found few slack periods, particularly in dealing with bills to be paid. We find that Alvin Piper, city jailer, was to be paid the sum of $138.60 for the support of prisoners from Aug. 7 to Dec. 3, 1861. Mr. Piper's statement to the county did not include the number of prisoners thus accommodated.

That order followed one voted in 1861 that the "lock-up of the City of Rockland be designated by this court (of commissioners) as the House of Correction for the County of Knox till otherwise ordered." This action was not intended to discontinue transfer of other prisoners to the jail at Wiscasset and that practice went on as before.

Concern continued to grow over the adequacy of the quarters being used for county offices and terms of court, and one major step was taken at the meeting for June 15, 1864. It was ordered that there be notice by publication in "the *Rockland Gazette* and *Democrat & Free Press* that written proposals will be received for furnishing suitable buildings and rooms for Courts and County office for the use of Knox County."

At a subsequent meeting it was voted that a three-man committee reporting on costs of constructing a fireproof vault, a safe and other fixtures for the county be accepted. Also considered at that time was a request from members of the "Bar of Knox" for a room to be used as a law library.

What does not appear in meeting minutes was the number of "written proposals" for a building and rooms. Nonetheless, a lease agreement was recorded Sept. 1, 1864 by which Samuel Pillsbury would lease to the county all of the second and third stories, except for two small rooms, in his block at the corner of Main and School streets. This would accommodate the courts, jury rooms and county offices.

The lengthy lease stated that the hall in the third story, designed chiefly for Supreme Judicial Court, "may be used for conventions or other public purposes," but not as a "dancing hall." The dance hall stipulation was undoubtedly regarded as a very good thing. Mr. Pillsbury, in turn was to have built a a brick vault "up from the ground on the westerly side of the block at least nine feet high," providing a proper depository for records, books and papers of the Registry of Deeds. Also to be provided were two iron doors set in iron frames, and a fireproof safe six feet, three inches high in the office of the Clerk of Courts.

Rent agreed upon was to be $950 annually over a 10-year period. Thus the move was made from the corner of Main and Summer streets to the Pillsbury Block. But the move was still regarded as temporary, since after county offices opened for business at Main and School streets, the chairman of the board of commissioners was authorized to attend the sale of one lot "and to bid not more than $6,000 for said lot for the site for county buildings." No results of the chairman's sale attendance were reported.

What became the "county lot," site of the present courthouse was not effected until land conveyances were made between the county and two private property owners in 1869. For a total of $4,500, Knox County obtained from John T. Berry and the same Mr. Pillsbury, parcels bounded by Limerock, Union and High streets, and on the south by the Universalist Meeting House lot. Curiously enough, this followed an 1867 property purchase by the county from Nathan A. Farwell, which involved a lot on the north side of Limerock Street running northeasterly to the "westerly extension of Beech Street." Whatever the intent had been, that lot was in turn sold by the county to another private owner.

Accordingly, county business went on as usual until, in 1874, it was time to begin construction of a courthouse at Union and Limerock streets. Despite some setbacks and inconveniences, at least Knox County had enjoyed, to that point, what was stated in Section 1 of Chapter 146 in the Legislative Act approved March 9, 1860 "... have all the powers, privileges and immunities, and be subject to all the duties and obligations of other counties in the state ...."

Limerock Valley Pomona Grange 30 Has Long County History

by Winnifred Marriner, Master
Penobscot View Grange 388, Glen Cove

Union Pomona Grange No. 3 was organized on April 6, 1876 by the then State Master Nelson Ham, its membership made up of grange members in Knox and Lincoln Counties. Obadiah Gardner of Rockland was one of the candidates to receive his Fifth Degree at the grange's first meeting. He was to become master of the Maine State Grange 20 years later (see box).

While he held this office, 1887-1907, many granges were organized because of his efforts.

Due to an increased number of subordinate granges being formed in the county, in 1911 Lincoln County withdrew and Knox Pomona No. 3 and Limerock Valley Pomona No. 30 were formed.

