



Time & Tides



Border Historical Society Newsletter

Eastport, Maine~Fall 2010 Edition

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Eastport Volunteer Fire Department Honored

The Border Historical Society held its October meeting on Saturday, October 16, 2010, at Christ Church, Eastport. Members of the Eastport Volunteer Fire Department were guests of honor at the Pot Luck Supper, which was attended by over 60 people; and all firemen received certificates of appreciation and great applause for their tireless volunteer efforts. Stories were told of the old fires that destroyed the downtown business district; recent fires that called for great effort on the part of the firemen; and recollections of the fires that showed the dedication of firemen past and present.

The old Jumbo fire alarm (once located in the Boynton Street Grammer School and later moved to the Boynton Street fire station) was remembered. Also noted was the card in everyone's home which matched street locations with the number of sounds given by the Jumbo, thus alerting all to the location of the fire. Fire Chief Richard Clark noted that system was stopped and different radio bands are now used because too many people came to the scene and interfered with efforts to extinguish the fires.

Submitted by Eleanor Norton

***Eastport** *Continued on Page 9*



John Brunkowski and Michael Closen sign a copy of their new book on RV history at a recent visit to the Quoddy Craft Shop. See story on page 5. John and Michael have a summer home here in Eastport have been RVing for more than 25 year.

Photo by Leasa Garvin



Back Row L-R: Fire Chief Richard Clark, Lee Harris, Mark Emery. Front Row: Jay Pearson, Chris Bartlett, Tom Critchley, Mark Cook, Ed Mullen.

Photo by Leasa Garvin

**Official Publication of the
Border Historical Society**

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President's Message



January 2011

The Border Historical Society Board wishes a Happy New Year to all of you. Thank for your participation in the programs and activities of 2010. To those of you who have left Eastport for warmer climates we hope you will join us again next spring and or summer.

Please remember that we have ongoing programs like the Auction on July 3rd every year. The Auction is a good fundraiser, so please look around for contributions that you might make to that event. Also keep in mind the Barracks Museum; look for anything that might pertain to Eastport. People put things into yard sales that have gone far afield from their origin. For instance, Maine historical items have been found in Texas and California in yard sales. Let's bring them home. Leasa and Helen are good resources for anything you might find.

When you renew your membership, please think of the committee or committees where you might be able to be of service. The membership card gives you many options. BHS needs to raise some money toward the restoration of the Powder House. Please look for a good fundraiser in your travels.

The Border Historical Society Board will begin, in January, to work on this year's activities. If you are away and would like to make a suggestion for an event or program, please e-mail one of us. We have decided to change the meeting night to the third Thursday since many of the Arts Center programs begin on Friday. If you know of any conflict, please let us know. In the meanwhile have a good winter, be warm, stay safe; and if the good Lord is willing, we will see you in the spring.

Sincerely,
Phyllis Siebert, President
bhchef1@zwi.net

BHS Minute Highlights

Over the past months, the Border Historical Society has sponsored many wonderful, informative, well-attended programs with guest speakers. Following are highlights of the meetings held during the months there were no programs:

JUNE—Several important accomplishments were reported during the June meeting, especially the printing of the long-awaited, much-anticipated "Walk About" brochure, a self-guided tour of the many historic homes and businesses in Eastport and the painting of the Boynton Hill side and some touch-up on the front of the Craft Shop by the Bangor All Souls Congregational Church young adults.

BHS Minute Notes *continued on page 22*

The Powder House Then and... Now.



Postcard submitted by June Millett Fiske

The Powder House is a bit of history we need to preserve.

Fort Sullivan was built in 1808 to defend Eastport. In 1814 Eastport was occupied by the British and remained under their control until 1818.

There is a Fund established for the much needed restoration of the Powder House. We welcome contributions to that Fund and also hands-on help keeping the grounds neat.

If you can offer your help, please contact Powder House Committee Chairman Rus Terry at 853-2620 or stop by Quality Framing located at 56 Washington Street, Eastport, and offer your support.



Historic Site!

Photo by Leasa Garvin

WANTED

Powder House Rocks!

In preparation for restoration, we are searching for rocks that have been carried off over the years. If you have pieces of this historic treasure and are willing to return them, no questions will be asked. Just place rocks along the back of the parking lot out of the way and at a future time an historic mason will return them to their rightful place.

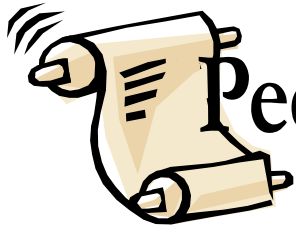
REWARD: *Knowing you've done the right thing for history!*

THEN



NOW





People & Places of the Past

The Chevriers of Eastport

Emile and Annie Chevrier immigrated to Eastport from Nova Scotia, where their ancestors had been exiled by the English King. They arrived in Eastport with three children, Joseph, Edmond and Alice, on June 22, 1892, and moved into a one-room apartment in the Old Barracks at Ft. Sullivan and lived there for seven years, where two more children, John and Mary were born. In 1899 they moved into a newly built house at 37 Adams Street, which they bought and which became the Family Homestead for many years. Emile Chevrier owned and operated a harness shop on Water Street near the post office, where he made all kinds of leather goods, including the slings that he designed to lift President Roosevelt off the boat when he came over from Campbello. Emile died on September 12, 1948, and Annie on October 20, 1944. My father Joseph joined the US Army and fought in WWI, after which he ran the Quoddy Cafe on the docks at Eastport until he got an appointment to the US Custom Service. My father married Lulu Owen of Pembroke in 1928 and I (Philip) was born there in 1930. My sister Virginia was born in 1932 at Detroit, MI. Joseph died in 1967 and Lulu 1973. Father gave the Cafe to his sister-in-law Blanche Chevrier, his brother Edmund's wife, who had been doing most of the cooking and baking. Blanche died in 2008 at age 110. Edmund stayed in Eastport

working at several of the sardine factories until 1944 when he died. He and Blanche are both buried in the Hillside Cemetery. They had six children—Alice, Paul, Joseph, John, Blanche and Norma.

Alice Chevrier married Wellesley Porter and moved to Fitchburg, MA. They had three sons, Wellesley Jr, Joseph and Francis. She died in 1989.

John Chevrier married Faustina Morrison of Malden, MA, where they had two daughters, Mary and Margaret. He died in 1968.

Mary Virginia Chevrier married Francis Gallen, a Naval officer. They moved to Arlington, VA. They had three children, Mary Louise, John and Lawrence. She died in 1988. This part of the Chevrier Family has relatives, Chevrier and Owen, still living in the Eastport-Pembroke area. My Sister Virginia moved back to Pembroke and married Ralph Nadeau and owned and ran the Fulton Cabins in West Pembroke for many years before moving south. This is a very brief resume from the book my cousin Francis Porter wrote.

My father always had a deep love for Eastport and as long as he was physically able he had to get back for Old Home Week on the 4th of July

*Submitted by Philip A. Chevrier, Sr.
flipchev@comcast.net*



Chevriers

Left: Joseph Chevrier.
Above: Edmond Chevrier.
Right: Emile Chevrier.

BHS Members Author Two Unique Histories of RVing

History can be revealed in countless ways. Among the more traditional methods are the discovery of artifacts under ground or under water; the research of documents and books in museums, libraries and government archives; and the taking and recording of oral accounts of events from eyewitnesses or the hearsay recollections of survivors who heard the stories about such events.

But, two members of the Border Historical Society have found history principally in less traditional ways, and they have written two recent and first-ever books to publish and preserve what they have learned. Their subject is the history of camping and RVing – traveling in recreational vehicles such as travel trailers, truck and van campers, and motor homes. Not surprisingly, there are a number of Maine connections to their unusual history projects.

John Brunkowski and Michael Closen are summer residents of Eastport, Maine, which is where they own a house and where much of the writing of both books was completed. After college and graduate work, they both began actively RVing more than 25 years ago. They have experience camping in travel trailers and motor homes throughout Maine, the United States, Canada and Mexico; they are members of several RV clubs and organizations; and they currently own a motor home and two vintage trailers – a 1948 Vagabond and a 1966 Airstream Safari. Importantly, they have been avid collectors of RV memorabilia, including RV toys and RV postcards. They have written a number of articles discussing collectibles in RV magazines.

RVing is not simply a social pastime. It is a very big business, both directly and indirectly. RV sales and RV travel represent a significant multi-billion dollar international tourism industry, with significant effects and benefits throughout Maine. With RVs come RVers, who patronize sales and service businesses of all types in the communities where they visit. Thankfully, because of Maine's success as a tourist destination, especially with its vast outdoor attractions, Maine is home to many popular RV campgrounds, such as the Pumpkin Patch RV Resort in Hermon [just outside of Bangor], Sunset Point Campground in Lubec, Hilltop Campground in Robinston, and in Eastport – Harris Point Campground and Seaview Campground. In addition to



Maine has been home to numerous RV dealerships which have sold and serviced the full range of RVs.