Limerock Valley Pomona Grange, the legislative body for subordinate granges within its jurisdiction, was organized Sept. 26, 1911 at Pleasant Valley Grange in Rockland by State Master Clement S. Stetson, assisted by Knox Pomona members and Deputy George E. Nash.

Organized with 123 charter members, the grange's first master was Wilder S. Irish of Camden.

At that time, an electric car line ran between Camden and Thomaston through the Limerock quarry region of Knox County, hence the grange took the name, Limerock Valley Pomona.

Before its organization, its subordinate granges were at first five:

Pleasant River Grange No. 274 in Rockland was organized by J.W. Lang on Nov. 24, 1885 and its first Master was Freeman W. Smith. There is very little information about this grange and they lost their hall by fire. In recent years its members have met in Owls Head Grange Hall with Judson Dodge its current Master.

Wessaweskeag Grange No. 350 in South Thomaston was organized in 1899 at Knox Hall in South Thomaston. Its first Master, A.C. Glover, served from 1899 to 1903. The old Robinson barn and stall was purchased for a hall and dedicated on June 28, 1905. After the structure burned, the grange struggled for several years to maintain its membership, meeting in a church. Currently, it is in the process of consolidating with St. George Grange.

Penobscot View Grange No. 388 in Glen Cove was organized in the Mutual Benefit Society's hall on Commercial Street on March 23, 1902, with Frank H. Ingraham as its first Master. In 1904 the grange moved to the Oak Grove Dance Hall, which burned three years later. Land was then purchased and the present hall built, to be dedicated on July 31, 1906. This grange has been very active over the years and has received many awards. Lillian Lord was chosen Honor Lecturer of the Maine State grange in 1972.

In 1975 Roland and Winnifred Marriner were appointed Youth Co-Directors for the State of Maine, and in 1977 Roland Marriner was elected State Gatekeeper, a position he still holds. This election came 70 years after Obadiah Gardner of Rockland was elected to be State Master (see box). Golden Monroe holds the title of longest membership, with 76 years of continuous service.

Present Master of this grange is Winnifred Marriner, who will have completed nine years this fall in that office.

St. George Grange No. 421 was organized on Sept. 14, 1903 in Wiley's Corner Schoolhouse in St. George. Its first Master was William Coddy and it first met on the upper floor of Robinson's store. A new hall was built, to be dedicated on Dec. 1, 1908, which still stands today in St. George. Current Master is Frank Rackliff of Spruce Head.

Megunticook Grange No. 423 in Camden was organized on Sept. 21, 1903 in a schoolhouse near the present Camden Hills State Park. Its first Master was George E. Nash. In 1904 the grange moved to the G.A.R. Hall, where the little mill stood on the corner of Washington and Mechanic Streets. The grange then rented the brick schoolhouse, now a funeral parlor, and in 1928 built its current hall. The Master is Russell Lovejoy.

Joining Limerock Valley Pomona Grange in 1920 were Pleasant River Grange of Vinalhaven and North Haven on North Haven, and Owls Head Grange No. 563 on April 19, 1938, for a total of eight subordinate granges.

Pleasant River Grange No. 492 on Vinalhaven had been organized on Oct. 23, 1908, with R.E. Green as its first Master. A.M. Webster offered the grange a building for a hall, land was purchased and the building moved across the ice to the site where it remains. Winnie Ames is the grange's sole remaining charter member. Master is Dallas Anthony.

North Haven Grange No. 496 had been organized on April 22, 1909, with Hanson Crockett as Master. From the first, the grange met in the so-called Union Hall, which it purchased in 1937. The Master is Faye T. Grant.

Owls Head Grange No. 563 has been organized on April 19, 1938 with Albert McPhail as Master. The current Master is William Jillson.

The accomplishments of Limerock Valley Pomona Grange have been many. In 1897, Grange Cottage at Hinckley was built for homeless girls from donations made by subordinate granges. Today it is known as the Good Will Home Association.

From grange records, some interesting items emerge:

In 1906, Warren Grange No. 470 was invited to Penobscot View Grange and a committee appointed to see about getting a special trolley to take members, leaving Warren at 6 p.m.

In October 1913 there was a smallpox epidemic, and in 1917 grange members voted to adopt a resolution granting equal suffrage to women.

At that time, dinner tickets cost 25 cents each, beef was priced at 12 cents a pound, coffee at 14 cents a pound, and 21 pounds of butter was 38 cents. Refreshments served were hulled corn and milk or apples.

Just as there are red-letter days in the life of an individual, so there are outstanding events in the life of a fraternal organization. One which caused much laughter and merriment for a long time afterwards took place in January 1912.

A severe snowstorn came up in the afternoon and most of the members had to spend the night in Pleasant Valley Grange Hall in Rockland. Members living nearby got out their teams next day to take the members into the city, where they dispersed. So for some, it had been a 24-hour meeting.

During the Depression years of the 1930s, the grange's funds fell very low, so the idea originated of a Pomona Festival, to be open to the public. Food was contributed by members of the subordinate granges, a central hall was chosen, and a harvest supper served, followed by entertainment. What was to become an annual event for many years raised a considerable amount of money.

This review of Limerock Valley Pomona's history would not be complete without mention of the sinking of the *Castine*, one of the most shocking tragedies that ever happened in Penobscot Bay.

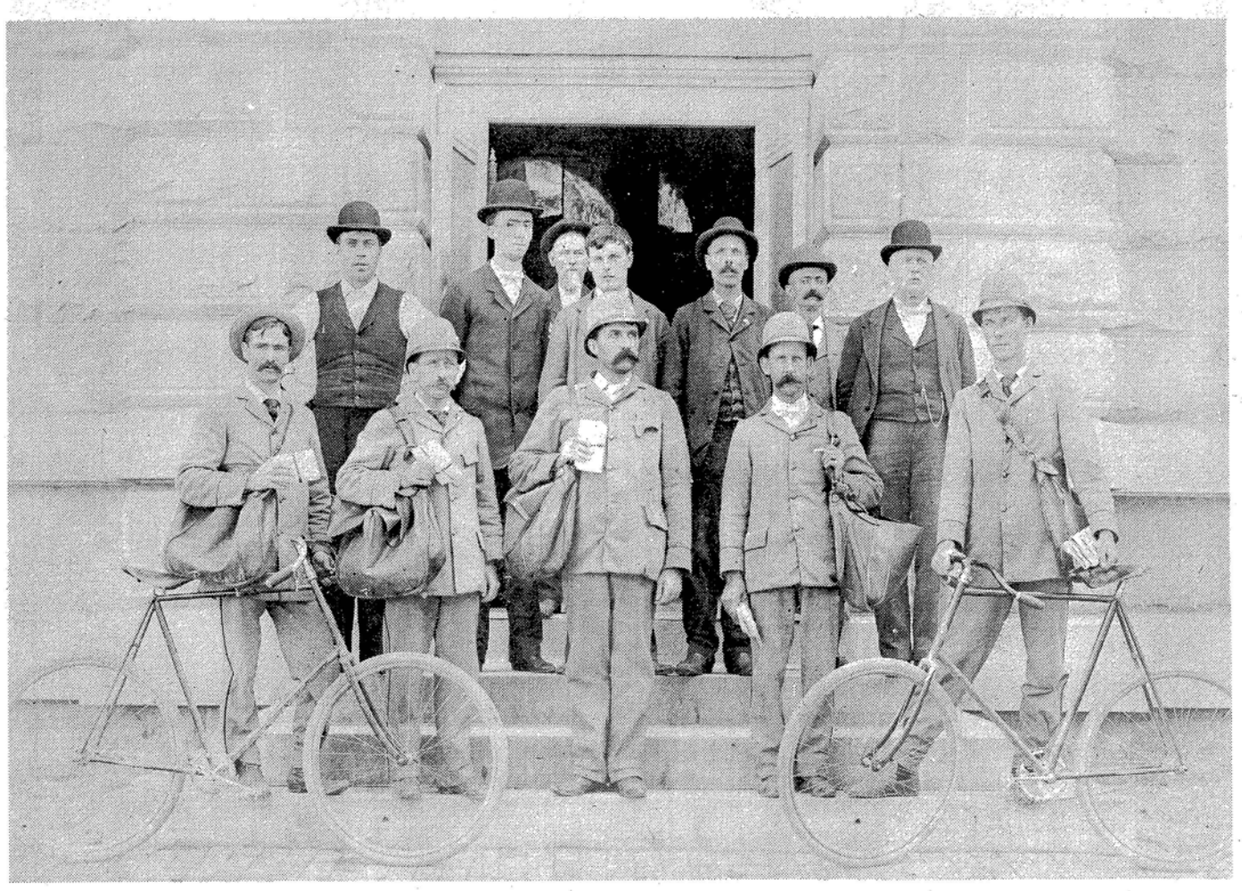
The *Castine* was a steamer which plied the waters here many years and was aften chartered for excursions. She was engaged to take grangers to the "once a year" meeting with North Haven and Vinalhaven Granges. June 8, 1935 was the date of her last trip and tragic end.