This vintage linen postcard dates to the 1950s and advertises Kimball Trailer Sales in Scarborough, Maine.

Travel trailers were the earliest true RVs; they monopolized RVing for the most part for some 40-50 of the first years of RVing; and, they still comprise the great majority of RVs in the world today.

privately-owned camping sites, Maine has several very good RV campgrounds in its state parks.

Brunkowski and Closen discovered that no book had ever been written about RV toys or about RV postcards. Yet, toys and postcards – especially vintage pieces – tell the history of RVing. Toys do it in miniature reproductions and images; postcards do it by mail in text and images. The cumulative effect of a large number of RV toys or RV postcards is to illustrate in quite accurate detail much of the history of RVing. After all, if as the old adage says, “a picture is worth a thousand words,” a book showing pictures of only 100 toys or postcards would be the equivalent of 100,000 words of text.

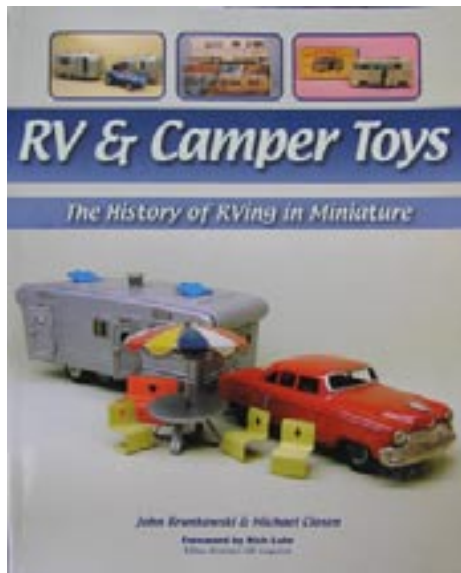
So, the first book by Brunkowski and Closen was *RV & CAMPER TOYS: THE HISTORY OF RVing IN MINIATURE*, released in 2008 by the Wisconsin publisher Iconografix Publishing (specializing in books on transportation subjects). That book includes ten chapters and photographs of some 800 toys from their collection of more than 1500 RV toys. The book emphasizes vintage American and

***BHS Members Author Two Unique Histories of RVing**

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BHS Members Author Two Unique Histories of RVing

foreign toys dating back to the 1930s–1950s, and it illustrates a wide range of toys from RV models to ceramic RV banks to RV jigsaw puzzles.



This is the cover of the 2008 book by Brunkowski and Closen on the subject of RV toys, appropriately sub-titled THE HISTORY OF RVING IN MINIATURE.

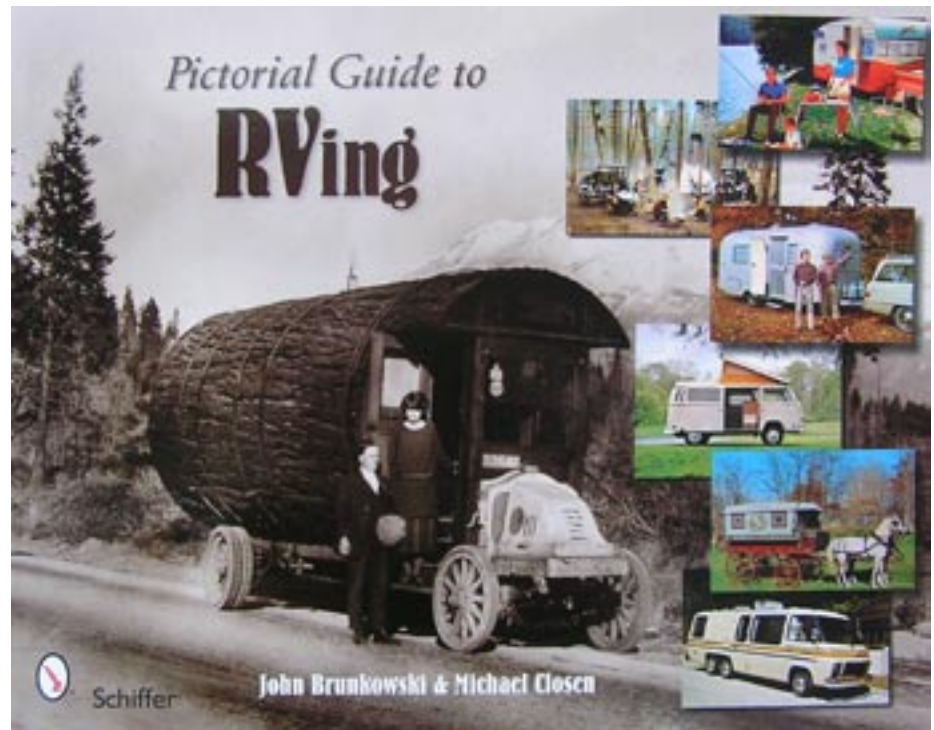
The Foreword and Preface to the book offer a brief discussion of the development of RVs and of the reasons for the widespread interest in collecting RV toys.

Their second book PICTORIAL GUIDE TO RVING was just released in the Fall of 2010 by the Pennsylvania publisher Schiffer Publishing (specializing in photography and postcard books). That book contains ten chapters and 350 vintage postcard images from the early 1900s to the 1970s relating to RVing in America and many foreign countries, with a number of Maine postcards included. Again, all of the postcards illustrated in the book are among Brunkowski and Closen's collection of more than 2500 RV postcards.

Because Maine has always been a popular fishing, hunting and camp-

***BHS Members Author**

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The cover of the 2010 book PICTORIAL GUIDE TO RVING, just like its contents, shows RVs and RVing through the medium of vintage postcards. The book's Introduction presents a thoughtful explanation of the historical reasons and "roll" models for the invention of early RVs. Incidentally, since factory-produced motor homes were not really developed until the 1960s-70s, "vintage" postcards illustrating motor homes date back only to that time frame.

Both books are available from the publishers and online at Amazon, Ebay and elsewhere.



This very old black and white postcard is captioned, "Camping at Norway-Pines...Washington County, Me.," and it was postmarked in 1922. In order for RVs to be developed and for RVing to become successful, one absolutely essential prerequisite was a widespread popular interest in the great outdoors, and in camping in particular.

Attractive recreational camping destinations, like those throughout Maine, contributed immensely to RVing.

After all, with more than 3400 miles of coastline and endless miles of river banks and lake shores—not to mention its pristine mountains and forests—Maine has much to offer RVers.

BHS Members Author Two Unique Histories of RVing



Here is another wonderful and very early Maine tent camping card. Posted in 1909 from Lewiston, Maine, this handsome card (colored in muted blue and green tones) is captioned simply: "Camping in the Maine Woods."



This old linen color postcard from the 1920s-30s shows Eaton's Camping Ground in York Harbor, Maine. Those were the days of "auto camping," in which the automobile served as one of the early forms of RVs. The car carried campers, and their supplies and equipment, into the great outdoors. In fact, the automobile was part of the camping structure—a storage shed for food and clothing, a wind break for the canvas tents of the time, and an emergency shelter if the weather became severe.



This postcard postmarked 1961 shows Newport Harbor, California, and was sent from Newport Beach to a family in Poland Spring, Maine.

The card appears in the chapter entitled "Roadside RV Scenes," containing postcards in which the principal focus is upon some other subject and one or more RVs simply by chance appear in the picture.

This is one of the most challenging types of postcards to collect because they are collected on the basis of coincidence or happenstance.



This comic linen postcard is postmarked 1940, and it was sent from Bath, Maine, to Patten, Maine.

There is an entire chapter of the book devoted to humorous vintage postcards poking fun at various features of RVs and RVing.

On this card, difficult road conditions are the target of the humor.

Notice the exaggeration on the card—as it shows the wife riding in the travel trailer while it is being towed along the highway, which would be extremely dangerous and illegal.

***BHS Members Author Two Unique Histories of RVing**

Continued on Page 8

BHS Members Author Two Unique Histories of RVing



This real-photograph, black-and-white postcard from the 1940s shows Mooring Trailer Park in Belfast, Maine.

Notice that all of the dozen RVs pictured are travel trailers, because the true motor home had not yet been developed.



This real-photo postcard from the 1940s era is another campground card—advertising Libby's Oceanside Camp in York Harbor, Maine.

The number of travel trailers shown in these vintage cards proves how very popular RVing has been even from its infancy.



This colorful comic card was postmarked in 1944 from Canton, Maine, and shows that RVing, or at least thoughts of RVing, even survived the war years.

It says: “JUST TRAILIN ALONG,” and the family dog is inside the camper.