The following is from the account writtem by Secretary Rackliffe at that time.

"In accordance with the plan of the Grange Year Book, the steamer *Castine* left Camden and Rockland with a crowd of Pomona members and friends en route to Vinalhaven for the June meeting with Pleasant River Grange. Halfway across the bay, the steamer struck a half-tide ledge and was a total wreck. Charles Worster, treasurer of Pomona, and Sister Worster lost their lives and many suffered shock and injury, two ladies dying later of the effects. Sisters Packard and Lucia Hopkins, who were in serious condition, fortunately, recovered. Thanks to the nearness of the steamer *North Haven* and two fishing vessels, all others were saved."

Many times we have had the pleasure and honor of entertaining State and National Grange officers, governors of our own state, and others. Prominent men and women of our local towns, county and state have been our guests and brought us both education and entertainment, for this is all a part and plan of our great order.

The members of Limerock Valley Pomona Grange feel that they have filled a place of honor in Knox County and so will continue to live the Grange Ritual with loyal and faithful workers dedicated to grange ideals.



NEITHER RAIN NOR SLEET.— In 1890 outside the granite U.S. Customs House and Post Office building on Limerock Street, this photograph shows the same staff the post office had when the building was erected in 1876. Front row, left to right, shows substitute carrier Maurice Wilson, and regular carriers Oliver B. Lovejoy, John Hanrahan, Sam Lawry and Henry Chatto. Back row, left to right, shows general delivery clerk Clifford Crockett, clerk John Flanagan, janitor Allan Shuman, money order department assistant Frank Magee, substitute letter carrier Alvah Babbidge, regular carrier John Albert Burpee, and Kendall K. Rankin, who worked in the money order department. John Burpee owned the Limerock Street house which is now the home of the Shore Village Museum. Photo: James L. Burns Collection, Shore Village Historical Society

Rockland's Maine Master

Obadiah Gardner

In 1865, Oliver Hudson Kelly of Minnesota (who had once lived for a short time in Maine) conceived the idea of a Secret Society of Husbandry as a way of restoring kindly fellowship among the people of the North and South after the Civil War.

Kelly organized the National Grange at Washington, D.C. in 1857 and was its secretary and leading spirit.

The movement which involved the formation of organizations at the state level as well as groups at the local level, got off to a slow start, however. At a later date, Pomona granges were formed at the county level to fill the gap.

After the Panic of 1873, farmers turned to the grange movement as a strong union force to work on his behalf, and by 1876, there were more than 10,000 grange members in Maine alone.

In 1897, Obadiah Gardner, a cattleman from Rockland, became Maine State Grange Master and during his time in that office, state membership topped 55,000.

Gardenr became a State Senator and spent several years in Washibgton, D.C. In 1908 he ran for Maine Governor but missed election by only 13 votes.

He was a very tall, large man. He married Cora Sherer with whom he had one daughter, Nina, and a son, Albert. The family lived in the house on West Meadow Road now occupied by Walter Dyer.

In 1932, Gardner wrote a history of the grange movement.

Knox County's 125th Anniversary

HAS BEEN SUPPORTED BY THE FOLLOWING CONTRIBUTORS

LINCOLNVILLE

The Mahoney Family
Center General Store
Heald Construction
Lincolnville Plumbing and Heating
Heal Engineering
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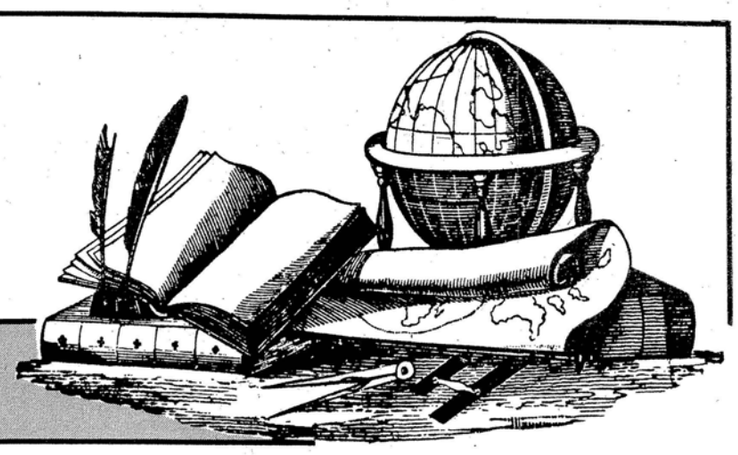


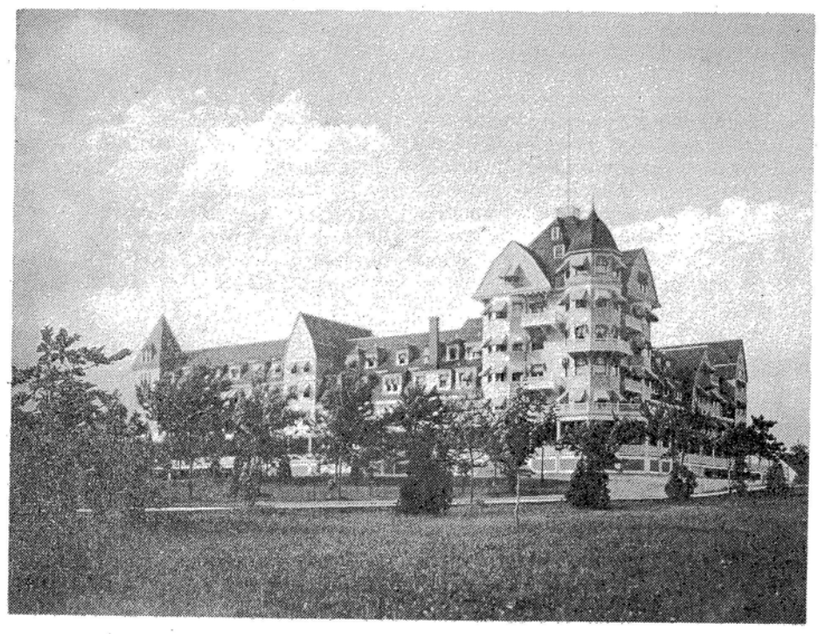
Town of LINCOLNVILLE

125 Years Of Knox County Photos

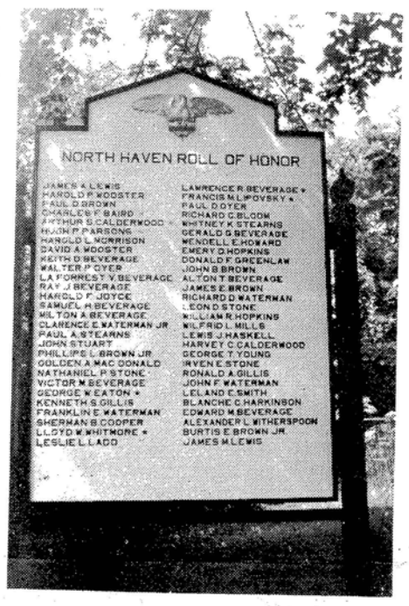
FIRST FALES STORE — Riley Davis stands in the doorway of the original Fales Store in Cushing, located at Pleasant Point. Men looking out over the harbor are Harland and Philip Davis. Photo Courtesy of Cushing Historical Society

MONHEGAN TO THOMASTON — Docked at the edge of Monhegan Harbor at the turn of the century is the May Archer. The vessel made trips between Monhegan and Thomaston, with stops in Cushing. Today, Monhegan is served by a ferry from Port Clyde and the island now has full-time telephone service with one of the most modern systems in the state.