There has been a substantial cottage industry over the decades of RVing just in the production of RV-related postcards.

ing destination, the development of campgrounds for travelers with RVs got an early start in Maine, and the camping and RVing industry remains an important tourist attraction for Maine. As a result, there are many camping and RVing postcards from Maine campgrounds and parks, including many vintage Maine RV postcards.

We conclude with this food for thought. The next time you hold a toy or a postcard in your hand, you may be holding on to a little piece of history.

Submitted by Leasa Garvin



This modern picture postcard from the Pumpkin Patch RV Resort in Hermon is currently used to advertise one of Maine's largest and best-maintained RV campgrounds. With the development of the Internet, fewer people send postcards these days, and fewer businesses use picture postcards to help market their enterprises.

So, most RV campground postcards that survive are vintage ones. But, many campgrounds around the world still produce and distribute such cards to showcase their facilities.

Today, there are more than 200 campgrounds in Maine with a total of over 22,000 individual campsites—many of which will accommodate RVs.

It is no wonder that, in the official 2010 Maine Camping Guide, Governor Baldacci urged folks to “come camp in Maine.”

Continued from Page 1

Eastport Volunteer Fire Department Honored



The large group honoring the Eastport Volunteer Fire Department enjoyed the potluck supper. Front L-R: Meg McGarvey, Phyllis Siebert and Steve. Next row: Sandy Swanson, Denny Cline. Jim, Pat Wyeth, Mike Garvin. Middle: Ryndell Stockman and Ruth Wiens and Greg Williams of Calais. Next: Tammy and Jay Pearson, Gloria and Edward Mullen, Will and Wendy Harris, Donna and Jake Thayer. Standing: Rachel Emery, Kim Pendleton and Mary Bartlett. Next table: Shannon Emery, Richard, Brooke and Tammy Clark. Mark Cook. Next Row: Tommy, Dawson and Melissa Critchley. Sharon Cook, Gloria and Lee Harris, Connie Knight, Katie and Sarah Bartlett and Brenna Critchley. Back table John McNerney, Hillary and Ben Georgia, Meg Patrick, Nan Milani and Greg Williams of Eastport. *Photos by Leasa Garvin*

Great Eastport Fires

Excerpts from various newspapers and reference materials of the era.

Great Fire of 1839

Per the memory of Maurice Shay, who was born in Nova Scotia in 1832 and came to Eastport in 1838, old enough to remember that the fire destroyed 3/4 mile of property—including wharves and much shipping. Shay eventually became Assistant Fire Marshall in Chicago.

Great Eastport Fire of 1864

A fire broke out at half past 1, Sunday morning, on Union Wharf, Eastport, Maine, and continued until 8, consuming all the business part of the town. About fifty places of business were destroyed, including the best stores. The building containing the Frontier Bank and telegraph office was burned. Loss estimated at \$500,000.

The Vermont Phoenix, Brattleboro, VT 28 Oct 1864

On Sunday, Oct. 23, 1864, a fire raged in Eastport from 1:30 until 8 o'clock A. M., by which time fifty places

of business were destroyed. The loss was estimated at half a million dollars. It was apparently the work of incendiaries, and, occurring about the time of the raid into St. Albans, Vt., was generally believed to have been caused by rebel emissaries from the British Provinces.

The New York Times, New York, NY 10 Jul 1886

Great Eastport Fire of 1886

THE DISASTROUS FIRE THAT
SWEPT THROUGH EASTPORT.

PORTLAND, Me., Oct. 14.----The most disastrous fire that ever visited Eastport laid waste today a large portion of the town. The fire caught among the sardine factories, of which there are eight situated close to the water front. Water Street is the principal business thoroughfare, and at latest accounts this street was being rapidly destroyed by the fire, and it was branching off to streets occupied by dwelling houses. The Passamaquoddy Hotel was on fire, and it was feared the fire could not be stayed. Fortunately there is



Laura Turner enjoying the Honoring of the Volunteer Firemen and listening to stories.

Fire *continued from page 9*

no wind. Although the town was burned two years ago, still all the protection against fire they have got are two old-fashioned hand fire engines. The fire started in G. W. Capen's sardine factory and swept with resistless fury through Water Street. At last accounts four sardine factories had been burned in addition to many stores and dwelling houses. The telegraph poles were burned, so that no dispatches have been received for some hours. Linemen and operators have been sent from Calais, 40 miles away, but it is feared the lines will not be repaired before morning. Following is a list of the packing houses there: Quoddy Packing Company, G. F. Raye & Co., Stimpson & Torrey, J. Henderson, Hallett Brothers, Daniel McCulloch, M. C. Holmes & Co., P. M. Kane, G. W. Capen, T. L. Holmes & Co.,

***Fire** *Continued on Page 11*



Members and guests honoring the Eastport Volunteer Fire Department. From Bottom Row L-R: Kathy Lewis, Don and Julia Holmes, Ronnie Voisine. Next: Ruth McInnis, Sue MacNichol, Sandy Swanson, Denny Cline. Next Bernie Grazulwich, Laura Turner, Ryndell Stockman and Ruth Wiens. Next: Tammy and Jay Pearson, Gloria and Edward Mullen, Will and Wendy Harris, Donna and Jake Thayer. Next table: Shannon Emery, Richard, Brooke and Tammy Clark. Mark Cook. Next: Tommy and Melissa Critchley. Sharon cook, Gloria and Lee Harris. Back table John McNerney, Jean Sheild, Hillary and Ben Georgia, Meg Patrick, Nan Milani, Greg Williams.

Photos by Leasa Garvin



Lynn Jones and Helen Kennedy on dish duty after the potluck supper. *Photo by Leasa Garvin*

Fire *continued from page 10*

Eagle Preserved Fish Company, Charles Brewster, E. A. Holmes, H. Blanchard & Sons, T. D. Torrey, George W. Grady & Co., R. C. Green & Co., American Sardine Company.

The loss is estimated at \$230,000, with partial insurance. Some 10 wharves and 50 buildings are probably burned. Julius Wolfe owned one of the factories. His insurance is \$60,000.

**The New York Times, New York, NY 15 Oct 1886
EASTPORT AFTER THE FIRE.
A RELIEF COMMITTEE ORGANIZED TO
RELIEVE THE DESTITUTE.**

EASTPORT, Me., Oct. 16.---Eastport is dreary looking place to-night. The view across the bay is not obstructed by a single building on Water-street from Key-street to Adams-street and the entire length of Sea Street. It is as yet impossible to give the separate losses and insurance. Several insurance agents from Portland and Boston are here making estimates, but they can give no figures yet. Gen. Leavitt, the largest local insurance agent, estimates the total loss to be over \$800,000, but he can give nothing definite about the amount of insurance.

The several safes were opened to-day with a better result than was expected. The report that the insurance books and reports were destroyed was a mistake. All the savings banks, the Frontier Bank, and Post Office books, were found to be safe or nearly so, as was the insurance papers. The most serious part of the calamity is that a great number of families are homeless and destitute and out of employment. One hundred families, without homes, many of whom

formerly were quite comfortable, are now living with friends. The suffering will increase as the weather gets colder. A relief committee has been organized and some aid has been received, but only sufficient to relieve temporary distress. The Mayor of Bangor sends \$2,000; the Mayor of Calais \$500; Frank Peavey, of Sioux City, \$250; American National Bank, \$100; E. T. Russell & Co., of Boston, \$100; E. S. Buxton, E. H. Buckman, and Fulton Peavey, of Sioux City, \$100. The sardine factories will be rebuilt, but not this Fall. They could not be built in time for the season's packing, which ends, by law, Dec. 15.

Thieves have been busy day and night since the fire, and some have reaped rich harvests. They went in gangs from store to store while the fire raged, broke open doors, carried out goods, and destroyed what they could not carry away. At night they went with teams to the fields where goods had been left for safety and plundered the unfortunate people. They were like tigers that had got a taste of blood, and the worst among them were those from the neighboring Canadian islands, who came in boats and loitered about like vultures over dead carcasses. Capt. Dean, of the revenue cutter Woodbury, today ordered these Canadian thieves to leave the harbor and not return except for legitimate purposes. Tonight none are to be seen. The New York Times, New York, NY 17 Oct 1886.

Holiday Wreath Fundraiser



Wreaths donated by Julia Holmes and sold this fall as a BHS Fundraiser. The wreaths were made with several types of evergreen boughs and red dogwood. *Photo by Leasa Garvin*

BHS Open House At the Barracks Museum A Success

The BHS August 28, Open House was a huge success, and we would like to say thank you to all the folks that helped make it happen. There was a lot of time and hard work involved in the preparation. We have six rooms packed full of the treasures of our past that the guests thoroughly enjoyed browsing. There were folks in the "Research Room" enjoying the hundreds of old photographs we have collected over the years; some even found relatives. People in the "Military Room" were discussing their ancestors who fought in battles from as far back as the Spanish American War. In the "1800s Kitchen" many were remembering when

***Open House** *Continued on Page 13*



Wayne Wilcox, Rus Terry and Hollis Matthews check out the fundraising table outside.

Photo by Cory Critchley



Volunteer Hollis Matthews and Helen Kennedy studying historic documents in the Research Room.

Photo by Cory Critchley



Lynn Jones and Volunteer Wayne Wilcox discuss their ancestors who fought in historic battles.

Photo by Cory Critchley



Morris and Karon O'Tyson discuss Ft. Sullivan with Volunteer Helen Archer.

Photo by Cory Critchley



Visitors inspect the 1800s Kitchen and Volunteer Leasa Garvin answers questions.

Photo by Cory Critchley

Continued from page 12

*Open House

their grandparents used one or a number of the tools or appliances that we have on display. One person even discovered that one of the displays held her grandmother's quilt. The "Art Gallery" was also a big hit with art work from local artists from Eastport's past. There were a lot of great comments from the folks as they were browsing through the "Old Barracks" which makes me think we might need to make this an annual event.

Submitted by Cory Critchley



Wendy Harris, Peggy Cook and Ruth McInnis look at the books for sale at the Barracks Museum and local artwork on the wall. *Photo by Cory Critchley*



Scottie Boyle shows off a quilt she believes was made by her husband's grandmother, Harriet Holt (Henry) of Blue Hill, Maine. Her mother-in-law Mabel Henry Boyle Parris once told her there was some connection to Patrick Henry.

Photo by Cory Critchley



Volunteer Leasa Garvin and John Melby discussing some of the beautiful artwork by local artists including Dougal Anderson, George Call, and Robert Craig. *Photo by Cory Critchley*

Maine is the only state that shares its border with only one other state.

Submitted by Cory Critchley



Volunteers Leasa Garvin, Helen Archer, and Cory Critchley preparing for the Open House.

Photo by Cory Critchley and Leasa Garvin

History Symposium

The Border Historical Society had a presence at the History Symposium Saturday, September 25, at the University of Maine in Machias. Among the topics were the history of the University and boat building. Interesting tidbits were shared, such as the effort to rescue Marie Antoinette and bring her to Maine, and the supposition that the Basques may have been the first Europeans to establish fisheries on our shores.

Among the speakers were "Edith Roosevelt," wife of President Teddy Roosevelt, who held the crowd spellbound. The event closed with our spring speaker, Norman Nelson, about his experience on the schooner *Lucy Evelyn*.

Submitted by Kathy Lewis



Eastporter Alan Flagg stopped by the BHS table and chatted with Volunteer Pam Beveridge.

Photo by Kathy Lewis

Consider Reading a Kenneth Roberts Novel

We've been involved with re-reading and reading the novels of Kenneth Roberts, a distinguished Maine writer of historical fiction. He wrote two books that take place during the War of 1812, books that members of BHS may want to re-read or read: *Captain Caution* and *Lively Lady*.

The books have great descriptions of Dartmoor Prison and the prison ships where American sailors were incarcerated by the British. Roberts was an incredible researcher and based on what we've read about him, he'd surely be a Conservative in today's times!

Submitted by Lynn Jones

***Stories and photos about the railroad would be greatly appreciated.
Please share, so others can enjoy the history of our great Island City.***

Border Historical Society, PO Box 95, Eastport, ME 04631
or e-mail us at borderhistoricalsociety@yahoo.com or call Leasa Garvin at 207-853-2963.

Downeast Family Trees



This list is ever increasing—check future issues for new trees added to our collection.

If you have family trees you would like to share with others, please consider donating a copy to the Border Historical Society.

The Downeast Maine & Maritime Canada site is free for people to browse or to join. If you join, you're entitled to upload photos and data and to connect with area researchers. Because most of the first members have an Eastport connection, there is a heavy Washington County and Charlotte County component to the photo and genealogy collections. But the collection is expanding to include Maine, Quebec, the Maritimes and beyond. <http://downeastmainegenealogy.ning.com>.

If you have corrections, additions or insights regarding any of the information provided in the family trees below, please contact Pam Beveridge at heirlooms.reunited@gmail.com.

Adams, Charles Herbert of Bangor, Maine
Adams, Frederick Holloway of Gouldsboro, Maine
Adams Sisters of Stoneham, Maine
Adams, Willis of Dixmont and South Thomaston, Maine
Allen, Bernice of Centerville, Maine
Allen, Clifford G. of Centerville, Maine
Ames, James Barr, line goes to Gouldsboro, Maine
Ames, John Keller of Machias, Maine
Andrews, Orris Starrett & wife Lucy Hill (Glover)
Andrews of Knox County, Maine
Annis or Annas, William C. of Bradford and Sebec, Maine
Antone Family of Pembroke, Maine
Arey, Roscoe G. of Hampden, Maine
Averill, George G., born Lincoln, Maine, MD who married daughter of Martin Keyes and became head of Keyes plant, Waterville, Maine
Ayer, William B. of Bangor, Maine

Babcock, Harold Snow, born Hampden Maine, physician Castine, Maine
Bagley Family of Corinth, Maine

Baker, Agnes of Waterford, Maine
Balano Family of St. George, Maine
Bane, Hiram Linwood of Ripley, Maine
Banks, Dr. Elias of Portland, Maine
Barker, Henry G. of Gardiner, Maine
Barnes, Harriet Annie of Charlotte County, New Brunswick
Bartlett, Anna Firth of New Portland, Maine
Baston, Annie A. of Maine (wife of Leslie M. Briggs)
Baston, Bertha W. of North Yarmouth Maine (married Orrin Hawkes)
Beardsley, Justus W. and family of New Jersey, operated plant in Eastport, Maine
Beckwith, Loring E., minister of Maine
Berry, Alvah Elliott of Machias, Maine
Blair, John Burtram of Ohio, married Claril Blair
Blanchet, Louis Edward Alfred, born Canada, lived Old Town, Maine
Boardman, Henrietta, married Albert Shaw Luce, CW vet, Belfast, Maine lawyer
Bolster, John Quincy Adams, born Rumford, Maine; lived Melrose, Massachusetts
Bowen, Gertrude E. of Searsport, Maine
Bowman, Edward R., Medal of Honor Recipient of Eastport, Maine
Bridgman, Ozias of Jonesboro, Maine
Briggs, Leslie M. of Maine (husband of Anna M. Baston, above)
Brown Family of Washington County, Maine
Sylvanus Jefferson Bryant, born Passadumkeag, Maine, died Minnesota
Bucknam, Anna of Columbia Falls, Maine
Bugbee Family of Perry and Robbinston, Maine
Buzzell, William & Sarah (Newcomb) of Massachusetts and Houlton, Maine

Hawkes, Orrin of Yarmouth, Maine

Submitted by Pam Beveridge

Editor's note: Several more family trees were listed in the last issue of *Time & Tides* available to download at www.borderhistoricalsociety.com.

Matching Funds Given to Restore Dam Model



Front Row L-R: Dennis Turner, Frances Raye and Bob Lewis. Back Row: Phyllis Siebert and Eleanor Norton.

Photo by Leasa Garvin

ORPC Matches Unobsky Fund to Restore Dam Model

Robert Lewis, representing ORPC (Oceans Renewable Power Company), made a presentation of a \$2500.00 check to Frances Raye, past president of BHS, to match the \$2500.00 Unobsky Fund, toward the repair of the 1930s era Quoddy Project dam model. He then gave a brief history of the original Quoddy Tidal Power Project, a dream of President FDR, and praised the people who decided to bring the model of the proposed dam under cover into the Craft Shop extension several

years ago and the many Craft Shop workers over the years who have been telling all visitors about its history. He also noted all the efforts of volunteer workers during the past six years who worked tirelessly to repair the leaks, etc. He further stated that the next months of repair under Butch Harris, Eastport Windjammers, and Bob Turcotte, Boat School president, will bring the model back in good working order.

Submitted by Eleanor Norton

Program Notes

July—Hannah Marcus, an archivist with the Maine State Archives, gave a presentation on Maine's plans to commemorate the Sesquicentennial of the Civil War. She geared her presentation toward items of Eastport significance in Maine's Civil War era archives.

August—We had two presentations in August. First, Anette Ruppel Rodrigues spoke about the Hessians who fought in the Revolutionary War. She showed slides of the areas in Germany they came from and described their reactions at the equipment and duties they were given by the British. She also spoke of the Hessians who stayed in the New World rather than returning to Germany. Later, Jim Munch spoke on the War of 1812. He explained the factors which led to the War and the opinions of New Englanders, who for the most part were not in favor of war. His presentation was followed by a brief talk by Ray Estabrook of Belfast on plans to use the commemoration of the War of 1812 as a way to unite and energize youth in Maine and New Brunswick.