Photo Courtesy of Cushing Historical Society



GRAND HOTEL — The famed Samoset, shown shortly after its renovations in 1902, began as the Bay Point Hotel in 1889. The old, wooden hotel was destroyed in a spectacular fire in 1972. It is now the site of the Samoset Resort, once again a grand hotel for the coast of Maine. Photo Courtesy of Shore Village Museum



ISLAND HONOR ROLL — The sons of North Haven who served their country in World War II are remembered on this honor roll.

DOWNTOWN SHOPPING — The V.F. Studley Furniture and Music Store occupied a stretch of Main Street in 1920. The "Million Dollar Fire" of 1952 started in this building. The old Hotel Rockland is on the left. The fire burned out the Studley store, the hotel and 20 other businesses.

Photo Courtesy of Richard Warner

HOTEL ST. NICHOLAS in 1900, on the corner of Park and Main streets, now the site of Sears Roebuck and Company. The hotel first opened under the name of the Lynde Hotel in 1870, changed to the Hotel St. Nicholas in the 1880s and in the early 1900s changed again to the Hotel Rockland. It served as a meeting place for many civic organizations, with a dining room noted for excellent cuisine, until the disastrous fire of 1952 destroyed the hotel. Photo: James L. Burns Collection, Shore Village Historical Society

DESTRUCTION — This Alton Blackington photo shows the most destructive fire ever to rage in Thomaston. Firefighters retained control over the inferno and protected the nearby Episcopal Church. The fire burned out the Knox Hotel, center, and Watts Block, far left. The fire occurred in 1915.