September—George Jacobson, Maine State Climatologist, spoke on the downeast region's past and present climate and predictions for its future. Coastal downeast Maine is unique, he said, in that the cold currents from the north ride around the tip of Nova Scotia and will likely moderate future temperature increases.

October—The Border Historical Society held a potluck supper to which all fire department members and their families were invited. Certificates of appreciation were presented to each of the firemen. A brief history of Eastport's three major fires was read.

November—The Border Historical Society sponsored a program at the Boat School featuring three hydrographers from the National Oceanic and Atmospheric Administration. See write-up below.

Special Program November 5

The three National Oceanic Atmospheric Administration (NOAA) hydrographers who have spent the last six months in the Eastport area mapping the bottoms of Cobscook and Passamaquoddy Bays gave a well-attended presentation on Friday, November 5, at the Boat School.

Dave McIntire spoke on the history of the various incarnations of what is now the National Oceanic and



Jeannie and Tom Ries show some of their period clothing from the Civil War era at the November meeting of the Border Historical Society.

Photo by Leasa Garvin

Atmospheric Administration, going back to its inception in 1807 during the administration of Thomas Jefferson. He mentioned that the only US Navy ship ever to experience a mutiny was the *Ewing*, which was being used by the Coast Survey off the coast of California during the Gold Rush years. Five crew members had hoped to desert to the gold fields but were captured; two were hanged.

Nick Forfinski talked about how the tools available to hydrographers have evolved over the years as well as how the effects of tide and temperature of the water column must be factored into depth readings. He explained the value of the different gauges at the Eastport Breakwater to fishermen and researchers.

Matt Andring showed slides of what the recent mapping had uncovered from Robbinston to Cobscook Bay. He stressed his amazement at the difficulty of mapping the Falls Point area, where mapping was possible only for a brief period during slack tide. He pointed out the extensive scallop dragging marks on the bottom, the wave marks he hadn't expected to see, and a few problematic rocks, some of which will require a modest change on current charting. In all, though, the recent mapping did not discover any major differences from earlier mapping.

The presentation was followed by an informative question and answer session. This was a special presentation sponsored by the Border Historical Society of Eastport. If you have ideas for a presentation of public interest, please contact a BHS member.

Submitted by Pam Beveridge

BHS Correspondence

Thorp(e) / Rogers

Hello, I am researching my 3rd great grandparents marriage record. They were married on August 28, 1844 in Eastport by Edward N. Harris.

Their names were James H. Thorp(e) and Eunice Jane Rogers. They both indicated that they were born on Deer Island. Can you tell me if Edward Harris kept any marriage records (outside of what the town hall has)?

Do you know of any other Thorp(e)s that were in the area at that time. I am trying to find out the names of

James Thorp(e) parents. Thank you. Still wondering if the marriages by Rev. Harris were listed elsewhere (outside the town hall) for the year that includes 1844—that might provide any additional clues we are looking for: our family history on the Thorp(e) line.

We are still looking for the parents names of James H. Thorp(e) who m. Eunice Jane Rogers on August 28, 1844 in Eastport, ME. They both listed they were born in Deer Island, NB, but we know that was not true for Eunice and probably not true for James either. We believe they may have run away from the Canning/Scot's Bay area to elope. James Henry Thorp(e) was not originally from Canning/Scot's Bay area either though, and we have trying to figure him out his parents and birth location for several years.

Appreciate if there is any additional information found on him. Thanks, Tracy Tomaselli tomasellitracy@sbcglobe.net, Guilford, CT

Edgar Holmes

From: Steven Holmes <steven.holmes@pine-online.com>
Good evening,

My name is Steve Holmes. I recently spent the weekend down in the Eastport area attending the Pirate Festival with my children. I was speaking with a very nice couple who mentioned that I really should touch base with Mrs. Frances Raye to possibly get more info on my mother's grandfather, whom I am told was from Eastport. His name was Edgar Holmes. My grandfather was born in 1904 so that would possibly put Edgar's DOB at around 1850-1880. I have no info as to where or when he may have passed on. He had, I believe, two children with my great grandmother from Pleasant Point who was Frances (Frannie) Gabriel (a midwife at Sipayik). My grandfather Michael and the other child that Edgar had with my great grandmother was my great aunt Eva. If Mrs. Raye would like to contact me should she have any info that may be helpful in tracing this side of my family, I would be most appreciative.

Thank you. Steve Holmes (207)944-6520

Florida Orange Grove Connection

Hello Historical Society,

I'm hoping you can tell me where to look for this information.

I'm trying to find out who in Eastport owned orange groves in Florida around 1898-1900. According to an old diary, the person's annual journeys to Florida began and ended in Eastport, aboard the steamship St. Croix. His/her final destination was the train depot called Palm Springs which is north of Orlando, FL. Palm Springs no longer exists. It was swallowed up by Altamonte Springs.

I would guess that the person had some money because the profile of out-of-state orange grove owners was "well-to-do northerners."

I would appreciate any help. Thank you!

I figured out who owned the orange groves in Florida in 1898-1900: Samuel L. Wadsworth. I've been in touch with the family historian, Chris Brown. I also learned that other Eastporters had property in Florida in the 1800s: Lucia and Edward Shead; Dr. Eliza Millett Bradbury Babb (10 Aug 1831- ?) and her husband Dr. Luther Potter Babb (1823-1895) and their daughter Dr. Cora Babb. You wouldn't happen to have files or clippings about any of those people, would you? I'd love to find out as much as I can about them. Mary Hense, 5005 Dyer Court, Orlando, FL 32821, Cell: 321-276-0230, Home: 407-238-2789, maryh33@msn.com

Loring's (Photography)

Hi Leasa, Just wanted to touch base to see if any of the Society members may have had some info re: Loring's New Rooms a photographic studio in Eastport during the mid- to late-1800s. Bob Sullivan emailed me recently; he was looking for some information re: the Maine Central Railroad and its activities in Eastport. Passed on the little information that I had, including a postcard of the "New Can Plant" at Eastport which was located on Sea Street and apparently serviced by the Railroad. Hope you folks can come up with some info on Loring. Will keep in touch.

Regards, Jack Craig, Maine6th@aol.com

Eschweiler

Leasa, In your spring 2009 Time & Tides you asked for information on Thomas Eschweiler, life member. A Chadbourne daughter married an Eschweiler and moved away. Three of her descendants (through Eschweiler) were at Chadbourne House this summer—was in Quoddy Tides.

Lynn Jones

Continued from page 19

***Correspondence**

Continued from page 18

*BHS Correspondence

William Clark Genealogy

Hello;

I am researching the genealogy of William Clark, born in Eastport, May 30, 1785. He died 29 August 1833. He married Joanna Milliken on 6 November 1806 in Eastport. I am related to Benjamin Milliken Clark.

Dominicus Norman Clark, [married to Annie Ellen Whipple] would have been his brother. Maria Chapman Clark was his sister and ended up migrating to California [Stockton, California] with some of the other family members. Phoebe Clark [married to Robert Haley] also migrated to California and was a pioneering family in Alameda, California.

Benjamin Milliken Clark died around 1865 in the San Francisco area. His widow, my Great Grandmother Dorcas Haley Clark was a pioneer teacher from Bocabec, New Brunswick. It seems the entire loyalist families related to Robert Vardon left the New Brunswick area and moved to Ontario, near Pickering around 1841. I do not know what pressure caused this. Dorcas Haley Clark graduated from Toronto Normal School and was its first Head Mistress and Model School Teacher. Her daughters Helen Milliken Clark and Sarah Clark also graduated from the institution. Maria Chapman Clark also graduated as did Emily Clark's husband, Fredrick WS Pritchard. In 1862, the family was recruited to move to California it seems to help establish the California Normal School. Helen Milliken Clark was the first teacher hired as Principal of the Model School. They were recruited by John Swett, the founder of California School system. Would he be related to the Swett family of the Maine area?

I am trying to trace the lineage up from William Clark. His father was listed as Joseph Clark who originated from Great Island [New Castle], New Hampshire. I believe he came to Moose Island with his brother William. According to my research, Joseph Clark was a seaman on the Continental Frigate *Raleigh* during the Revolutionary War. I have also found a reference that says his wife was named "Margery." In New Hampshire my research really gets mirky...too many Clarks.

I would appreciate any guidance to furthering my research. Ultimately I want to make a trip out that way but would prefer to have my goals established first. I of course can provide and will provide my research for your use if desired.

Regards, Robert Boyle, robid@att.net

Library Cannon Update

June 20, 2010

Dear Mr. Walker,

Thank you for your Yahoo email of June 18. I was at the Border Historical Society meeting on Friday, June 18 when it was read. I am a local historian and know the history of the cannon so I was asked to respond to your email.