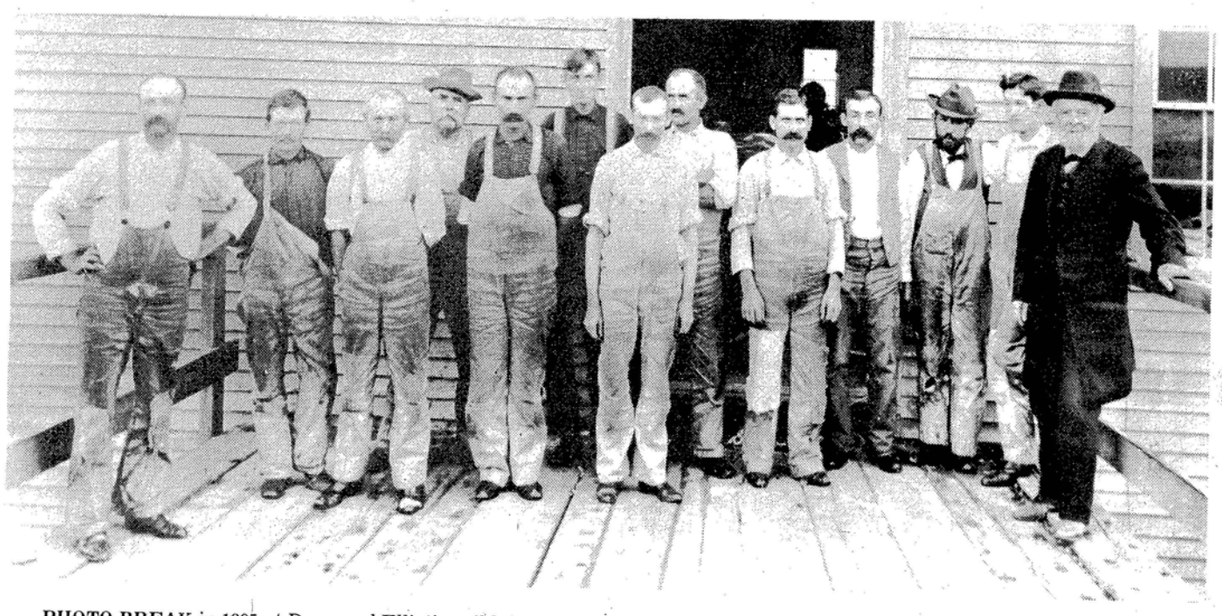
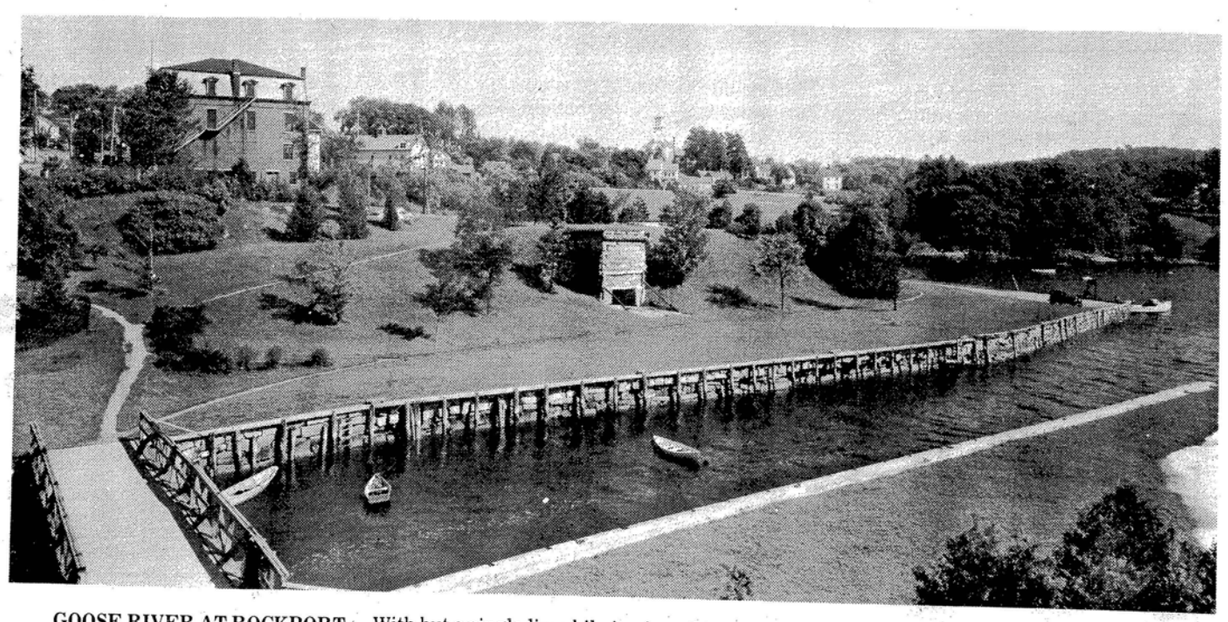


PHOTO BREAK in 1895 at Dunn and Elliot's sail loft on Water Street, at the foot of Green Street in Thomaston. The firm was established in 1874 and ceased operation in 1922. After being vacant for some years, the loft was occupied by Snow Harbor Corp. in 1970 and today remains part of its marine business. Posing for the shutter in 1895 are, left to right: Billy Hodgkins, Ralph Grafton, Orrin Perry, Armorsa Morse, Levi Bucklin, Dick Robinson, Irving Herrington, George Hanley, Pat Sanfey, Weston Rines, George Elliot, Richard Elliot and Capt. Jesse Wilson.

Photo from Thomaston Historical Society Collection



GOOSE RIVER AT ROCKPORT — With but a single lime kiln in view, this was the scene at Rockport harbor in the 1930s where the Goose River flows into the harbor. The grassy area near the kiln is now used for winter boat storage while the area near the car, at far right, is the location of the Rockport Boat Club.

George W. French Photo