The cannon was given to the Peavey Memorial Library sometime around W.W.I. by the local G.A.R. post or the Sons of the Civil War Veterans. You can contact the library board of directors at Peavey Memorial Library, 26 Water St., Eastport, Me. 04631.

I was not aware of the historical significance of the cannon thank you for this information. I have enclosed two pieces of information you will find of interest regarding the cannon. The letter of August 26, 1994 is the first time anyone told us what the cannon was and how to preserve it. The second is a newspaper article of June 23, 1995 from the local newspaper, *The Quoddy Tides* telling of the replacement of the original gun carriage.

At the time the high school industrial arts teacher Mr. House worked on the project. He told me he was amazed at the angles and degree of cuts he had to do to match the original oak carriage. He was impressed with the craftsmanship of the gun carriage makers. He used some of the original carriage that was not rotten. He threw away the rotten pieces but kept the good pieces. If I remember correctly there was one side that was fairly good.

All the original metal fittings were kept, cleaned, painted and put on the new carriage. As for the new oak carriage Mr. House said it was not completely dry when he cut it. At the time the pieces had a nice fit but he said in time gaps and spaces will develop. He was right and this did happen. There were a number of coats of water seal used on the carriage when it was placed back at the library that summer.

The original cannon wheels rotted away long ago. In the late 1960s the local V.F.W. was looking for wheels for the cannon. They finally advertised in the *Quoddy Tides* for a set of wheels to donate need size and diameter of 4 feet; steel bands around wheels are 2 1/4 and the axle is 2". A local farmer donated two old wagon wheels. In 1995 Mr. House patched up the rotten areas on those wheels. These are probably the 3rd or 4th set of replacement wheels so they are not original. Again thank you Mr. Walker for your letter and concern about the Library cannon. I agree with you it should be better protected because of its historical significance.

Take care, Wayne Wilcox

1829 Historic Document regarding the Schooner *Essex*

To the Border Historical Society.

I have a letter postmarked Eastport, ME, October 3, 1829, from an M. Sherlock in Eastport to a Mr. Edward Mansfield in Jonesport, regarding his outfitting of the Schooner *Essex* and that he needed to recover the cost. I have attempted, together with Terry Holt, to research the origin of the *Essex* and if it had been built at that time in one of the local shipyards.

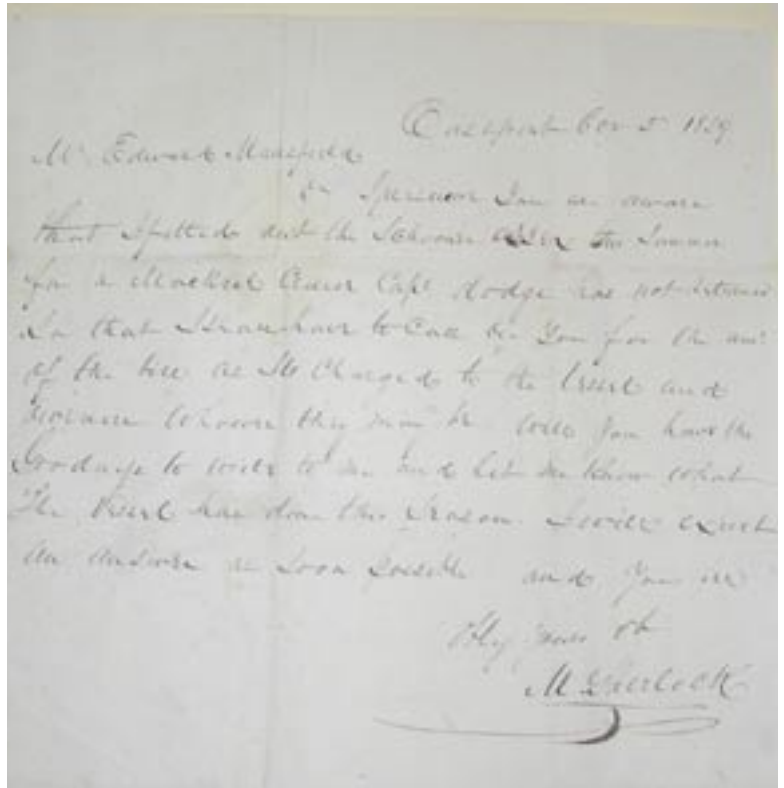
I would like to make this letter available to the BHS, if this would be something of interest and that I could be assured that it would remain with the BHS.

Thank you for your response. Jack Craig

Editor's note: Thank You, Jack. The letter and back-up material arrived safely and will be housed at the Barracks Museum for safekeeping.

A copy of the letter is pictured to the right and below it the translation. At the bottom is a snip of one of the background items.

If anyone is interested in the *Essex*, please stop by the Barracks Museum next summer and ask to see the documents.



The letter which is postmarked Eastport, Oct 3rd 1829, and discusses the schooner *Essex* reads as follows:

Sir, i presume you are aware that I fitted out the schooner Essex this summer for a mackrel cruise. Capt. Dodge has not returned so that I shall have to call on you for the amt of the bill as its charged to the (lesser and owner??) whoever they may be. Will you have the goodness to write to me and let me know what the vessel has don this season. I wil expect the answer as soon as possible and your (due??). (Obly you ob??) M. Sherlock.

**Annual Report of the Operations of the U.S.
Life Saving Service for 1883
(Page 179)**

(As Shown in Internet Reproduction)

“At midnight on the 22nd of February while her crew were on shore, the Schooner *Essex*, of Machias, which was moored at Jonesport, laden with barrels of clams ready for a voyage to Portland, dragged her anchor in a heavy wind and snowstorm, and went ashore on Pomp’s Island four and a half miles northwest of Station No. 3, First District, Maine, but was hidden from the station by intervening islands. The life-saving crew heard of the disaster on the 26th instant and went to the vessel. They made four trips to her at different times and on the fourth vist, March 5, succeeded in getting her off by removing a part of her cargo”.

New Acquisitions for The Border Historical Society



“The Star Spangled Banner” 15 star American Flag was donated to the Border Historical Society by John and Phylis Jezyk and is displayed above by Jake Thayer and Bernie Grazuwich.

Photo by Donna Thayer

The Star Spangled Banner

Dear Members;

During our vacation this past June, my sister and I had opportunity to visit the lovely city of Eastport and during that visit we stopped for a tour of “The Barracks.” We thoroughly appreciated and enjoyed the history you folks have taken the time and energy to preserve. The quality of the workmanship in that fine old structure was very interesting and pleasurable to observe. The guide present (Donna) made us feel very welcome, and was extremely helpful in describing the various exhibits.

During the tour I noticed that the US Flag on display out front was a recent vintage and thought that a flag of the period (1809) should also be present. In that regard please accept on behalf of my sister and myself this 3' x 5' US Flag of the period, also known as “The Star Spangled Banner” with Mahogany Flag Staff, for display. I did some limited research and found that this was probably the flag that flew over the Barracks at the time of construction. I believe that welcoming pineapple feature on the flag staff is something that adds to the historical flavor of the display.

Thank you all for your efforts in preserving “our” history in such a fine manner.

Sincerely yours;

John and Phylis Jezyk
257 Mountain Road
Windsor, CT 06095

Member Wayne Wilcox received a photo of the skipper of the *USS Cony* (DD508), Capt. Joseph A. Dodson, Jr., USN, during the Korean tour. The photo was sent by Wm. Poin-dexter Moore, Jr., who had the honor of serving as “Gun Boss” under Capt. Dodson.

Editor's note: The *Cony* display is growing and this 8 x 10 photo of the Skipper is a nice addition.



Items Donated to the Barracks Museum

Elaine (Boyden) Lodge

Photos of Circa 1934 Shead Memorial High School, Sim Frosts Boys Band, various family photos of the Lodge-Boyden-Ferris family, Elementary and High School diplomas of Vincent & Elaine (Boyden) Lodge, 18" x 24" Charcoal of Mr. and Mrs Boyden, Scrapbook from the 1930s through the 1950s, various kitchen items.

Wendy Harris

Capen Drug memorabilia including labels, boxes and cards.

Lewis Broughrin

Three bank books from his father.

Jake and Donna Thayer

Two glass containers used prior to using metal containers.

Scottie Boyle

Antique toaster

Helen Archer

Three pairs of antique reading glasses
Several kitchen utensils
Dream catcher
Wooden bowls

Lynn and Rob Jones

Book *Amidst a Storm of Bullets The Diary of Lt. Henry Prince in Florida 1836-1842*

Lillian Bailey

The *Sea Beacon* Volume 1 No. 5 20 November, 1943

continued from page 2

BHS Minutes Notes

Especially noteworthy were the many accomplishments at the Barracks Museum: cleaning of all of the rooms; planting of a flower garden in front; organizing and hanging photos; repairing and reinforcing shelving; setting up a computer station with desk and readers for visitors seeking genealogy information; and very importantly the beginning of a complete inventory of museum items. Many thanks to Helen Archer, Cory Critchley, and Leasa Garvin, who logged many, many hours during this time.

JULY—Since the very busy summer season of visitors and shoppers was underway, most of the business focused on the BHS Barracks Museum, Quoddy Craft Shop and Quoddy Dam Model, and the Powder House and grounds surrounding it.

The **Barracks** staff reported they continue to be busy setting up the rooms and discovering many interesting items that they have moved into the appropriate settings. Cory Critchley has added to her website and the quarterly newsletter information about the many genealogy resources available in the Museum. As always, more volunteers were requested to staff the Museum throughout the summer months.

Quoddy Craft Shop reported sales ahead of the same time last year and the profits were definitely needed to begin to make repairs on the Quoddy Dam Model, which is now leaking very badly. Members approved talking with Bob Lewis, Dennis Turner, and Davie Turner, who daily cared for the dam, and Boat School personnel for advice on how to solve the problem.

Powder House. 2012 is fast approaching and there was discussion of the great need to move forward with securing funds to help with the restoration of the Powder House. Rus Terry also requested more help in keeping the property mowed.

New Business. Hugh French sent emails to Phyllis and Leasa inviting the BHS to take part in a meeting with the Maine Arts Commission at their upcoming community visit for a \$50,000 grant

AUGUST—A brief meeting was held at the Barracks Museum to discuss an Open House for the Barracks on August 28. Plans were made to open the Museum from 1:00 PM to 3:00 PM with volunteers ready to answer questions in each of the rooms.

NOVEMBER—The November meeting served as a

review of the year's events with committees reporting on accomplishments and goals for the coming year.

The **Membership Committee** reported 131 members with a goal of 200 for 2011. Plans for next year included an expanded packet for new members and material in the Chamber Welcome Packets distributed to new homebuyers; a larger committee; and a presence at City-wide events, a presence that would entice people to visit Quoddy Crafts, Quoddy Dam Model, Barracks Museum, and the Powder House.

The **Barracks Museum Committee** members were pleased with the successful Open House and felt there should be another one next year. Members also noted that there was a need for the purchase of a new sump pump for the basement and approval was given.

The **Powder House Committee** noted that the grounds around the Powder House looked good and thanked those who help spread wood chips on the paths. The Committee continues to look for more funding for restoration of the Powder House.

The **Program Committee** reviewed the many interesting, well-attended programs beginning from April through November. Still in the planning stage for upcoming programs in 2011, the Committee is planning a program in time for the 150th anniversary of the Civil War.

Inventory Committee members continue to tag items with the name/use of item and the donor.

Craft Shop and Quoddy Dam Model Committee reported a very successful year and after all bills were paid (including the printing of the 5000 "Walk About" brochures and a large water bill because of the Dam Model leak) a balance to cover expenses for the remainder of 2010 and beginning of 2011.

Building Committee Member Bernie Grazulwich oversaw the painting of the Craft Shop this past summer and has now followed proper procedure and disposed of the many old paint cans in the back of the Craft Shop.

New Business included the following important decisions: installing a fan in the basement below the Dam Model to alleviate moisture problems in basement and also GFI circuits; appointing Helen Archer as Assistant Treasurer; changing BHS meeting day to the third Thursday instead of the third Friday to avoid conflicts with meetings of other organizations.

Submitted by Eleanor Norton

Editor's Note: For a copy of the complete minutes, contact Leasa Garvin, BHS Secretary.

Down Memory Lane

Maine Central Railroad in Eastport late 1940s and early 1950s The Adventures of the Capen Avenue Sullivan Boys Joe, John and Bob Sullivan

Written by Bob Sullivan November 2010

Growing up in Eastport could not have been more fun. Part of that fun for three youngsters from North End was taking day hikes to and hanging around the Railroad either down on the Sea Street wharves, at the Maine Central Railroad (MEC) Station or on the Out Island railroad tracks by Johnson's Beach waiting for the train to pass. Long hikes requiring most of the day needed a lunch packed in a surplus Army knapsack purchased at Ben Diamond's Store. Lunch usually consisted of a peanut butter sandwich or the favorite, Abernathy's cross-pack sardines and crackers with an orange tonic (soda).

Part 1: Outing to Sea Street

Trips to Sea Street by the Sullivan boys were often via the bottom of Capen Avenue around Todd's Head (it had to be half tide or less) and along the beach under the wharves including Beardsley's, Wass's, Holmes, Mearl, Wadsworth's, Immigration, Eastern Steamship and finally up on dry land by the Waco and Healy's. Usually we checked in on the Coca-Cola Bottling Plant to watch the empties go around the filling machine and then cap the bottles. The dry land walk continued past the American Can Company, then a quick check at O'Hara's to watch the men performing the filet fish action for a few minutes. Then if there was freight movement at the Central Maine Railroad Wharf on the further end of Sea Street, we'd go straight there. This building was of great interest because the train pushed the cars through the building at a curved angle and loaded or unloaded inside the building. When not being used, the doors were shut with box cars still inside. I don't remember this building being used often; at least we didn't see much action taking place.

We backtracked to the MEC Wharf, which is the old Steamship Wharf, and proceeded to investigate the goings-on there. Most often there was freight movement to and from boxcars into the warehouse area or directly to and from the wharf's edge to be hoisted up or down by a swing boom serving one of the coastal freighters.



From the Quoddy Tides. Note the *Lewis R. French* tied up to the Railroad Wharf rigged as a coastal freighter.

The coastal freighters *Duke* and *Lewis R. French* (now returned back to its original schooner rigging and used for tourist trade—see photo next page) were the main shipping boats in Friar Road, Passamaquoddy and Cobscook Bays. I believe there were other boats used to ship freight and possibly Connors Brothers had shipped freight to and from Eastport. I don't remember specific vessels except those mentioned. The common route for these boats was to St. Andrews or Lubec depending on the freight. In Lubec Puss'n Boots Cat Food as well as the various sardine factory companies shipped their products to Eastport and via

***Maine Central Railroad in Eastport**
Continued on Page 24

*Maine Central Railroad in Eastport

train all over the country. American Can Company of course shipped cases of sardine cans and covers from Lubec, and tin plate arriving by rail was transported to Lubec.

We watched the freight-moving action and play around the piled high cases of sardines or cat food stored in the warehouse area waiting to be transferred to boxcars. These boxcars sat outdoors on tracks running along the north side of the building platform built at boxcar door height. This platform ran most of the length of the building and was equipped with a ramp inside the building for the fork lifts to gain the access to the boxcars.

As mentioned, a noted freight was the pallets of tin plate about two feet by two feet and about a foot high. They would be only one tier in the boxcar which brought these to the wharf. We noted also the crew

was very careful when lowering tin plate to one of the freighters which took this plate to the American Can Company Plant in Lubec. It looked to me as if those men did not want to drop a pallet of tin down fifteen feet or more into the hold of one of those wooden boats!

Another activity in the Sea Street area was the transfer of soybean oil from tankcars to delivery trucks or to 55-gallon drums secured on decks of Lubec and Canadian boats to be taken to their factories for sardine oil. I believe the owner was a Cheverie, and in 1952 our friend Jack Craig worked the operation that summer. In the early 1950s the sardine industry was booming, so all these activities were busy and many people employed. Lots of folks we knew worked as longshoremen and at the railroad yard, some as second jobs.

*Maine Central Railroad in Eastport

Continued on Page 25



LEWIS R. FRENCH rigged as a Schooner.

Photo By Ben Brown 2009

Continued from page 24

*Maine Central Railroad

Pictured to the right is one of Connors Brothers sardine carriers accepting soybean oil from the pipeline lying on the wharf into 55-gallon drums bound for Blacks Harbor, New Brunswick. This wharf was the southern most railroad wharf in the 1960s when Bart Scott owned the oil transfer business. The warehouse building had been removed and pipeline laid down. Another picture shows the boiler shed where steam was produced to warm the oil in tank cars for pumping in cold weather.



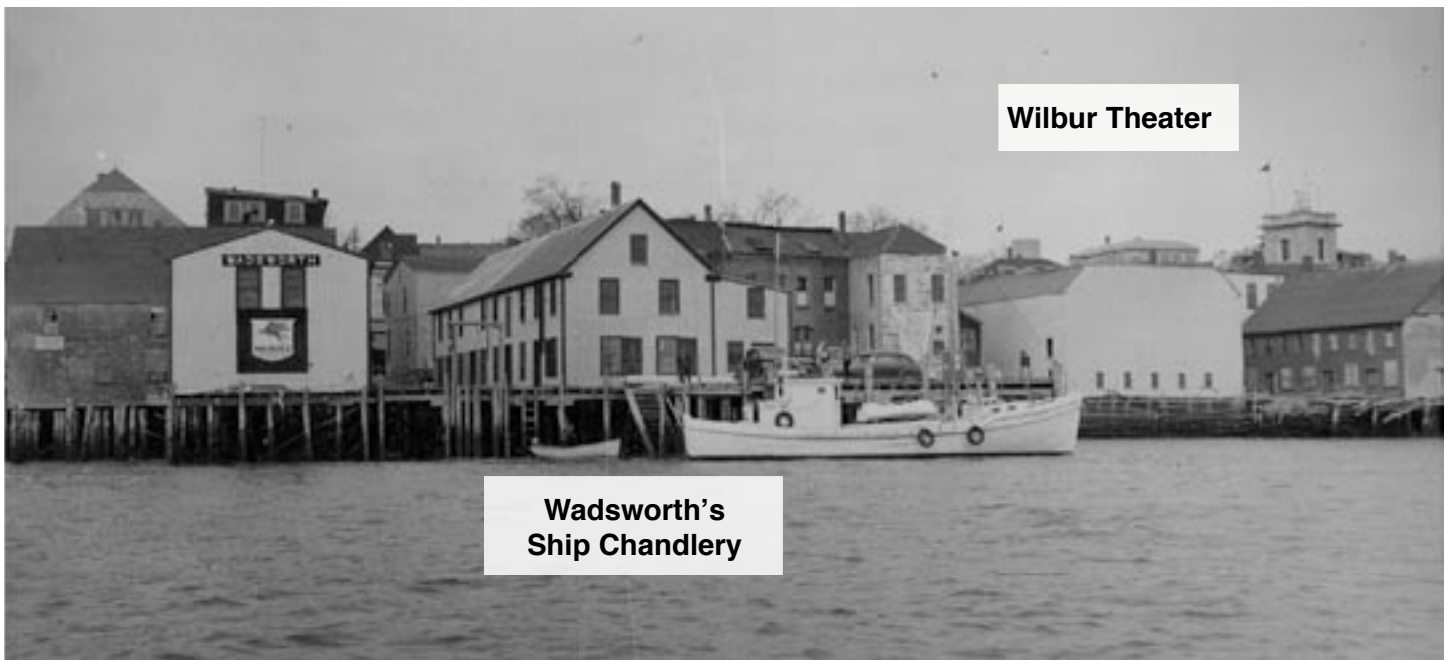
Sea Street 1960s Connors Brothers Boat being loaded with soybean oil in 55-gallon drums at old railroad wharf Eastport, Maine, for their sardine factory in Blacks Harbor, New Brunswick.

Photo by Bart Scott



Sea Street 1950s shed containing a vertical tube boiler used in cold weather to supply steam to tank car heating coils, which warmed the soybean oil for ease in pumping.

Photo by Bart Scott



Wilbur Theater

**Wadsworth's
Ship Chandlery**

Along Water Street—the route the Sullivan boys took as they headed downtown.

Photo Courtesy of The Quoddy Tides



Martin Healey's

The Freighter
Duke

Water Street to the beginning of Sea Street, where the boys came up on dry land.

Photo Courtesy of The Quoddy Tides

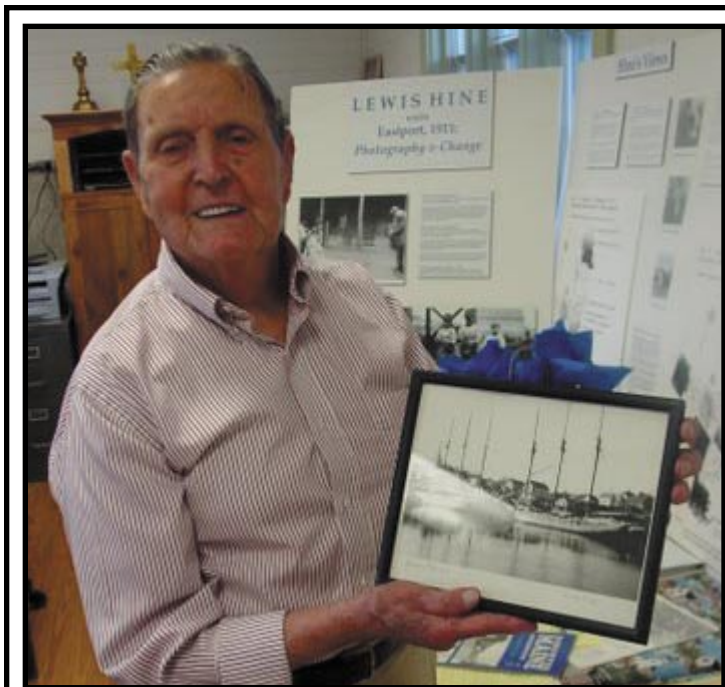


Photo by Heidi Reidell

Norman Nelson

Editor's note: This photo of Norman Nelson was sent just days after the the Summer Newsletter was published.

It was with great sadness I read in the *Bangor Daily News* that our guest speaker at the May Potluck Supper had passed away on December 14, 2010.

Norman Nelson, 92, was an engaging, entertaining and educational speaker and his presence will be missed by many.



Border Historical Society 2011 Membership Application



Name _____

Address _____

City _____ State _____ ZIP _____

Telephone Number _____

E-mail Address _____

___ Yes, please include me in the Membership Directory. ___ No thanks.

PLEASE CONSIDER VOLUNTEERING.

Special Committees, check your interests:

- ___ Membership
- ___ Newsletter
- ___ Inventory
- ___ Powder House
- ___ Barracks Museum
- ___ Special Programs
- ___ Quoddy Craft Shop/Quoddy Dam Model
- ___ Building Committee
- ___ Special/Fundraising

I'd like to VOLUNTEER my time!

- ___ Barracks Museum
- ___ Quoddy Craft Store
- ___ Powder House
- ___ Research
- ___ Cleaning/Painting/Organizing
- ___ Writing ___ articles ___ grants
- ___ Other skills you are willing to donate: _____

I'd like to serve as:

- ___ President
- ___ Vice-President
- ___ Secretary
- ___ Treasurer
- ___ Board Member (four positions)

For Office Use:

Check # _____ Date _____ Cash ___ Money Order ___
 Membership # _____ TY for _____
 ___ Welcome Letter/Packet Sent Date _____
 ___ To Treasurer Date _____

Dues are:

\$10.00 for Individual Member

\$20.00 for Family Membership

\$150.00 for Lifetime Membership

Non-Voting Junior Membership, under 18, \$2.00 (if family does not belong)

In addition to my membership, I'd like to donate:

\$ _____ to the Powder House Fund \$ _____ to the General Fund

\$ _____ to the Quoddy Dam Model Fund

Make Check payable to:

Border Historical Society, PO Box 95, Eastport, ME 04631



Border Historical Society

An organization of Eastport area residents committed to education, preserving local history and operating the Barracks Museum, Quoddy Dam Model Museum, Quoddy Craft Shop and site of Fort Sullivan and Powder Magazine.

The public is encouraged to visit our sites.

Barracks Museum

Washington Street, Eastport, Maine 04631
Hours: Wed. through Sat. 1 pm to 4 pm. Open Summers.

Quoddy Dam Model Museum and Quoddy Craft Shop

72 Water Street, Eastport, ME 04631
Hours: 9:30 am to 5:30 pm Monday–Saturday and
Sunday open 11 am to 4 pm. Open June–September.
Phone: (207) 853-2338

Site of Fort Sullivan & Powder Magazine

Fort Hill, McKinley Street off Adams Street

Contact Information:

President: Phyllis Siebert (207) 853-2903
Mailing Address: PO Box 95, Eastport, ME 04631
E-mail Address: borderhistoricalsociety@yahoo.com
Web Address: <http://borderhistoricalsociety.com/>
Barracks and Genealogy: Frances Raye (207) 853-6630



Border Historical Society
PO Box 95
Eastport, ME 04631

Tidbit taken from the *Sea Beecon*,
November 20, 1943, issue donated
recently by Lillian Bailey:

Floating Dry Docks

One of the little-mentioned Seabee activities has been the building of Floating Dry-docks and their operation. Such Drydocks have been the means of repairing ships that otherwise would not have been repaired without resorting to long and expensive tows to established drydocks many thousands of miles away, with the resultant loss of countless days and months before the ship could be recommissioned.

2011 Upcoming Meetings

Meetings will be held in the THIRD THURSDAY at the Christ Episcopal Church Institute at 7:00 pm unless otherwise notified.

Annual Meeting THURSDAY January 20, 2011

Notices will be posted at:

Eastport City Hall
R & M IGA
The First Bank
The Quoddy Tides
S.L. Wadsworth
Raye's Mustard
<http://borderhistoricalsociety.com/>



For a full color edition of the newsletter visit our
website <http://borderhistoricalsociety.com/>.

*Knowledge is worth very
little when it is not shared.*